



1617 Sherman Avenue Apartments Development Traffic Impact Analysis

City of Madison
Dane County, Wisconsin

October 31, 2022



TRAFFIC IMPACT ANALYSIS

DATE: October 31, 2022

TO: Darrin Jolas
Vermilion Acquisitions, LLC

FROM: Don Lee, P.E.
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Traffic Analysis & Design, Inc.

SUBJECT: **1617 Sherman Avenue Apartments Development**
City of Madison, WI

INTRODUCTION

Vermilion Acquisitions LLC is proposing a multi-family residential development to be located on the east side of Sherman Avenue, immediately north of Tenney Park in the City of Madison, Dane County, Wisconsin (Exhibit 1). Access to the site is proposed via two full access driveways onto Sherman Avenue (Exhibit 2). This traffic impact analysis (TIA) report was prepared to address the weekday morning and weekday evening peak hour traffic impacts of the proposed development traffic on the adjacent transportation system.

STUDY AREA

Study Intersections

The study area for this TIA includes the following existing and proposed intersections:

- Sherman Avenue & Fordem Avenue (one-way stop control)
- Sherman Avenue & Fuller Drive North (one-way stop control)
- Sherman Avenue & Fuller Drive South (one-way stop control)
- Sherman Avenue & proposed north driveway (one-way stop control)
- Sherman Avenue & proposed south driveway (one-way stop control)
- Sherman Avenue & Marston Avenue (one-way stop control)
- Sherman Avenue & North Baldwin Street (one-way stop control)
- East Johnson Street & Marston Avenue (one-way stop control)
- East Johnson Street & North Baldwin Street (traffic signal control)

Each intersection is shown on the study area map on Exhibit 1. A transportation detail illustrating existing intersection lane configurations, speed limits, and approximate intersection spacing is shown in Exhibit 3.

Study Area Roadways

Sherman Avenue is a northeast/southwest, two-lane undivided collector street from its intersection with Fordem Avenue to the south and a three-lane minor arterial with a Two-Way-Left-Turn-Lane median immediately to the north. The posted speed limit on Sherman Avenue is 25 miles per hour (mph) to the south of Fordem Avenue intersection and 30-mph to the north. There are sidewalks and bicycle lanes located along both sides of the roadway throughout the corridor. The Wisconsin Department of Transportation (WisDOT) 2018 annual average daily traffic (AADT) volumes along Sherman Avenue was recorded as 9,600 vehicles per day (vpd) to the north of Commercial Avenue. There are currently no WisDOT AADT volumes collected along Sherman Avenue to the south of the Fordem Avenue intersection; however ADT volumes of about 2,100 vehicles per day (vpd) to the south of Baldwin Street, 3,200-vpd north of Marston Avenue and 3,500-vpd immediately south of McGuire Street were calculated from the five hours of peak period turning movement counts collected at the adjacent intersections along the corridor as part of this study.

Fordem Avenue is a north/south, two-lane undivided minor collector roadway to the south of Sherman Avenue. The posted speed limit on Fordem Avenue is 30-mph within the limits of the study area. There are sidewalks located along both sides of the roadway within the study area. There are currently no WisDOT AADT volumes available along Fordem Avenue; however, ADT volumes of about 5,400-vpd immediately south of Sherman Avenue were calculated from the five hours of peak period turning movement counts collected as part of this study.

East Johnson Street is a four-lane divided major collector street within the limits of the study area. To the west of North Baldwin Street, the corridor splits into two separate roadways with East Johnson Street operating as one-way northeast-bound and East Gorham Street operating as one-way southwest-bound. The posted speed limit on East Johnson Street is 25-mph. Sidewalks are located along both sides of the roadway within the study area and no bike lanes are also provided within the roadway to the east of North Baldwin Street. There are currently no WisDOT AADT volumes available along East Johnson Street; however, ADT volumes of about 24,100-vpd immediately to the southwest of North Baldwin Street and 22,500-vpd immediately to the northeast of Marston Avenue were calculated from the five hours of peak period turning movement counts collected as part of this study.

North Baldwin Street is a northwest/southeast, two-lane undivided local distributor within the limits of the study area. The posted speed limit on North Baldwin Street is 25-mph within the limits of the study area. There are sidewalks located along both sides of the roadway within the study area. There are currently no WisDOT AADT volumes available along North Baldwin Street; however, ADT volumes of about 1,400-vpd immediately west of Johnson Street and 5,100-vpd immediately east of Johnson Street were calculated from the five hours of peak period turning movement counts collected as part of this study.

Marston Avenue is a northwest/southeast, two-lane undivided local distributor within the limits of the study area. The posted speed limit on Marston Avenue is 25-mph within the limits of the study area. There are sidewalks located along only the south side of the roadway within the study area. There are currently no WisDOT AADT volumes available along Marston Avenue; however, ADT volumes of about 550-vpd immediately west of Johnson Street were calculated from the five hours of peak period turning movement counts collected as part of this study.

Fuller Drive is a two-lane undivided local roadway that provides access to a residential neighborhood along Sherman Avenue. The posted speed limit on Fuller Drive is 25-mph within the limits of the study area. There are no sidewalks currently provided along either side of the roadway within the study area. There are currently no WisDOT AADT volumes available along Fuller Drive; however, ADT volumes of about 200-vpd were calculated from the five hours of peak period turning movement counts collected as part of this study.

DATA COLLECTION

Existing Traffic Counts

Turning movement traffic counts were collected at the study area intersections in mid-September of 2022 during the weekday morning (6:30-8:30 a.m.) and weekday afternoon (3:00-6:00 p.m.) peak periods. In addition, during these same time periods, turning movement counts were collected at the driveways to the existing site. Since the existing land uses are being displaced as part of the project, these counts were used to reduce the existing driveway trips from the overall transportation network by subtracting them from the proposed trip generation calculations (shown in Exhibit 5).

Based on the turning movement traffic counts at the main study area intersections, the peak traffic hours at the study intersections were determined to occur from 7:30-8:30 a.m. (AM peak hour) and from 4:15-5:15 p.m. (PM peak hour). The traffic volume counts were compiled for these peak hours, balanced between the study area intersections, and are shown on Exhibit 4 as the existing traffic volumes. The full traffic count data collected for this study is included in Appendix A.

PROPOSED DEVELOPMENT

Site Description

The conceptual site plan for the proposed multi-family residential development is shown on Exhibit 2. The apartment development is proposed over three multi-story buildings which area expected to include the following:

- Building A – 260 units (6 stories)
- Building B – 108 units (3 stories)
- Building C – 65 units (4 stories)

The development is expected to be made up of a combination of two-bedroom, one-bedroom, and studio style apartments. Surface and underground (basement and first floor) parking are also included within the site. Access to the site is proposed via two full access driveways onto Sherman Avenue; one immediately south of the Sherman Terrace one-way

access roadway and one immediately north of the Tenney Park boat launch parking lot. The multi-family residential development is planned to be constructed and operational in the year 2024 and is therefore included in the Full Build (with development) traffic volumes.

Trip Generation

To address any potential future traffic impacts at the study area intersections, it is necessary to identify the hourly volume of traffic generated by anticipated development. Traffic volumes expected to be generated are based on the size and type of the proposed uses and on trip rates and fitted curve equations as published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*. Due to the nature of the land use type, the proposed development is not expected to include linked or pass-by trip reductions. Low-Rise Multi-Family Housing (ITE land use 220) was utilized for the 3-story building and Mid-Rise Multi-Family Housing (ITE land use 221) was utilized for the 4- and 6-story buildings.

The trip generation table developed for the proposed multi-family residential development is shown on Exhibit 5. As stated above, since the existing office land uses are being displaced as part of the project, the existing driveway trips collected at the two driveways were used to reduce the existing driveway trips from the overall transportation network by subtracting them from the proposed trip generation calculations as shown in Exhibit 5. As shown, after existing trip reductions, the proposed development is expected to generate about 2,250 total trips over a typical weekday, with 165 new trips (25 in/140 out) expected during the weekday AM peak hour and 165 trips (115 in/50 out) expected during the weekday PM peak hour.

A trip generation comparison table has also been included in the appendix of this report comparing the existing office land use at full occupancy of 45,000 square feet, with the proposed apartment land use under full build out conditions. As shown, the proposed apartment development is expected to generate about 100 more new trips (-30 in/130 out) during the weekday AM peak hour and 105 more new trips (100 in/5 out) during the weekday PM peak hour when compared to the existing office at full occupancy land use trips.

Trip Distribution

The trip distribution for the proposed development, listed below and shown in table format in Exhibit 5, was determined based on the existing traffic counts, the type of proposed land uses and the location of existing populations within the immediate study area.

- 40% to/from the northeast on East Johnson Street
- 40% to/from the southwest on East Johnson Street
- 15% to/from the north on Sherman Avenue
- 5% to/from the south on Sherman Avenue

Madison Metro Transit is in the process of adjusting their routes along the study area corridors. Proposed (new) route 28 is planned to operate northbound along Sherman Avenue, between North Baldwin Street and the McGuire/Fordem area on weekdays during the typical commuter

hours. Route 28 would also serve stops on the north side of East Johnson Street, from Fordem Avenue back to North Baldwin Street. A second route, route D, is planned to provide daily, all-day, service to stops along both sides of East Johnson Street, between North Baldwin Street and Fordem Avenue. Route D is anticipated to have at least 15-minute service during the typical weekday commuter hours.

Transit, pedestrians, and bicyclists may use their respective modes to access the identified development. However, to allow for a conservative (highest vehicular volume) analysis, these modes were assumed to make up a relatively small portion of the overall trips to/from the study area. For the purpose of this TIA, all trips to/from the proposed development site were assumed to occur via motor vehicle.

Traffic Assignment

The proposed multi-family residential development new trips were assigned to the study intersections based on the above trip distributions. The traffic assignment is shown on Exhibit 6A. Since the existing driveways operate as one-way driveways and the proposed driveways are expected to operate as full access driveways, the existing movements at the driveways were redistributed to accurately reflect all-way operation. The redistributed trips are shown in Exhibit 6B.

The net new trips (Exhibit 6A) were added to the redistributed trips (Exhibit 6B) and the Existing traffic volumes (Exhibit 4) to generate the “Full Build” traffic volumes for the analysis. The Full Build traffic volumes are shown on Exhibit 7.

PEAK HOUR TRAFFIC OPERATIONS & QUEUES

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 estimated 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 D or better was used to define acceptable peak hour operating conditions.

The capacity analysis tables show the peak hour LOS, delays (in seconds per vehicle), and queues (in feet) for both the Existing traffic condition and for the Full Build traffic condition. The Synchro capacity analysis worksheets for all analysis scenarios are located in Appendix B.

Existing Traffic Operations

Table 1 shows the results of the weekday morning and weekday evening peak hour operational analysis at the study area intersections under existing traffic volume conditions. 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.

Table 1
Year 2022 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach										I/S LOS & Delay		
			Eastbound			Westbound			Northbound		Southbound				
			↗	→	↘	↙	←	↖	↖	↑	↗	↘		↓	↙
Node 100: Sherman Avenue & Fordman Avenue <i>One-Way Stop Control</i>	Lanes->			1	-	-	1	1	-	-	1	-	-	-	-
	AM	LOS	C	-	-	-	A	*	-	-	-	*	-	-	-
		Delay	15	-	-	8	*	-	-	-	-	*	-	-	-
		Queue	25'	-	-	25'	*	-	-	-	-	*	-	-	-
	PM	LOS	C	-	-	A	*	-	-	-	-	*	-	-	-
		Delay	19	-	-	8	*	-	-	-	-	*	-	-	-
Queue		45'	-	-	25'	*	-	-	-	-	*	-	-	-	
Node 200: Sherman Avenue & North Fuller Drive <i>One-Way Stop Control</i>	Lanes->			1	-	-	1	-	-	-	1	-	-	-	
	AM	LOS	B	-	-	-	A	-	-	-	-	*	-	-	
		Delay	11	-	-	8	-	-	-	-	-	*	-	-	
		Queue	25'	-	-	25'	-	-	-	-	-	*	-	-	
	PM	LOS	B	-	-	A	-	-	-	-	-	*	-	-	
		Delay	11	-	-	8	-	-	-	-	-	*	-	-	
Queue		25'	-	-	25'	-	-	-	-	-	*	-	-		
Node 300: Sherman Avenue & South Fuller Drive <i>One-Way Stop Control</i>	Lanes->			1	-	-	1	-	-	-	1	-	-	-	
	AM	LOS	B	-	-	-	A	-	-	-	-	*	-	-	
		Delay	11	-	-	8	-	-	-	-	-	*	-	-	
		Queue	25'	-	-	25'	-	-	-	-	-	*	-	-	
	PM	LOS	B	-	-	A	-	-	-	-	-	*	-	-	
		Delay	11	-	-	8	-	-	-	-	-	*	-	-	
Queue		25'	-	-	25'	-	-	-	-	-	*	-	-		
Node 400: Sherman Avenue & North MyChoice Driveway <i>One-Way Stop Control</i>	Lanes->			-	1	-	-	1	-	-	1	-	-	-	
	AM	LOS	-	A	-	-	*	-	-	-	*	-	-	-	
		Delay	-	9	-	-	*	-	-	-	*	-	-	-	
		Queue	-	25'	-	-	*	-	-	-	*	-	-	-	
	PM	LOS	-	B	-	-	*	-	-	-	*	-	-	-	
		Delay	-	10	-	-	*	-	-	-	*	-	-	-	
Queue		-	25'	-	-	*	-	-	-	*	-	-	-		
Node 500: Sherman Avenue & South MyChoice Driveway <i>Two-Way Stop Control</i>	Lanes->			1	-	-	-	1	-	-	1	-	-	-	
	AM	LOS	B	-	-	-	A	-	-	-	A	-	-	-	
		Delay	11	-	-	8	-	-	-	-	7	-	-	-	
		Queue	25'	-	-	25'	-	-	-	-	25'	-	-	-	
	PM	LOS	B	-	-	A	-	-	-	-	A	-	-	-	
		Delay	11	-	-	8	-	-	-	-	8	-	-	-	
Queue		25'	-	-	25'	-	-	-	-	25'	-	-	-		
Node 600: Sherman Avenue & Marston Avenue & Parking Lot <i>Two-Way Stop Control</i>	Lanes->			1	1	-	-	1	-	-	1	-	-	-	
	AM	LOS	B	A	-	-	A	-	-	-	A	-	-	-	
		Delay	11	9	-	8	-	-	-	-	7	-	-	-	
		Queue	25'	25'	-	25'	-	-	-	-	25'	-	-	-	
	PM	LOS	B	B	-	A	-	-	-	-	A	-	-	-	
		Delay	11	10	-	8	-	-	-	-	8	-	-	-	
Queue		25'	25'	-	25'	-	-	-	-	25'	-	-	-		
Node 700: Sherman Avenue & Baldwin Street <i>One-Way Stop Control</i>	Lanes->			-	1	-	-	1	-	-	1	-	-	-	
	AM	LOS	-	A	-	-	*	-	-	-	A	-	-	-	
		Delay	-	9	-	-	*	-	-	-	8	-	-	-	
		Queue	-	25'	-	-	*	-	-	-	25'	-	-	-	
	PM	LOS	-	A	-	-	*	-	-	-	A	-	-	-	
		Delay	-	9	-	-	*	-	-	-	8	-	-	-	
Queue		-	25'	-	-	*	-	-	-	25'	-	-	-		
Node 800: E Johnson Street & Marston Avenue <i>One-Way Stop Control</i>	Lanes->			1	-	-	1	2	-	-	1	2	-	-	
	AM	LOS	C	-	-	B	*	-	-	-	*	-	-	-	
		Delay	17	-	-	12	*	-	-	-	*	-	-	-	
		Queue	25'	-	-	25'	*	-	-	-	*	-	-	-	
	PM	LOS	E	-	-	B	*	-	-	-	*	-	-	-	
		Delay	43	-	-	11	*	-	-	-	*	-	-	-	
Queue		25'	-	-	25'	*	-	-	-	*	-	-	-		
Node 900: E Johnson Street & Baldwin Street <i>Traffic Signal Control</i>	Lanes->			1	1	1	1	2	1	2	1	2	-	-	
	AM	LOS	C	D	C	A	B	A	B	A	B	A	B	B	
		Delay	34	45	34	8	10	7	12	7	12	7	12	16	
		Queue	100'	270'	60'	25'	185'	45'	295'	45'	295'	45'	295'	16	
	PM	LOS	D	D	D	A	B	A	B	A	B	A	B	B	
		Delay	42	48	43	5	13	9	8	9	8	9	8	15	
Queue		85'	200'	105'	25'	500'	30'	215'	30'	215'	30'	215'	15		

(-) 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.
 U-Turns, if any, are included in the left-turn volume.

As shown in Table 1, all turning movements at the study area intersections are currently operating acceptably at LOS D or better during the peak hours under the existing traffic volumes except the eastbound left-turn and right-turn movements (LOS E) during the weekday PM peak hour at the East Johnson Street intersection with Marston Avenue.

Full Build Traffic Operations

The proposed site access driveways were evaluated with stop control on the development site approach. Table 2 shows the results of the weekday morning and weekday evening peak hour operational analysis at the study area intersections with the proposed development operational under full build traffic conditions. The study intersections were evaluated using the Full Build traffic volumes shown in Exhibit 7.

Table 2
 Year 2022 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										I/S LOS & Delay	
			Eastbound			Westbound			Northbound		Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘		↓
Node 100: Sherman Avenue & Fordman Avenue <i>One-Way Stop Control</i>	Lanes->			1	-	-	1	1	-	-	1	-	-	-
	AM	LOS	C	-	-	A	*	-	-	-	*	-	-	*
		Delay	15	-	-	8	*	-	-	-	*	-	-	*
		Queue	25'	-	-	25'	*	-	-	-	*	-	-	*
	PM	LOS	C	-	-	A	*	-	-	-	*	-	-	*
		Delay	20	-	-	8	*	-	-	-	*	-	-	*
Queue		50'	-	-	25'	*	-	-	-	*	-	-	*	
Node 200: Sherman Avenue & North Fuller Drive <i>One-Way Stop Control</i>	Lanes->			1	-	-	1	-	-	-	1	-	-	
	AM	LOS	B	-	-	A	-	-	-	-	*	-	-	
		Delay	11	-	-	8	-	-	-	-	*	-	-	
		Queue	25'	-	-	25'	-	-	-	-	*	-	-	
	PM	LOS	B	-	-	A	-	-	-	-	*	-	-	
		Delay	11	-	-	8	-	-	-	-	*	-	-	
Queue		25'	-	-	25'	-	-	-	-	*	-	-		
Node 300: Sherman Avenue & South Fuller Drive <i>One-Way Stop Control</i>	Lanes->			1	-	-	1	-	-	-	1	-	-	
	AM	LOS	B	-	-	A	-	-	-	-	*	-	-	
		Delay	11	-	-	8	-	-	-	-	*	-	-	
		Queue	25'	-	-	25'	-	-	-	-	*	-	-	
	PM	LOS	B	-	-	A	-	-	-	-	*	-	-	
		Delay	11	-	-	8	-	-	-	-	*	-	-	
Queue		25'	-	-	25'	-	-	-	-	*	-	-		
Node 400: Sherman Avenue & Proposed North Driveway <i>One-Way Stop Control</i>	Lanes->			-	1	-	-	1	-	1	-	-	-	
	AM	LOS	-	B	-	-	*	-	-	A	-	-	-	
		Delay	-	11	-	-	*	-	-	8	-	-	-	
		Queue	-	25'	-	-	*	-	-	25'	-	-	-	
	PM	LOS	-	B	-	-	*	-	-	A	-	-	-	
		Delay	-	11	-	-	*	-	-	8	-	-	-	
Queue		-	25'	-	-	*	-	-	25'	-	-	-		
Node 500: Sherman Avenue & Proposed South Driveway <i>Two-Way Stop Control</i>	Lanes->			1	1	-	1	-	-	1	-	-	-	
	AM	LOS	B	B	-	A	-	-	-	A	-	-	-	
		Delay	11	12	-	8	-	-	-	8	-	-	-	
		Queue	25'	25'	-	25'	-	-	-	25'	-	-	-	
	PM	LOS	B	B	-	A	-	-	-	A	-	-	-	
		Delay	12	12	-	8	-	-	-	8	-	-	-	
Queue		25'	25'	-	25'	-	-	-	25'	-	-	-		
Node 600: Sherman Avenue & Marston Avenue & Parking Lot <i>Two-Way Stop Control</i>	Lanes->			1	1	-	1	-	-	1	-	-	-	
	AM	LOS	B	A	-	A	-	-	-	A	-	-	-	
		Delay	12	9	-	8	-	-	-	8	-	-	-	
		Queue	25'	25'	-	25'	-	-	-	25'	-	-	-	
	PM	LOS	B	B	-	A	-	-	-	A	-	-	-	
		Delay	12	11	-	8	-	-	-	8	-	-	-	
Queue		25'	25'	-	25'	-	-	-	25'	-	-	-		
Node 700: Sherman Avenue & Baldwin Street <i>One-Way Stop Control</i>	Lanes->			-	1	-	-	1	-	1	-	-	-	
	AM	LOS	-	A	-	-	*	-	-	A	-	-	-	
		Delay	-	9	-	-	*	-	-	8	-	-	-	
		Queue	-	25'	-	-	*	-	-	25'	-	-	-	
	PM	LOS	-	A	-	-	*	-	-	A	-	-	-	
		Delay	-	9	-	-	*	-	-	8	-	-	-	
Queue		-	25'	-	-	*	-	-	25'	-	-	-		
Node 800: E Johnson Street & Marston Avenue <i>One-Way Stop Control</i>	Lanes->			1	-	-	1	2	-	-	-	2	-	
	AM	LOS	D	-	B	*	-	-	-	-	-	-	*	
		Delay	28	-	12	*	-	-	-	-	-	-	*	
		Queue	30'	-	25'	*	-	-	-	-	-	-	*	
	PM	LOS	E	-	B	*	-	-	-	-	-	-	*	
		Delay	43	-	11	*	-	-	-	-	-	-	*	
Queue		25'	-	25'	*	-	-	-	-	-	-	*		
Node 900: E Johnson Street & Baldwin Street <i>Traffic Signal Control</i>	Lanes->			1	1	1	1	2	1	2	1	2	-	
	AM	LOS	C	D	C	A	B	A	B	A	B	A	B	
		Delay	34	47	31	9	13	9	15	9	15	9	15	
		Queue	170'	305'	60'	25'	185'	45'	300'	45'	300'	45'	300'	
	PM	LOS	D	D	D	A	B	B	B	A	B	A	B	
		Delay	41	49	42	6	14	11	9	11	9	11	9	
Queue		110'	220'	105'	30'	510'	30'	220'	30'	220'	30'	220'		

(-) 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.
 U-Turns, if any, are included in the left-turn volume.

As shown in Table 2, with the additional traffic from the proposed development, all turning movements at the study intersections are expected to continue to operate acceptably at LOS D or better during the weekday peak hours under the Full Build traffic volumes except the eastbound left-turn and right-turn movements at the East Johnson Street intersection with Marston Avenue which are expected to continue to operate at LOS E (8 seconds over delay threshold) during the weekday PM peak hour. It is noted that with an existing traffic signal located immediately to the south at North Baldwin Street, gaps in the traffic stream are expected to allow this intersection to operate better than reflected in the modeling software. In addition with lower turning movements on the west approach of Marston Avenue (10 left-turn movements and no more than 25 right-turn movements, during both peak periods) and with projected queue lengths of 2 vehicles or less on the Marston Avenue approach, the intersection is expected to operate better than reported. In general, the development is expected to generate relatively low volumes of traffic which is expected to have negligible impacts to the transportation network.

RECOMMENDATION MODIFICATIONS

No modifications are expected to be necessary at the study area intersections to allow for acceptable and safe operations under the Existing and Full Build traffic volume conditions. The following considerations, as shown in Exhibit 8, are recommended to accommodate the Existing and Full Build traffic volume conditions. *Modifications are for jurisdictional consideration and are not legally binding. The City of Madison reserves the right to determine alternative solutions.*

Node 100: Sherman Avenue & Fordem Avenue

- *Existing Traffic:* No modifications
- *Full Build Traffic:* No modifications

Node 200: Sherman Avenue & Fuller Drive North

- *Existing Traffic:* No modifications
- *Full Build Traffic:* No modifications

Node 300: Sherman Avenue & Fuller Drive South

- *Existing Traffic:* No modifications
- *Full Build Traffic:* No modifications

Node 400: Sherman Avenue & Proposed North Driveway

- *Existing Traffic:* No modifications
- *Full Build Traffic:*
 - Provide a full access driveway onto Sherman Avenue as shown on the conceptual site plan.
 - Provide stop sign control on the driveway approach.

Node 500: Sherman Avenue & Proposed South Driveway

- *Existing Traffic:* No modifications

- *Full Build Traffic:*
 - Provide a full access driveway onto Sherman Avenue as shown on the conceptual site plan.
 - Provide stop sign control on the driveway approach.

Node 600: Sherman Avenue & Marston Avenue

- *Existing Traffic:* No modifications
- *Full Build Traffic:* No modifications

Node 700: Sherman Avenue & North Baldwin Street

- *Existing Traffic:* No modifications
- *Full Build Traffic:* No modifications

Node 800: East Johnson Street & Marston Avenue

- *Existing Traffic:* No modifications
- *Full Build Traffic:* No modifications

Node 900: East Johnson Street & North Baldwin Street

- *Existing Traffic:* No modifications
- *Full Build Traffic:* No modifications

Under full build conditions, left-turn movements off of Sherman Avenue into either of the proposed driveways are expected to be relatively low (15 vehicles or less during the peak hours). In addition, since the mainline through volumes in either direction along Sherman Avenue are also relatively low (250 vehicles or less during the peak hours), the delays into and out of the proposed driveways are expected to be minimal, with all delays expected to be less than 15 seconds and queues of 1 vehicle or less.

Under both existing and full build conditions, slightly higher delays are expected on the west approach at the East Johnson Street intersection with Marston Avenue. Under full build conditions, if delays increase and become excessive for this exiting movement, restricting the left-turn movements off of Marston Avenue onto East Johnson Street during the weekday evening peak hours could be considered; however, it is anticipated that if delays are excessive, local drivers will learn to utilize Baldwin Avenue to access East Johnson Street via a signalized intersection for future trips.

CONCLUSION

This study shows that the development is expected to generate relatively low volumes of traffic which is expected to have negligible impacts to the transportation network. Based on the projected traffic volumes and with the recommended modifications as shown on Exhibit 8, both site driveway connections are expected to operate acceptably with stop sign control on the development site approach under full build conditions. In addition, other than as described above, all movements at the study area intersections are expected to operate

safely and efficiently with the modifications identified in this TIA through the opening year and with full buildout and full occupancy of the proposed development.



LEGEND

- Approved TI Intersections
- Development Site





OPTION 5 SUMMARY	Total Units	Structured Parking	Stalls per Unit
Building A	260	290	1.12
Building B	108		0.00
Building C	65	46	0.71
	433	336	0.78

PARKING		
Surface	244	42.1%
Structured	346	57.9%
	580	
Stalls per Unit	1.34	

BUILDING A	Units	Parking
Floor 6	40	
Floor 5	48	
Floor 4	48	
Floor 3	48	
Floor 2	45	
Floor 1	31	100
Lower Level	0	190
	260	290

BUILDING B	Units	Parking
Floor 3	36	
Floor 2	36	
Floor 1	36	
	108	

BUILDING C	Units	Parking
Floor 4	15	
Floor 3	17	
Floor 2	17	
Floor 1	16	
Lower Level	0	46
	65	46



Site Option 5: Concept Site Plan
 1617 Sherman Ave. Madison, WI
 July 27, 2022









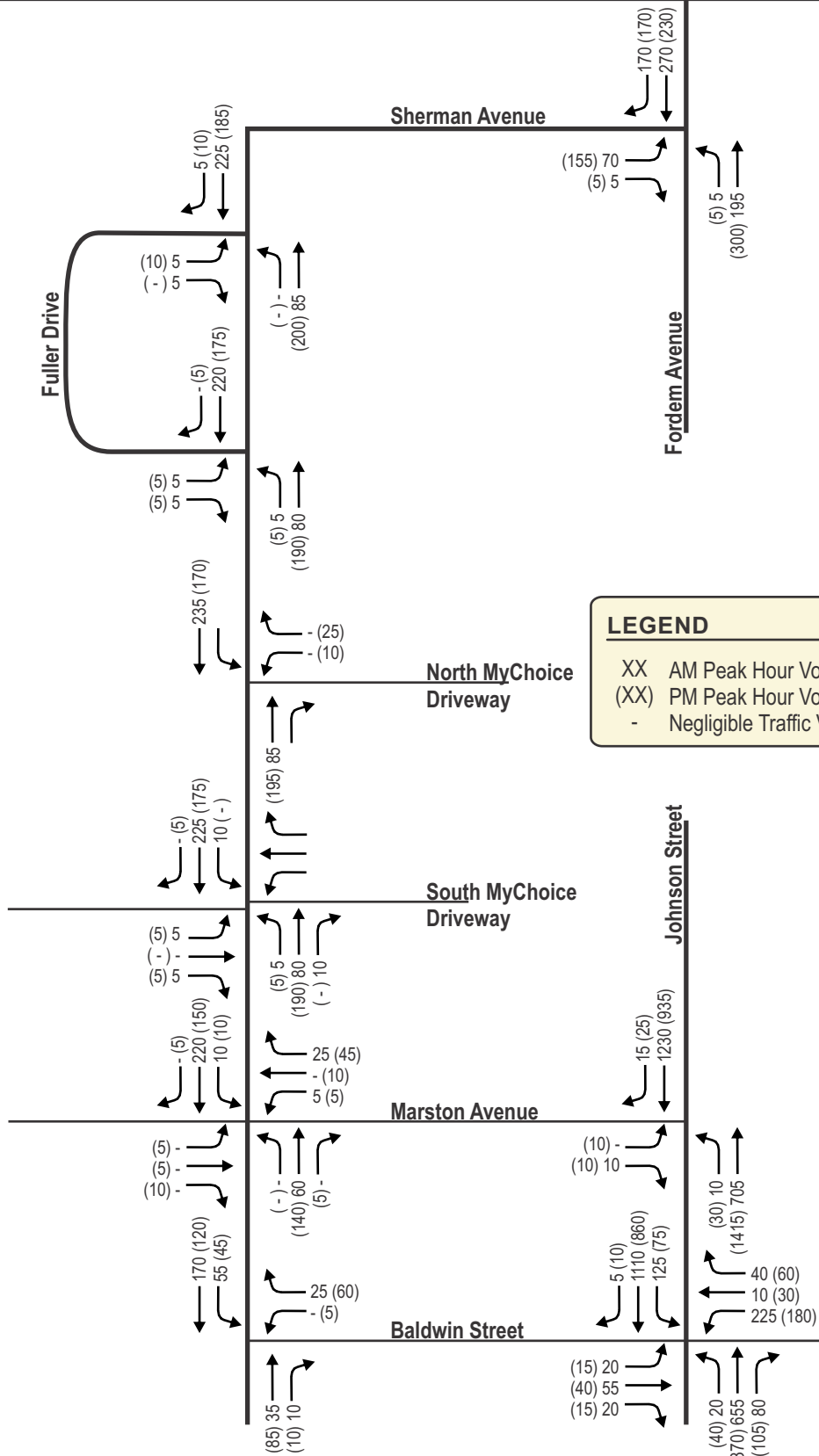
**EXHIBIT 2
 CONCEPTUAL SITE PLAN**

MADISON, WISCONSIN



LEGEND

-  Traffic Signal Control
-  Stop Control
-  Existing Lane Configuration
-  XX' Existing Storage Length (in Feet)
-  XX' Distance Between Roadways (in Feet)
-  Divided Roadway Median



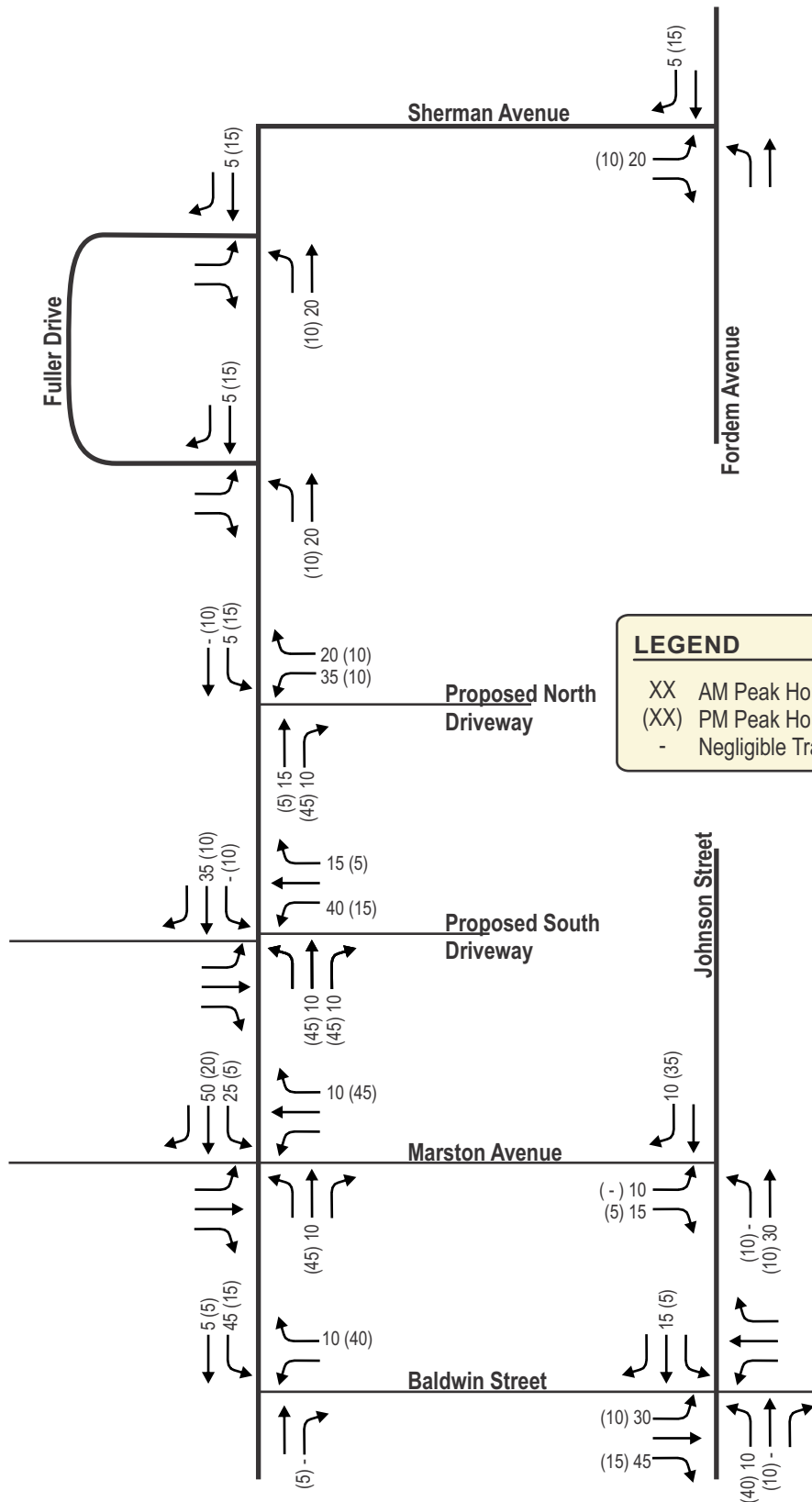
**Exhibit 5
On-Site Trip Generation Table**

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise) (2 to 3 floor building)	220	108 Units	770 FCE	15 (24%)	40 (76%)	55 FCE	40 (63%)	25 (37%)	65 FCE
Multifamily Housing (Mid-Rise) (4 to 10 floor building)	221	325 Units	1,480 (4.54)	30 (23%)	100 (77%)	130 FCE	75 (61%)	50 (39%)	125 FCE
Total New Trips			2,250	45	140	185	115	75	190
<i>Minus Existing Trips *</i>				20	0	20	0	25	25
Net New Trips			2,250	25	140	165	115	50	165

* Reduction based on peak hour turning movement counts collected as part of this study in September of 2022
 Weekday daily counts not conducted; therefore, no reduction shown for daily volumes
 Occupant of existing office spacing is utilizing about 50% of total 45,000 SF

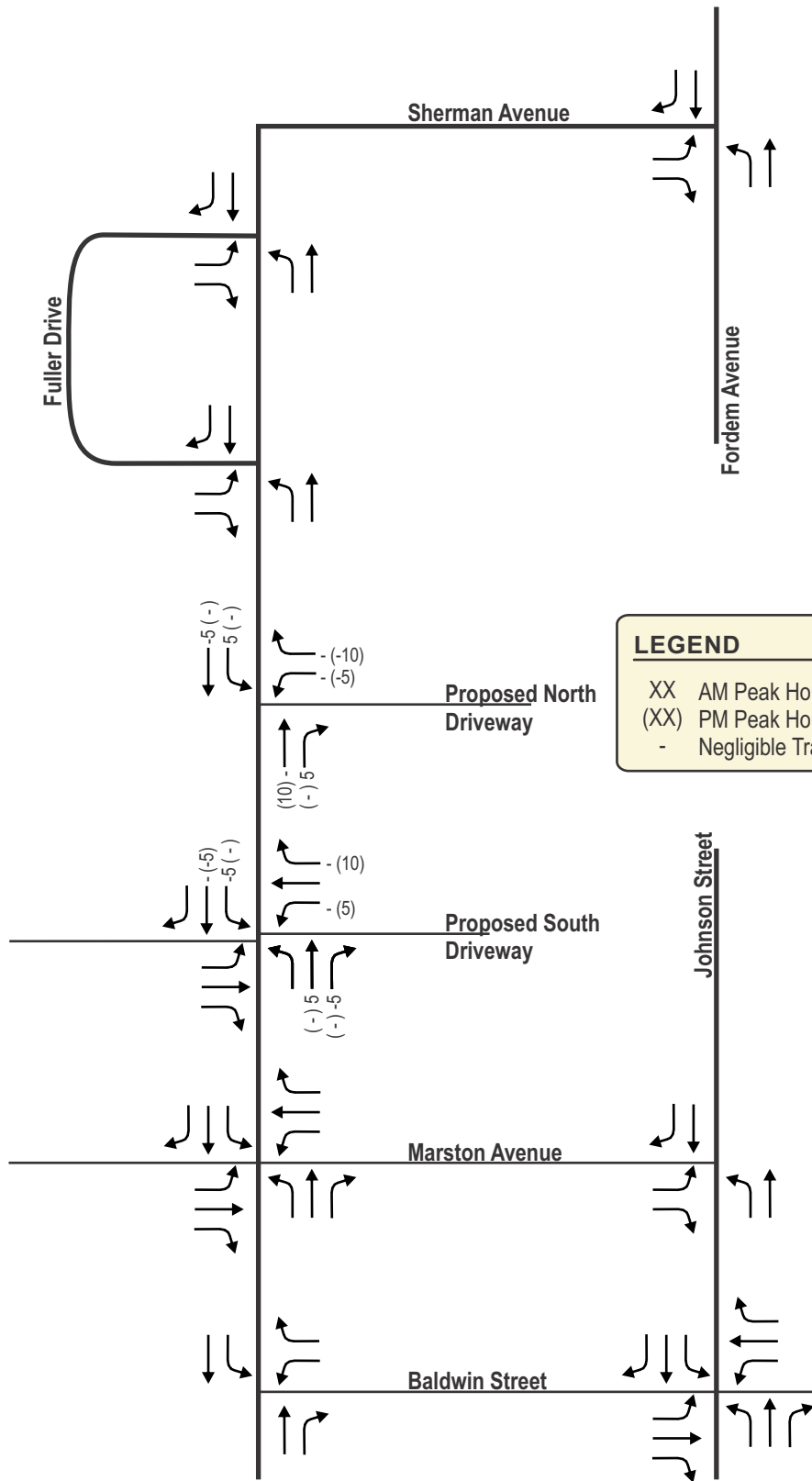
TRIP DISTRIBUTION

NE on E Johnson St	40%	900	10	55	45	15
SW on E Johnson St/Gorham St	40%	900	10	60	50	20
N on Sherman Ave	15%	340	5	20	15	10
S on Sherman Ave	5%	110	0	5	5	5
	100%	2250	25	140	115	50



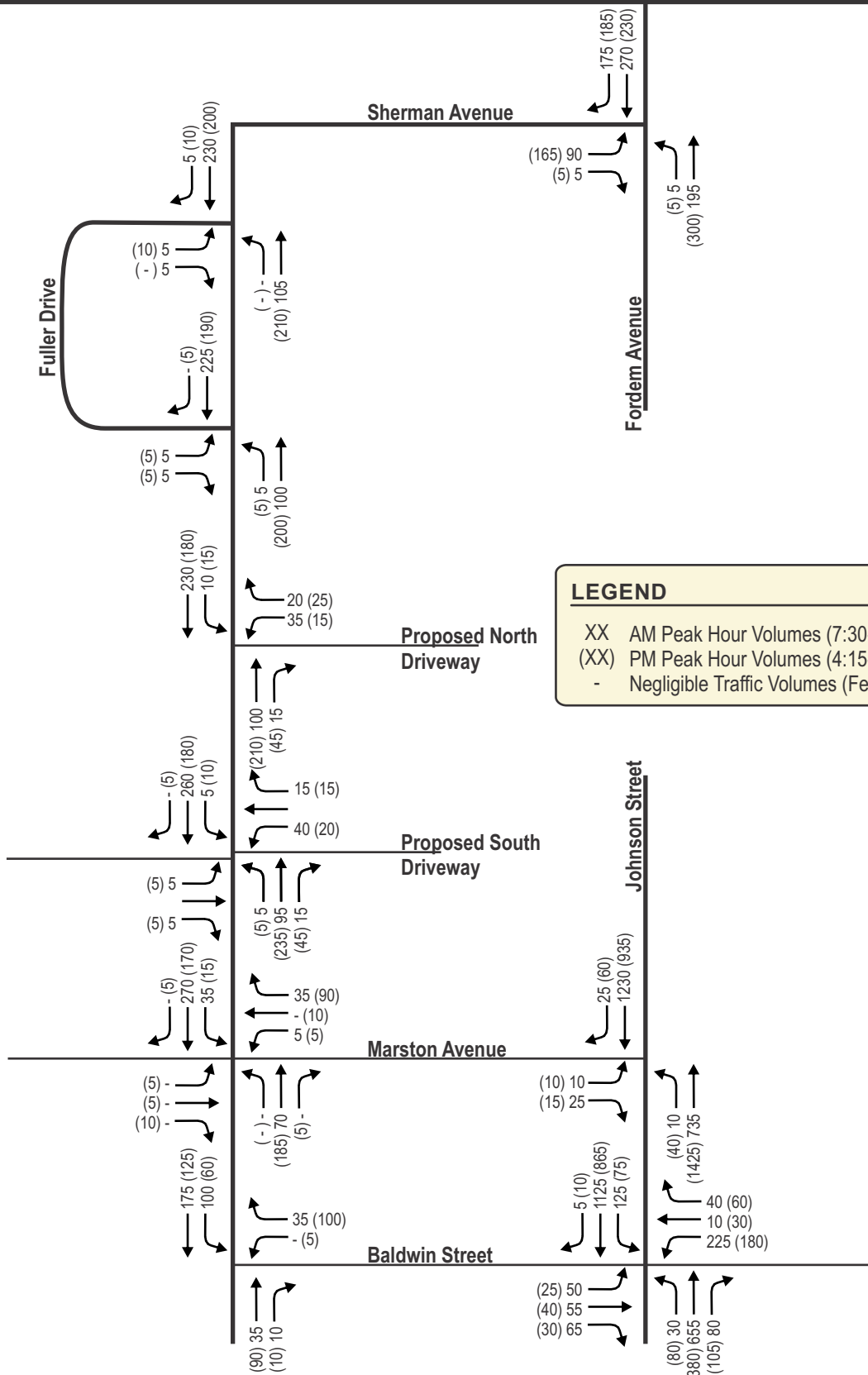
LEGEND

- XX AM Peak Hour Volumes (7:30-8:30 AM)
- (XX) PM Peak Hour Volumes (4:15-5:15 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



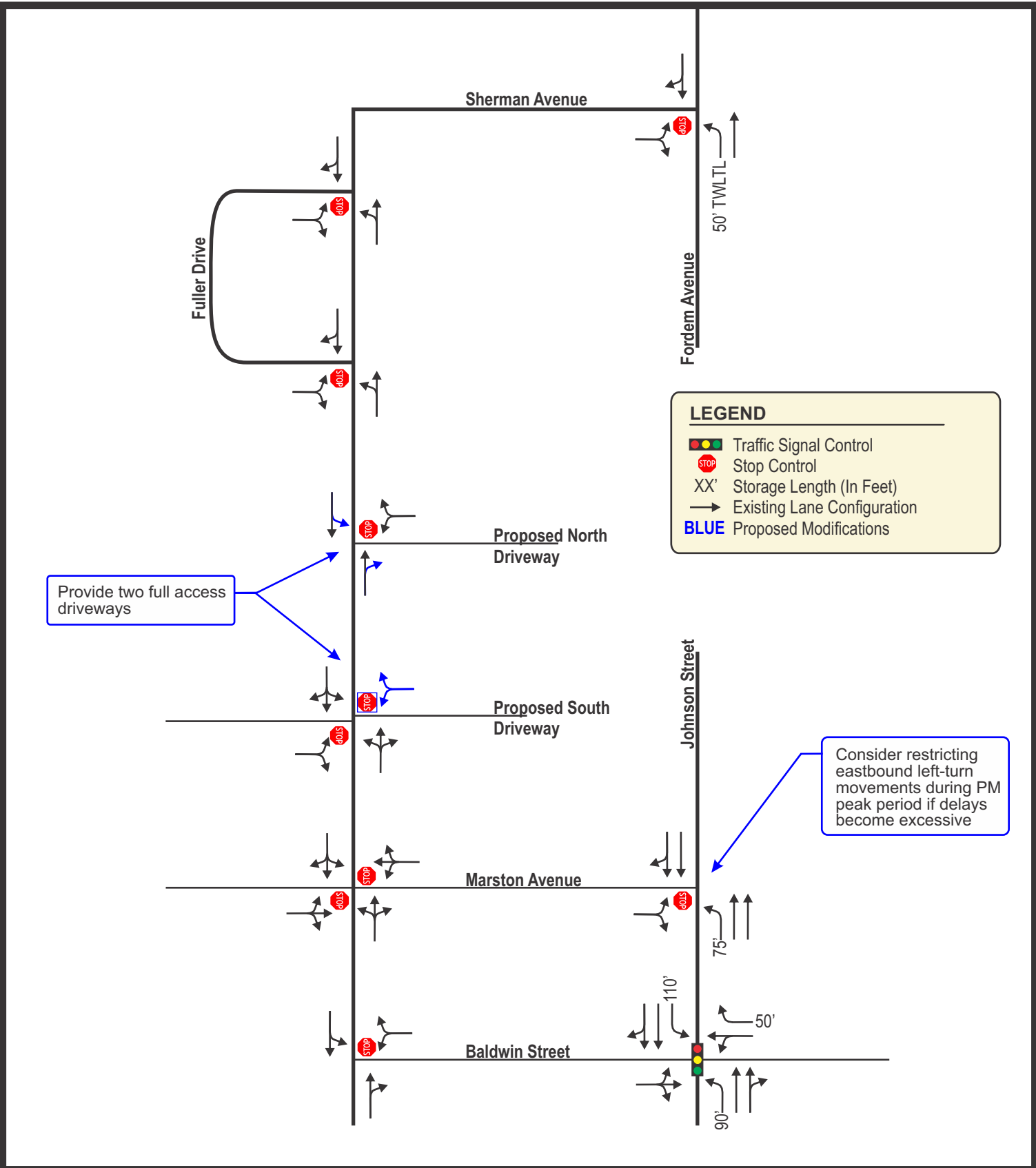
LEGEND

- XX AM Peak Hour Volumes (7:30-8:30 AM)
- (XX) PM Peak Hour Volumes (4:15-5:15 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



LEGEND

- XX AM Peak Hour Volumes (7:30-8:30 AM)
- (XX) PM Peak Hour Volumes (4:15-5:15 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



Appendix A

Traffic

Existing Turning Movement Counts

Saturation Flow Rate Calculations

Existing Traffic Signal Timings

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session		
Total Number of Hours Counted:	5	Non-Holiday	No Special Events		

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Johnson Street and Baldwin Street**

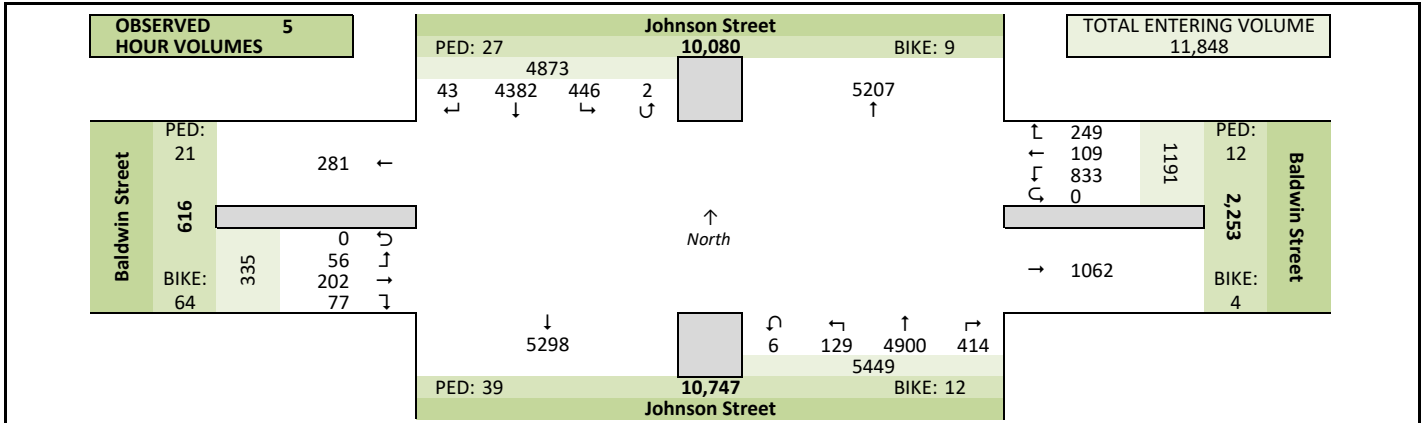
Site Information

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

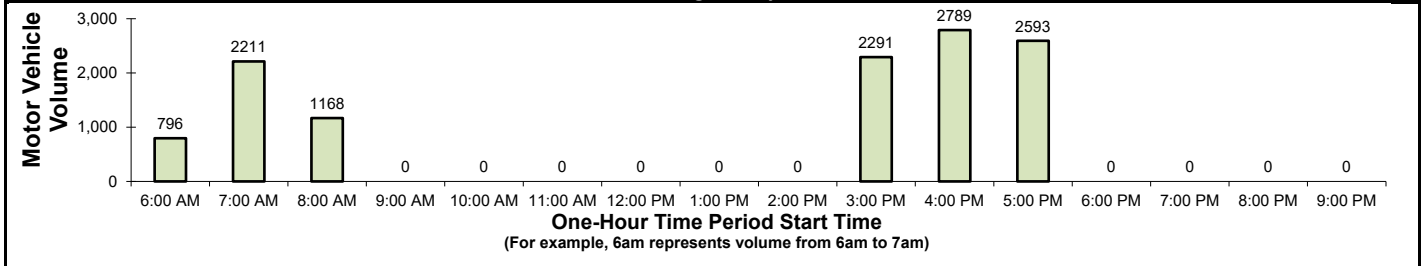
Count Information

Hrs Counted:	6:30 AM-8:30 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 8, 2022		Weather
AM Peak Period	Friday, September 9, 2022		Clear & Dry
Midday Peak Period	Thursday, September 8, 2022		Clear & Dry
PM Peak Period	Thursday, September 8, 2022		Clear & Dry
Calculated Peak Hours			
AM	7:30-8:30am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
AM	7:30-8:30am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.853	Count Expansion Factor	2.630
Company Name	TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period	Amy Scheuerlein - Video	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein - Video	
Comments	2019 DOT Seasonal Factors		

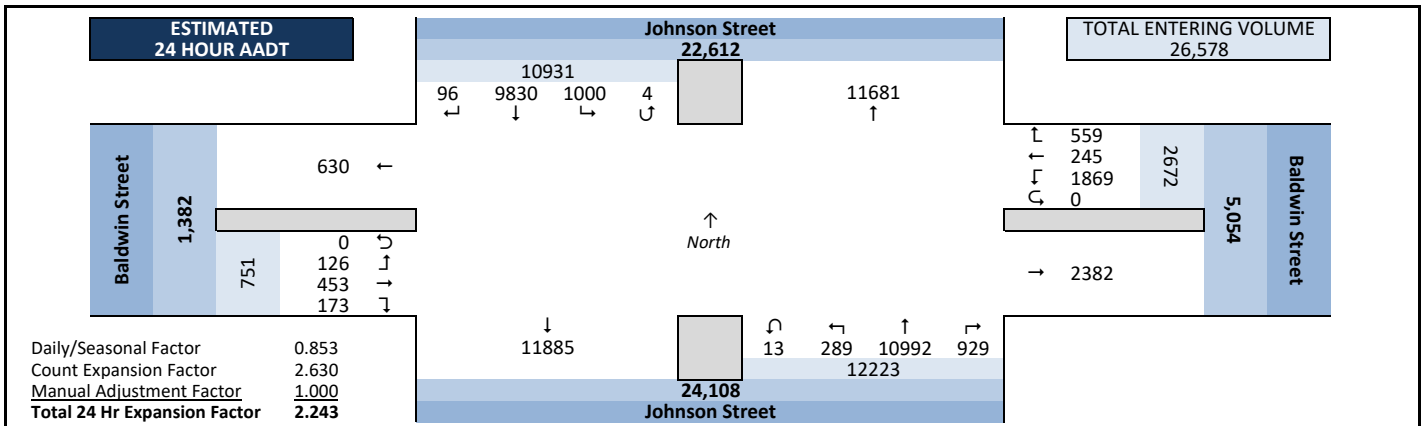
Observed 5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



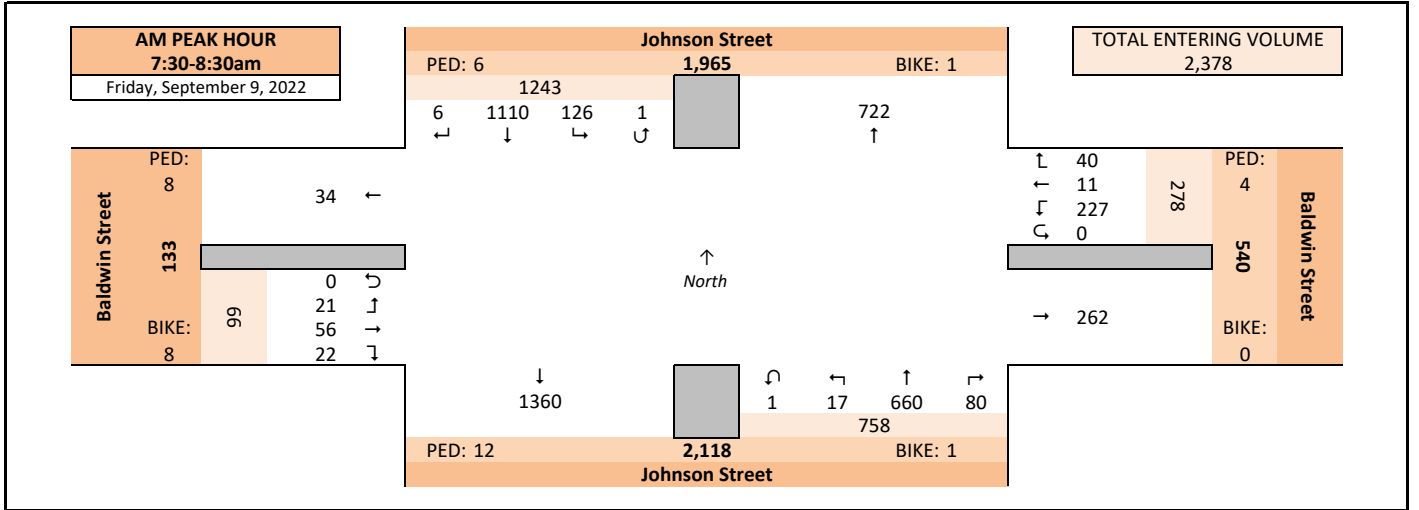
Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

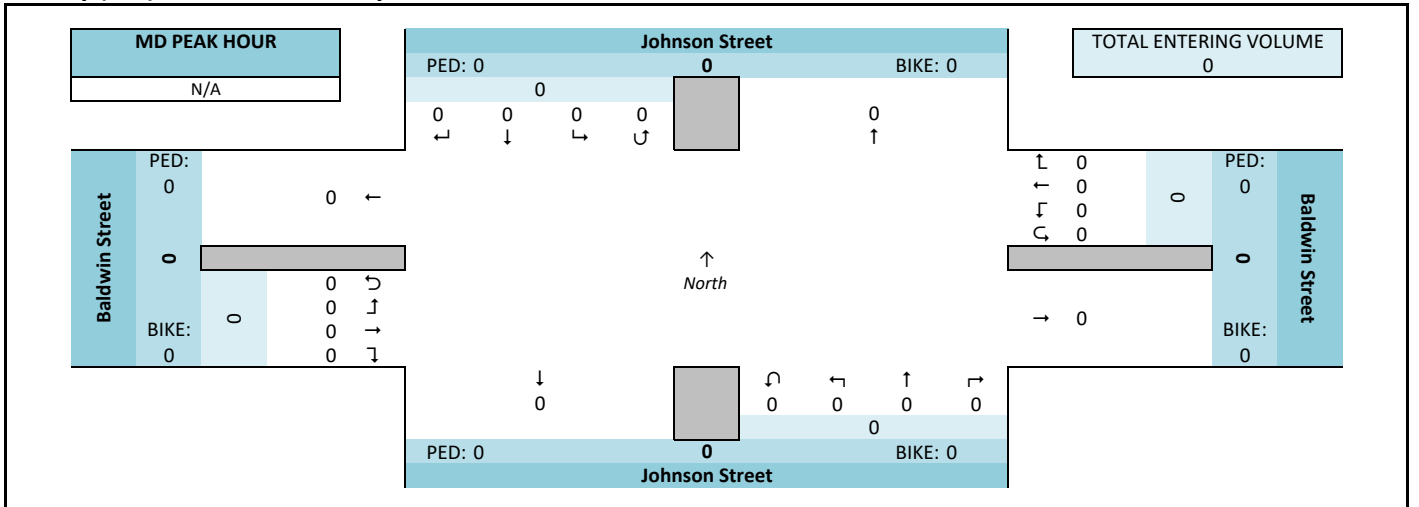
Johnson Street and Baldwin Street



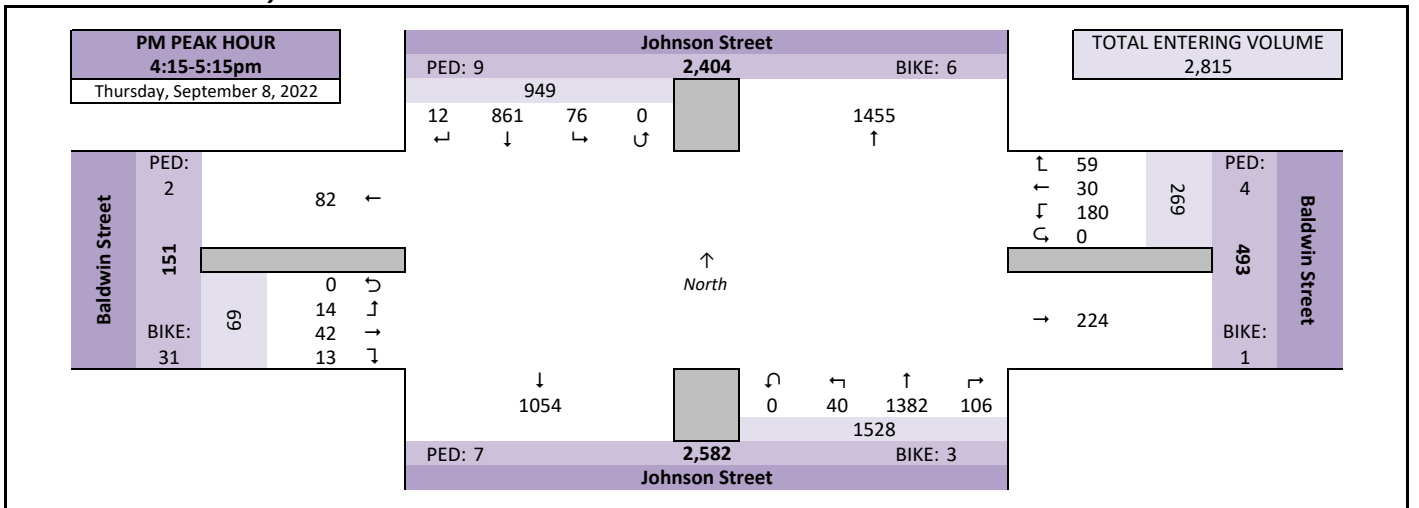
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

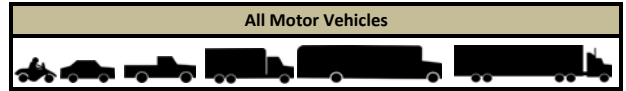


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Johnson Street and Baldwin Street



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 9, 2022		From North					From East					From South					From West					Totals
		Johnson Street					Baldwin Street					Johnson Street					Baldwin Street					
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:30 AM	1	291	40	0	332	10	3	70	0	83	16	160	0	0	176	5	12	3	0	20	611
	7:45 AM	1	272	30	0	303	11	1	50	0	62	23	175	8	0	206	4	16	8	0	28	599
	8:00 AM	2	287	26	0	315	13	5	49	0	67	25	158	3	1	187	6	13	6	0	25	594
	8:15 AM	2	260	30	1	293	6	2	58	0	66	16	167	6	0	189	7	15	4	0	26	574
	Peak Hour Volume	6	1110	126	1	1243	40	11	227	0	278	80	660	17	1	758	22	56	21	0	99	2378
	Rounded Hourly Volume	5	1110	125	0	1240	40	10	225	0	275	80	660	15	0	755	20	55	20	0	95	2365
	% Single Unit Trucks	0.0	3.4	4.8	0.0	3.5	7.5	9.1	4.0	0.0	4.7	3.7	3.2	5.9	0.0	3.3	4.5	0.0	0.0	0.0	1.0	3.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	3.4	4.8	0.0	3.5	7.5	9.1	4.0	0.0	4.7	3.7	3.3	5.9	0.0	3.4	4.5	0.0	0.0	0.0	1.0	3.5
	Peak Hour Factor (PHF)	0.75	0.95	0.79	0.25	0.94	0.77	0.55	0.81	0.00	0.84	0.80	0.94	0.53	0.25	0.92	0.79	0.87	0.66	0.00	0.88	0.97

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

Thursday, September 8, 2022		From North					From East					From South					From West					Totals
		Johnson Street					Baldwin Street					Johnson Street					Baldwin Street					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:15 PM	2	224	19	0	245	15	8	32	0	55	30	330	10	0	370	3	13	4	0	20	690
	4:30 PM	3	219	24	0	246	18	7	44	0	69	26	355	11	0	392	3	8	4	0	15	722
	4:45 PM	5	198	19	0	222	14	9	42	0	65	21	364	9	0	394	3	11	5	0	19	700
	5:00 PM	2	220	14	0	236	12	6	62	0	80	29	333	10	0	372	4	10	1	0	15	703
	Peak Hour Volume	12	861	76	0	949	59	30	180	0	269	106	1382	40	0	1528	13	42	14	0	69	2815
	Rounded Hourly Volume	10	860	75	0	945	60	30	180	0	270	105	1380	40	0	1525	15	40	15	0	70	2810
	% Single Unit Trucks	0.0	1.7	1.3	0.0	1.7	0.0	0.0	0.6	0.0	0.4	1.9	2.1	5.0	0.0	2.2	7.7	0.0	0.0	0.0	1.4	1.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	1.7	1.3	0.0	1.7	0.0	0.0	1.1	0.0	0.7	1.9	2.1	5.0	0.0	2.2	7.7	0.0	0.0	0.0	1.4	1.8
	Peak Hour Factor (PHF)	0.60	0.96	0.79	0.00	0.96	0.82	0.83	0.73	0.00	0.84	0.88	0.95	0.91	0.00	0.97	0.81	0.81	0.70	0.00	0.86	0.97

Peak Hour Pedestrian and Bicyclist Volumes

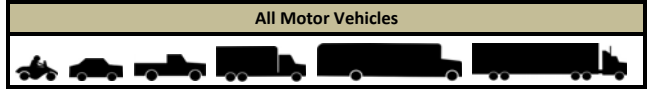
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Johnson Street			Baldwin Street			Johnson Street			Baldwin Street			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	4	1	5	2	0	2	2	0	2	2	1	3	12
	7:45 AM	1	0	1	0	0	0	5	1	6	2	3	5	12
	8:00 AM	0	0	0	0	0	0	3	0	3	2	0	2	5
	8:15 AM	1	0	1	2	0	2	2	0	2	2	4	6	11
	Total	6	1	7	4	0	4	12	1	13	8	8	16	40
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	2	3	5	1	1	2	1	1	2	0	11	11	20
	4:30 PM	3	0	3	0	0	0	0	0	0	0	5	5	8
	4:45 PM	2	3	5	2	0	2	2	1	3	1	6	7	17
	5:00 PM	2	0	2	1	0	1	4	1	5	1	9	10	18
	Total	9	6	15	4	1	5	7	3	10	2	31	33	63

Intersection Traffic Volume Report

Count Basics		Page 4 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

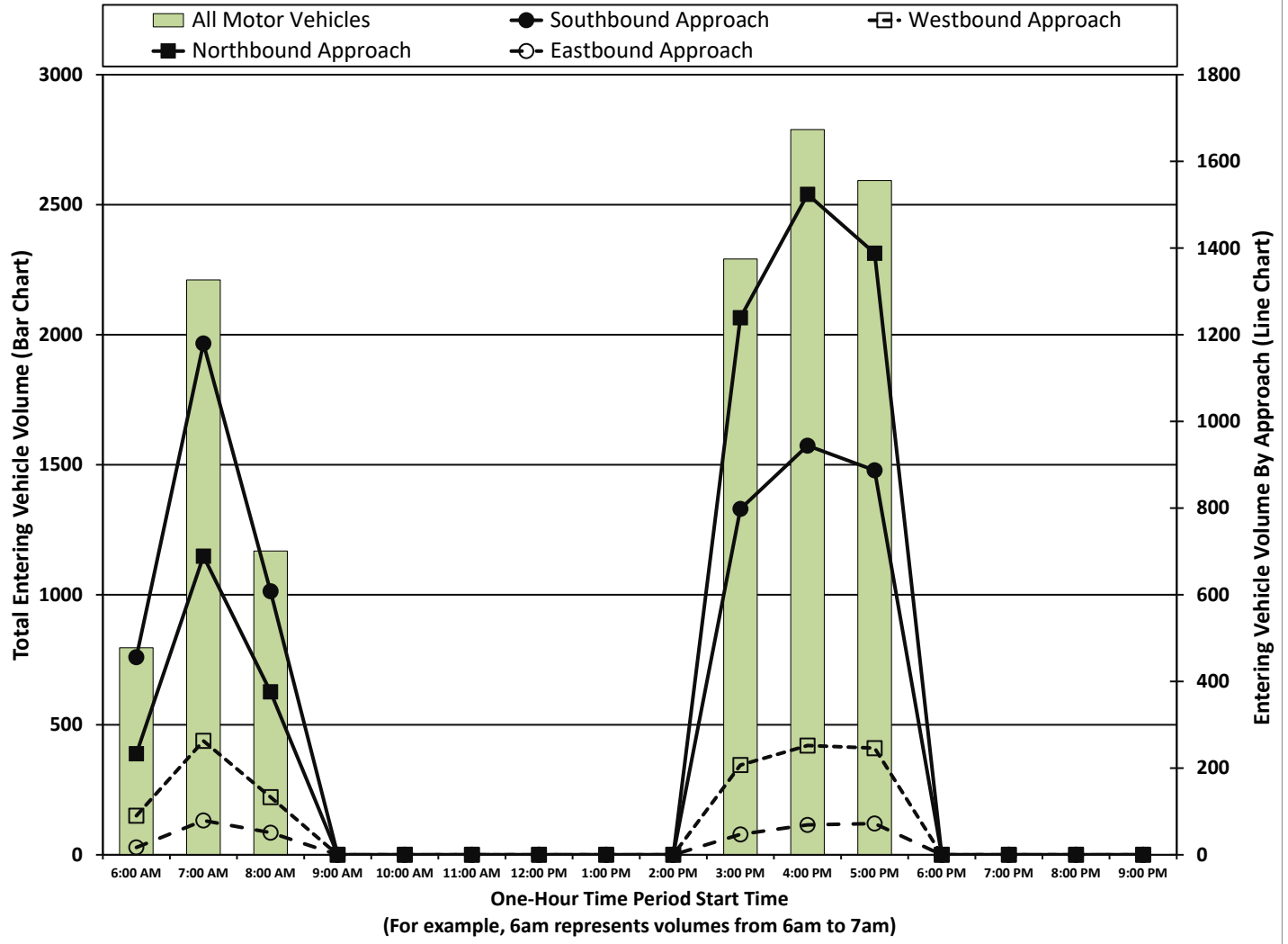
Johnson Street and Baldwin Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	Johnson Street					Baldwin Street					Johnson Street					Baldwin Street						E/W	N/S
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	1	421	34	0	456	10	1	79	0	90	16	213	4	0	233	9	8	0	0	17	796	107	689
7:00 AM	5	1062	113	0	1180	32	11	220	0	263	67	608	13	1	689	23	42	14	0	79	2211	342	1869
8:00 AM	4	547	56	1	608	19	7	107	0	133	41	325	9	1	376	13	28	10	0	51	1168	184	984
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	8	712	78	0	798	63	26	118	0	207	79	1133	27	0	1239	12	27	8	0	47	2291	254	2037
4:00 PM	12	841	90	1	944	74	32	146	0	252	99	1381	44	0	1524	13	42	14	0	69	2789	321	2468
5:00 PM	13	799	75	0	887	51	32	163	0	246	112	1240	32	4	1388	7	55	10	0	72	2593	318	2275
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	43	4382	446	2	4873	249	109	833	0	1191	414	4900	129	6	5449	77	202	56	0	335	11848	1526	10322

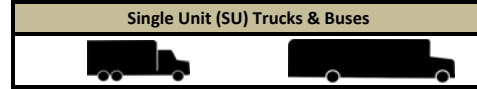
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

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

Johnson Street and Baldwin Street



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

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum		
	Johnson Street					Baldwin Street					Johnson Street					Baldwin Street								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
6:00 AM	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	
6:30 AM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	0	11	70
6:45 AM	0	9	0	0	9	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	0	18	78
7:00 AM	0	9	3	0	12	1	0	3	0	4	1	5	1	0	7	1	1	0	0	2	2	25	78	
7:15 AM	0	8	1	0	9	2	1	0	0	3	0	3	0	0	3	0	1	0	0	1	16	74		
7:30 AM	0	10	0	0	10	1	0	3	0	4	1	4	0	0	5	0	0	0	0	19	83			
7:45 AM	0	10	3	0	13	1	0	1	0	2	0	3	0	0	3	0	0	0	0	18				
8:00 AM	0	9	2	0	11	1	1	2	0	4	1	4	0	0	5	1	0	0	1	21				
8:15 AM	0	9	1	0	10	0	0	3	0	3	1	10	1	0	12	0	0	0	0	25				
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		
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		
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	7	0	0	7	0	0	0	0	0	1	9	0	0	10	1	0	0	0	1	18	70		
3:15 PM	0	9	0	0	9	0	0	1	0	1	1	9	1	0	11	0	0	0	0	21	64	64		
3:30 PM	0	8	1	0	9	1	0	0	0	1	0	7	0	0	7	0	0	0	0	17	58	58		
3:45 PM	0	7	1	0	8	0	0	2	0	2	1	2	0	0	3	1	0	0	1	14	51	51		
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	1	0	0	1	12	49	49		
4:15 PM	0	2	1	0	3	0	0	0	0	0	2	9	1	0	12	0	0	0	0	15	51	51		
4:30 PM	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	10	43	43		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	0	0	0	0	12	44	44		
5:00 PM	0	6	0	0	6	0	0	1	0	1	0	6	0	0	6	1	0	0	1	14	39	39		
5:15 PM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	7				
5:30 PM	0	4	1	0	5	0	0	0	0	0	0	5	1	0	6	0	0	0	0	11				
5:45 PM	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	7				
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	0	126	15	0	141	8	2	19	0	29	9	118	6	0	133	6	2	0	0	8	311			

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Johnson Street					Baldwin Street					Johnson Street					Baldwin Street					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	38	6	0	44	3	1	9	0	13	3	21	1	0	25	1	0	0	0	1	83
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	0	15	1	0	16	0	0	1	0	1	0	29	2	0	33	1	0	0	0	1	51

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Johnson Street and Baldwin Street



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Johnson Street			Baldwin Street			Johnson Street			Baldwin Street				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	1	0	1	0	1	1	0	1	1	3	17
6:45 AM	1	0	1	0	1	1	3	0	3	3	0	3	8	26
7:00 AM	1	0	1	0	0	0	0	0	0	0	1	1	2	30
7:15 AM	1	0	1	0	0	0	1	0	1	1	1	2	4	33
7:30 AM	4	1	5	2	0	2	2	0	2	2	1	3	12	40
7:45 AM	1	0	1	0	0	0	5	1	6	2	3	5	12	
8:00 AM	0	0	0	0	0	0	3	0	3	2	0	2	5	
8:15 AM	1	0	1	2	0	2	2	0	2	2	4	6	11	
8:30 AM	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	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	1	1	0	0	0	1	0	1	1	3	4	6	21
3:15 PM	0	0	0	0	1	1	2	1	3	0	4	4	8	22
3:30 PM	1	0	1	1	0	1	2	0	2	2	0	2	6	34
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	36
4:00 PM	0	0	0	0	1	1	2	1	3	0	3	3	7	52
4:15 PM	2	3	5	1	1	2	1	1	2	0	11	11	20	63
4:30 PM	3	0	3	0	0	0	0	0	0	0	5	5	8	58
4:45 PM	2	3	5	2	0	2	2	1	3	1	6	7	17	68
5:00 PM	2	0	2	1	0	1	4	1	5	1	9	10	18	58
5:15 PM	4	0	4	0	0	0	2	1	3	3	5	8	15	
5:30 PM	3	1	4	1	0	1	4	4	8	0	5	5	18	
5:45 PM	1	0	1	1	0	1	3	0	3	0	2	2	7	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	27	9	36	12	4	16	39	12	51	21	64	85	188	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Johnson Street and Baldwin Street



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Johnson Street			Baldwin Street			Johnson Street			Baldwin Street				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	12
6:45 AM	1	1	2	0	0	0	3	0	3	3	0	3	5	21
7:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	1	22
7:15 AM	1	1	2	0	0	0	1	0	1	1	1	2	3	26
7:30 AM	4	4	8	2	0	2	2	0	2	2	2	4	6	30
7:45 AM	1	1	2	0	0	0	5	0	5	2	0	2	2	20
8:00 AM	0	0	0	0	0	0	3	0	3	2	0	2	2	12
8:15 AM	1	1	2	2	0	2	2	0	2	2	0	2	2	7
8:30 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:00 PM	0	0	0	0	0	0	1	0	1	1	0	1	2	11
3:15 PM	0	0	0	0	0	0	2	0	2	0	0	2	2	11
3:30 PM	1	1	2	1	0	1	2	0	2	2	0	2	6	13
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	10
4:00 PM	0	0	0	0	0	0	2	0	2	0	0	2	2	16
4:15 PM	2	2	4	1	0	1	1	0	2	0	0	2	4	22
4:30 PM	3	3	6	0	0	0	0	0	0	0	0	0	3	27
4:45 PM	2	2	4	2	0	2	2	1	4	1	0	1	7	32
5:00 PM	2	2	4	1	0	1	4	0	4	1	0	1	8	30
5:15 PM	4	4	8	0	0	0	2	0	2	3	0	3	9	22
5:30 PM	3	3	6	1	0	1	4	0	4	0	0	0	8	13
5:45 PM	1	1	2	1	0	1	3	0	3	0	0	0	5	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	27	0	27	12	0	12	39	0	39	21	0	21	99	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Johnson Street and Baldwin Street



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Johnson Street					Baldwin Street					Johnson Street					Baldwin Street						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM					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					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Johnson Street					Baldwin Street					Johnson Street					Baldwin Street					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 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 4:15 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

Count Basics		Version 2013.J4.1		Page 1 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session		
Total Number of Hours Counted:	5	Non-Holiday	No Special Events		

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Sherman Avenue and Baldwin Street**

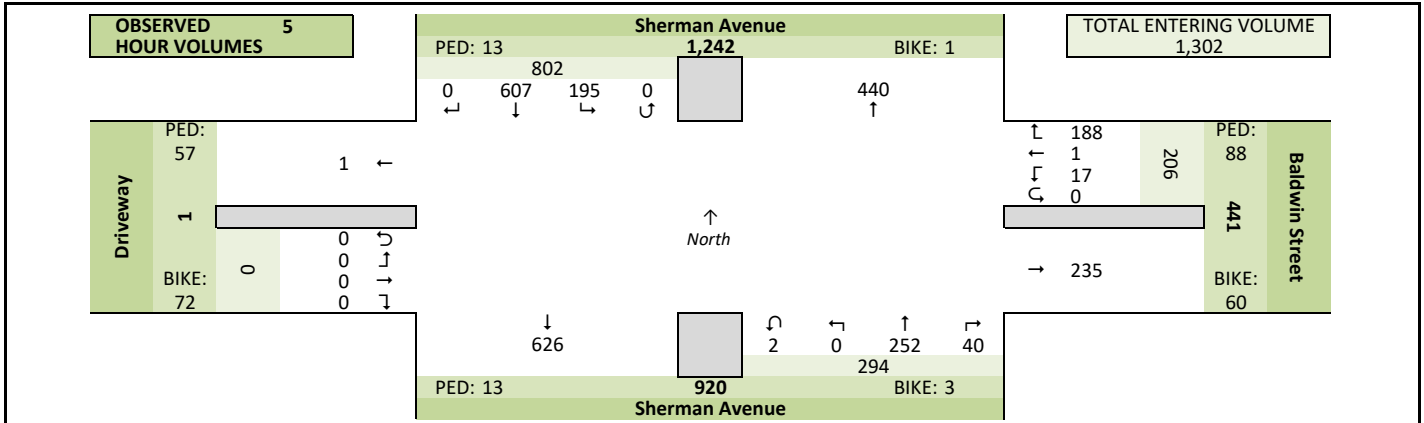
Site Information

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

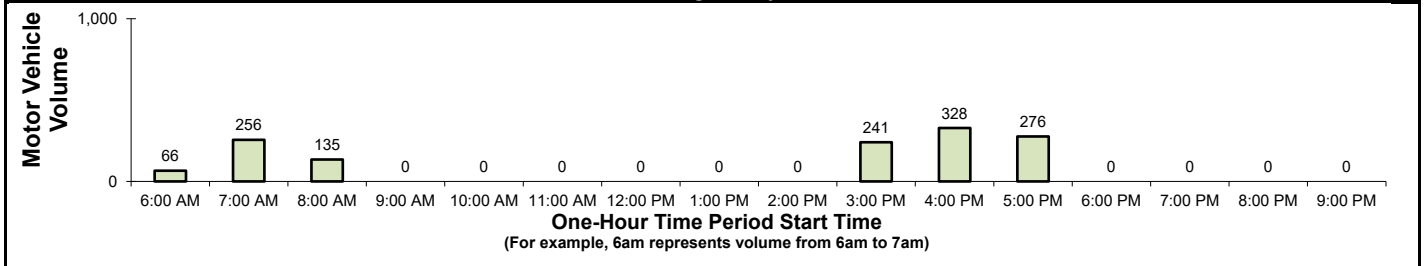
Count Information

Hrs Counted:	6:30 AM-8:30 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 8, 2022	Weather	
AM Peak Period	Friday, September 9, 2022	Clear & Dry	
Midday Peak Period	Thursday, September 8, 2022	Clear & Dry	
PM Peak Period	Thursday, September 8, 2022	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:00-5:00pm
Peak Hours Selected for Analysis			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.853	Count Expansion Factor	2.630
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein - Video	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein - Video	
Comments	2019 DOT Seasonal Factors		

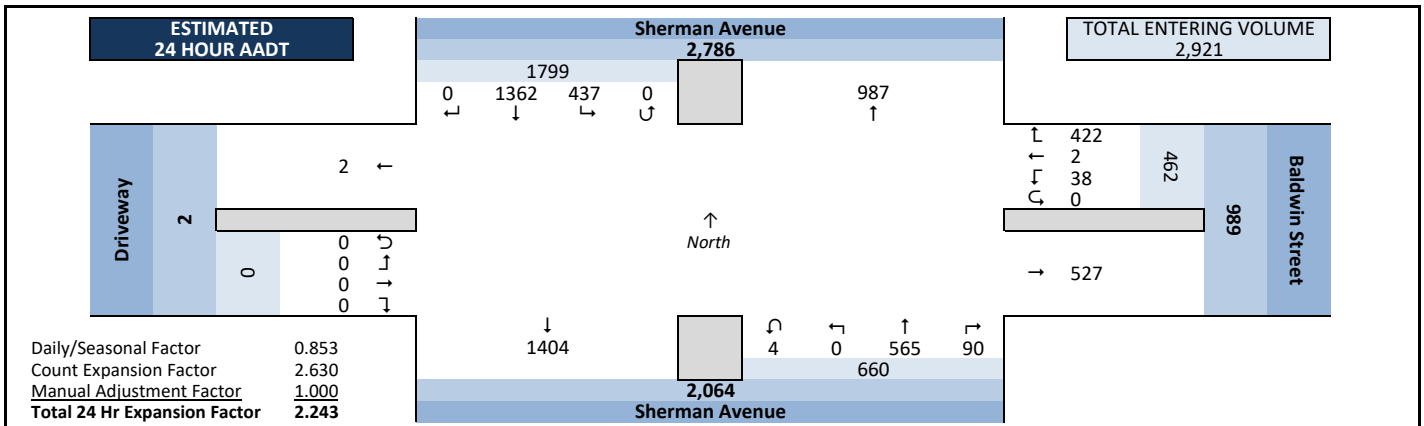
Observed 5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

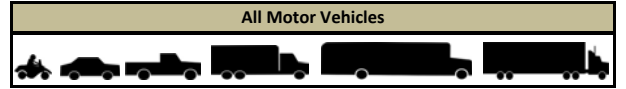


Intersection Traffic Volume Report

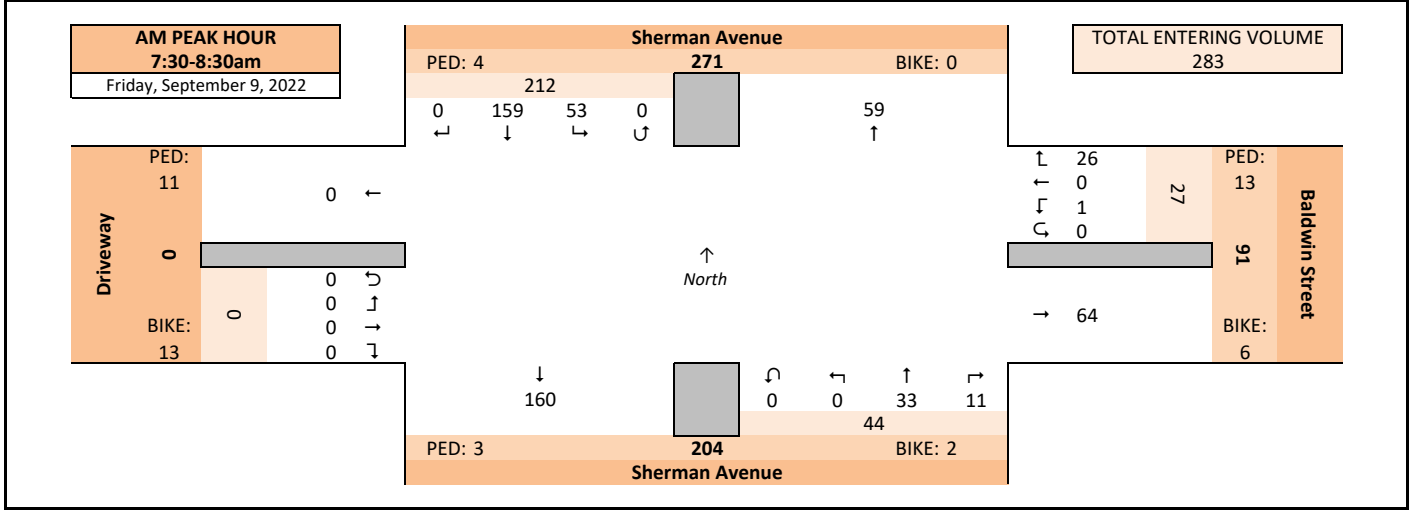
Count Basics		Page 2 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

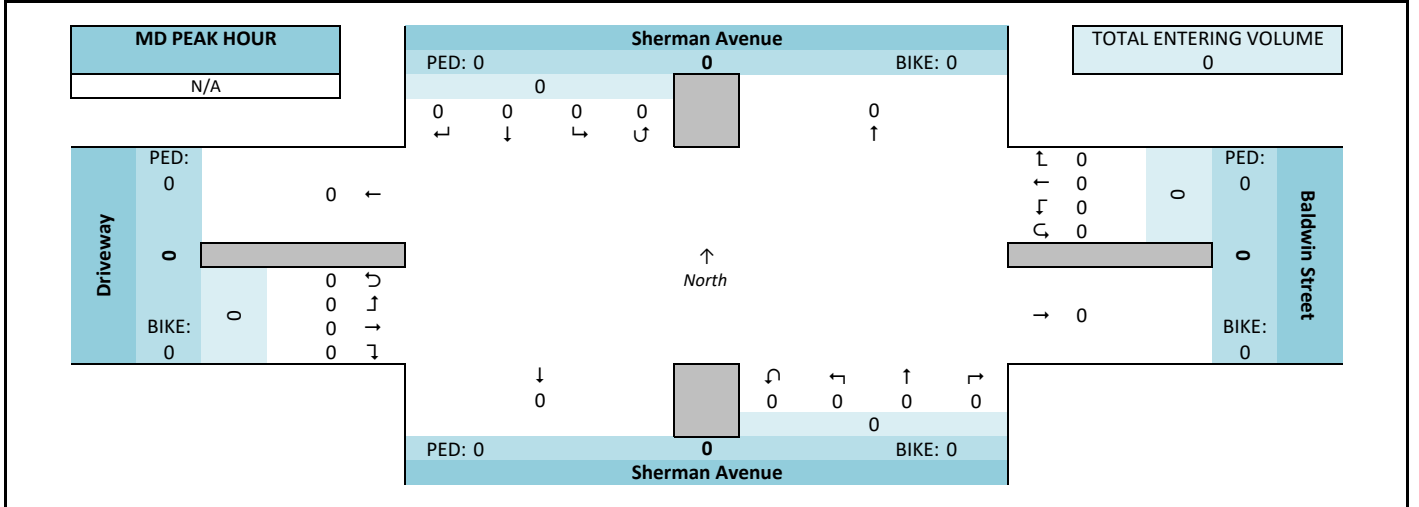
Sherman Avenue and Baldwin Street



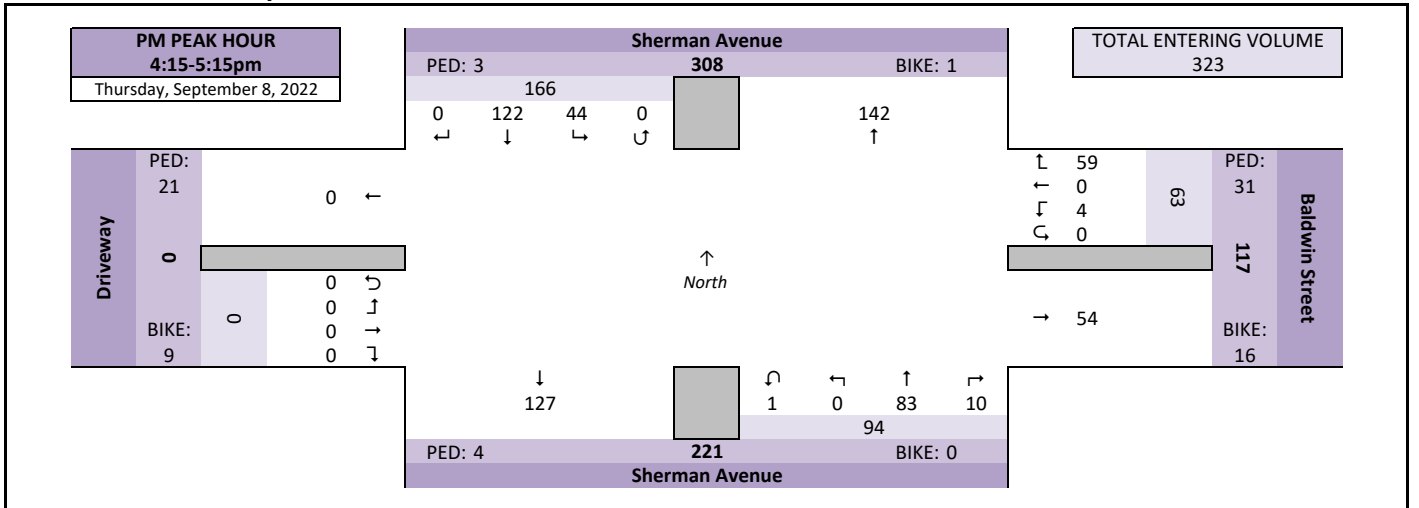
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



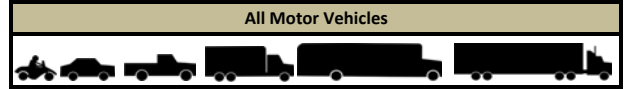
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

Sherman Avenue and Baldwin Street



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 9, 2022		From North					From East					From South					From West					Totals					
		Sherman Avenue					Baldwin Street					Sherman Avenue					Driveway										
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
	7:30 AM	0	47	10	0	57	2	0	0	0	2	2	10	0	0	12	0	0	0	0	0	0	0	0	0	0	71
	7:45 AM	0	41	17	0	58	10	0	0	0	10	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0	77
	8:00 AM	0	32	13	0	45	9	0	0	0	9	4	12	0	0	16	0	0	0	0	0	0	0	0	0	0	70
	8:15 AM	0	39	13	0	52	5	0	1	0	6	3	4	0	0	7	0	0	0	0	0	0	0	0	0	0	65
	Peak Hour Volume	0	159	53	0	212	26	0	1	0	27	11	33	0	0	44	0	0	0	0	0	0	0	0	0	0	283
	Rounded Hourly Volume	0	160	55	0	215	25	0	0	0	25	10	35	0	0	45	0	0	0	0	0	0	0	0	0	0	285
	% Single Unit Trucks	0.0	0.0	1.9	0.0	0.5	7.7	0.0	0.0	0.0	7.4	0.0	3.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	1.9	0.0	0.5	7.7	0.0	0.0	0.0	7.4	0.0	3.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
	Peak Hour Factor (PHF)	0.00	0.85	0.78	0.00	0.91	0.65	0.00	0.25	0.00	0.67	0.69	0.69	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92

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

Thursday, September 8, 2022		From North					From East					From South					From West					Totals					
		Sherman Avenue					Baldwin Street					Sherman Avenue					Driveway										
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
	4:15 PM	0	28	14	0	42	12	0	2	0	14	6	21	0	0	27	0	0	0	0	0	0	0	0	0	0	83
	4:30 PM	0	34	12	0	46	16	0	2	0	18	0	21	0	1	22	0	0	0	0	0	0	0	0	0	0	86
	4:45 PM	0	31	6	0	37	16	0	0	0	16	3	23	0	0	26	0	0	0	0	0	0	0	0	0	0	79
	5:00 PM	0	29	12	0	41	15	0	0	0	15	1	18	0	0	19	0	0	0	0	0	0	0	0	0	0	75
	Peak Hour Volume	0	122	44	0	166	59	0	4	0	63	10	83	0	1	94	0	0	0	0	0	0	0	0	0	0	323
	Rounded Hourly Volume	0	120	45	0	165	60	0	5	0	65	10	85	0	0	95	0	0	0	0	0	0	0	0	0	0	325
	% Single Unit Trucks	0.0	0.0	2.3	0.0	0.6	3.4	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	2.3	0.0	0.6	3.4	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
	Peak Hour Factor (PHF)	0.00	0.90	0.79	0.00	0.90	0.92	0.00	0.50	0.00	0.87	0.42	0.90	0.00	0.25	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94

Peak Hour Pedestrian and Bicyclist Volumes

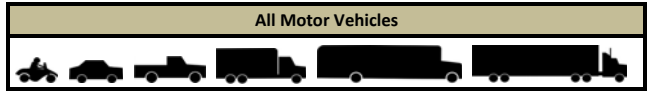
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Sherman Avenue			Baldwin Street			Sherman Avenue			Driveway			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	1	0	1	4	1	5	2	0	2	3	4	7	15
	7:45 AM	0	0	0	2	2	4	0	0	0	4	5	9	13
	8:00 AM	0	0	0	3	3	6	0	2	2	1	2	3	11
	8:15 AM	3	0	3	4	0	4	1	0	1	3	2	5	13
	Total	4	0	4	13	6	19	3	2	5	11	13	24	52
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	2	0	2	7	3	10	1	0	1	5	2	7	20
	4:30 PM	1	0	1	10	4	14	3	0	3	3	2	5	23
	4:45 PM	0	0	0	5	6	11	0	0	0	4	3	7	18
	5:00 PM	0	1	1	9	3	12	0	0	0	9	2	11	24
	Total	3	1	4	31	16	47	4	0	4	21	9	30	85

Intersection Traffic Volume Report

Count Basics		Page 4 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

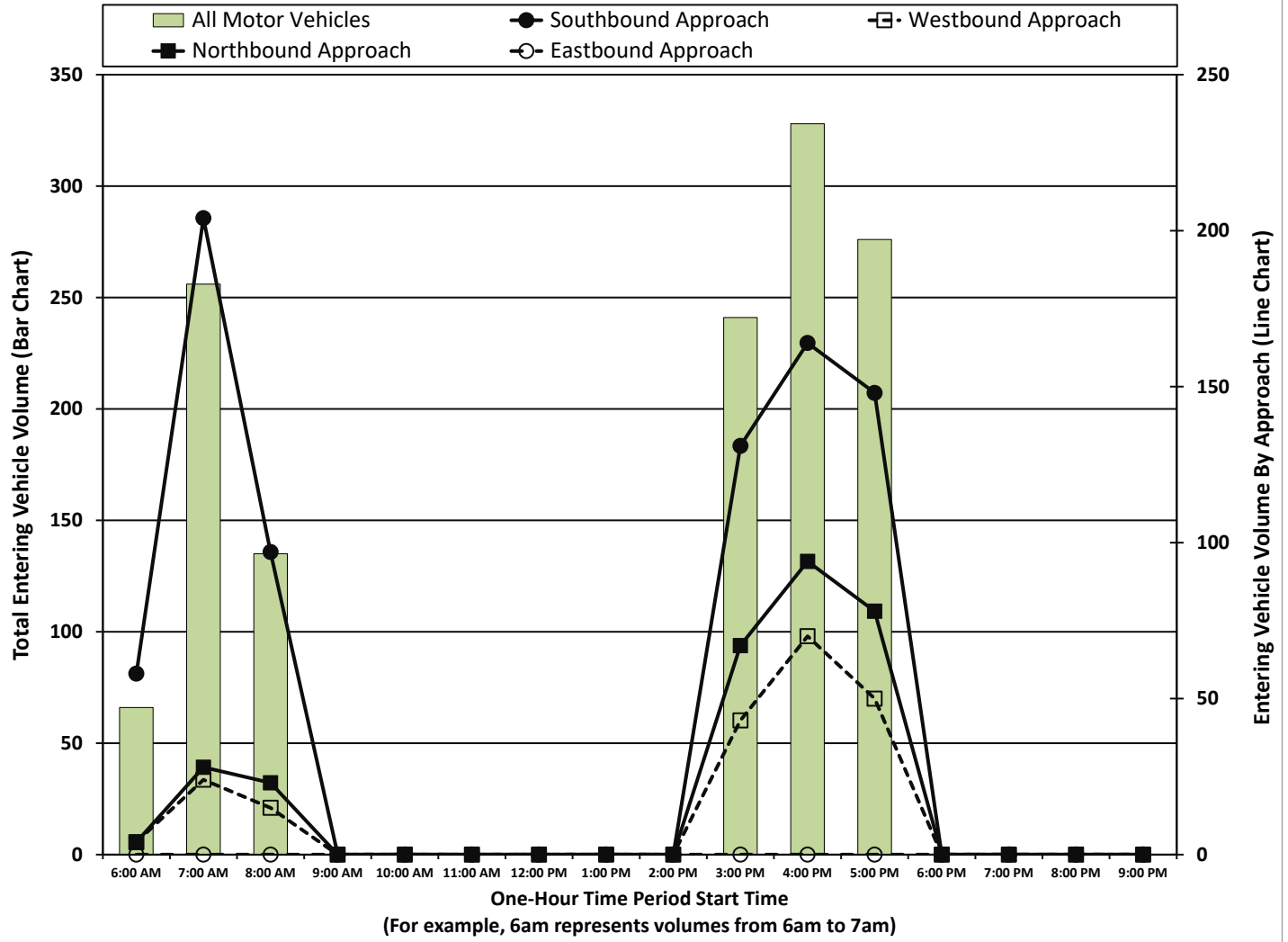
Sherman Avenue and Baldwin Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Sherman Avenue					From East Baldwin Street					From South Sherman Avenue					From West Driveway					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	Start Time																							
AM	6:00 AM	0	45	13	0	58	3	0	1	0	4	1	3	0	0	4	0	0	0	0	0	66	4	62
	7:00 AM	0	155	49	0	204	24	0	0	0	24	6	22	0	0	28	0	0	0	0	0	256	24	232
	8:00 AM	0	71	26	0	97	14	0	1	0	15	7	16	0	0	23	0	0	0	0	0	135	15	120
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	106	25	0	131	37	1	5	0	43	9	57	0	1	67	0	0	0	0	0	241	43	198
	4:00 PM	0	121	43	0	164	65	0	5	0	70	11	82	0	1	94	0	0	0	0	0	328	70	258
	5:00 PM	0	109	39	0	148	45	0	5	0	50	6	72	0	0	78	0	0	0	0	0	276	50	226
	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	607	195	0	802	188	1	17	0	206	40	252	0	2	294	0	0	0	0	0	1302	206	1096

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Sherman Avenue and Baldwin Street



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			Baldwin Street			Sherman Avenue			Driveway				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	1	0	1	3	0	3	1	0	1	1	3	4	9	53
6:45 AM	2	0	2	3	0	3	3	0	3	5	5	10	18	59
7:00 AM	1	0	1	5	1	6	0	0	0	2	2	4	11	54
7:15 AM	0	0	0	4	8	12	0	0	0	0	3	3	15	54
7:30 AM	1	0	1	4	1	5	2	0	2	3	4	7	15	52
7:45 AM	0	0	0	2	2	4	0	0	0	4	5	9	13	
8:00 AM	0	0	0	3	3	6	0	2	2	1	2	3	11	
8:15 AM	3	0	3	4	0	4	1	0	1	3	2	5	13	
8:30 AM	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	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	3	3	6	0	0	0	8	8	14	48	
3:15 PM	0	0	0	9	2	11	2	0	2	1	3	4	17	53
3:30 PM	0	0	0	2	2	4	0	0	0	2	0	2	6	56
3:45 PM	0	0	0	2	4	6	0	0	0	2	3	5	11	73
4:00 PM	0	0	0	5	5	10	0	0	0	3	6	9	19	80
4:15 PM	2	0	2	7	3	10	1	0	1	5	2	7	20	85
4:30 PM	1	0	1	10	4	14	3	0	3	3	2	5	23	90
4:45 PM	0	0	0	5	6	11	0	0	0	4	3	7	18	73
5:00 PM	0	1	1	9	3	12	0	0	0	9	2	11	24	74
5:15 PM	0	0	0	3	6	9	0	0	0	7	9	16	25	
5:30 PM	0	0	0	2	1	3	0	0	0	0	3	3	6	
5:45 PM	2	0	2	3	6	9	0	1	1	2	5	7	19	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	13	1	14	88	60	148	13	3	16	57	72	129	307	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Sherman Avenue and Baldwin Street



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			Baldwin Street			Sherman Avenue			Driveway				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	19
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	27
6:30 AM	1	1	2	3	3	6	1	1	2	1	1	2	6	31
6:45 AM	2	2	4	3	3	6	3	3	6	5	5	10	13	35
7:00 AM	1	1	2	5	5	7	0	0	0	2	2	4	8	28
7:15 AM	0	0	0	4	4	4	0	0	0	0	0	0	4	24
7:30 AM	1	1	2	4	4	6	2	2	4	3	3	6	10	31
7:45 AM	0	0	0	2	2	2	0	0	0	4	4	4	6	21
8:00 AM	0	0	0	3	3	3	0	0	0	1	1	1	4	15
8:15 AM	3	3	6	4	4	4	1	1	2	3	3	3	11	11
8:30 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19
3:00 PM	0	0	0	3	3	3	0	0	0	0	0	0	3	23
3:15 PM	0	0	0	9	9	9	2	2	2	1	1	1	12	28
3:30 PM	0	0	0	2	2	2	0	0	0	2	2	2	4	31
3:45 PM	0	0	0	2	2	2	0	0	0	2	2	2	4	44
4:00 PM	0	0	0	5	5	5	0	0	0	3	3	3	8	49
4:15 PM	2	2	4	7	7	7	1	1	1	5	5	5	15	59
4:30 PM	1	1	2	10	10	10	3	3	3	3	3	3	17	54
4:45 PM	0	0	0	5	5	5	0	0	0	4	4	4	9	39
5:00 PM	0	0	0	9	9	9	0	0	0	9	9	9	18	37
5:15 PM	0	0	0	3	3	3	0	0	0	7	7	7	10	19
5:30 PM	0	0	0	2	2	2	0	0	0	0	0	0	2	9
5:45 PM	2	2	4	3	3	3	0	0	0	2	2	2	7	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	13	0	13	88	0	88	13	0	13	57	0	57	171	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Sherman Avenue and Baldwin Street



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Sherman Avenue					Baldwin Street					Sherman Avenue					Driveway						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
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					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Sherman Avenue					Baldwin Street					Sherman Avenue					Driveway					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 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 4:15 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

Count Basics		Version 2013.J4.1		Page 1 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session		
Total Number of Hours Counted:	5	Non-Holiday	No Special Events		

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Johnson Street and Marston Avenue**

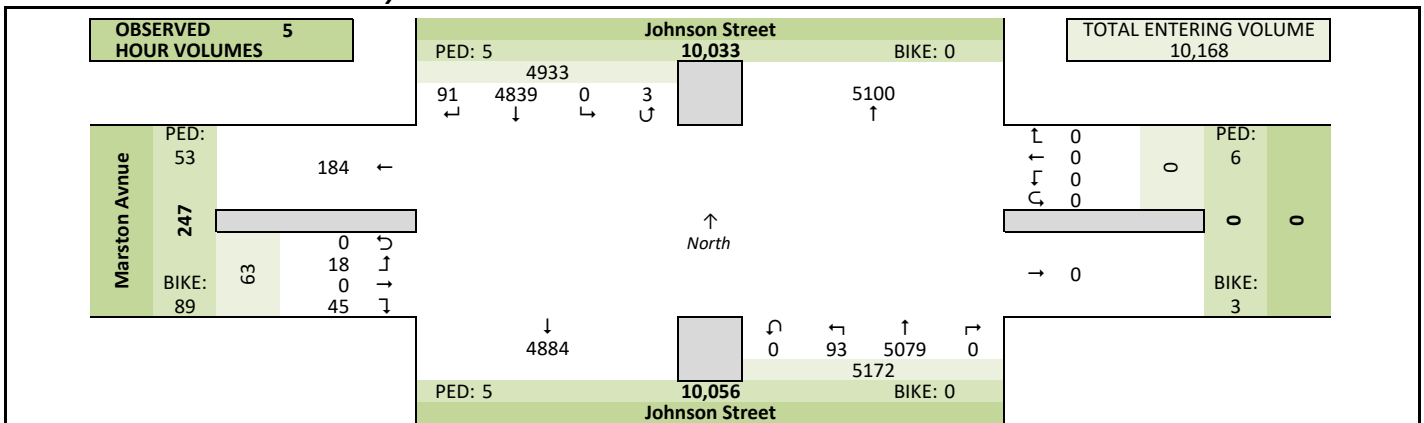
Site Information

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

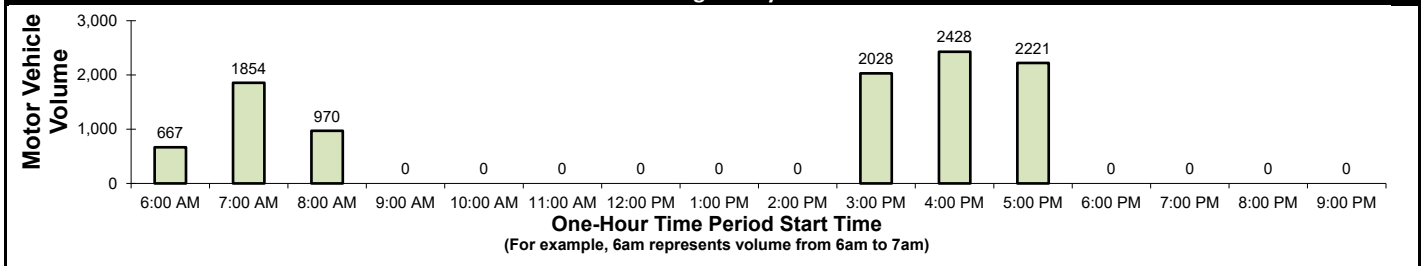
Count Information

Hrs Counted:	6:30 AM-8:30 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 8, 2022	Weather	
AM Peak Period	Friday, September 9, 2022	Clear & Dry	
Midday Peak Period	Thursday, September 8, 2022	Clear & Dry	
PM Peak Period	Thursday, September 8, 2022	Clear & Dry	
Calculated Peak Hours			
	AM 7:30-8:30am	MD	PM 4:00-5:00pm
Peak Hours Selected for Analysis			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.853	Count Expansion Factor	2.630
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein - Video	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein - Video	
Comments	2019 DOT Seasonal Factors		

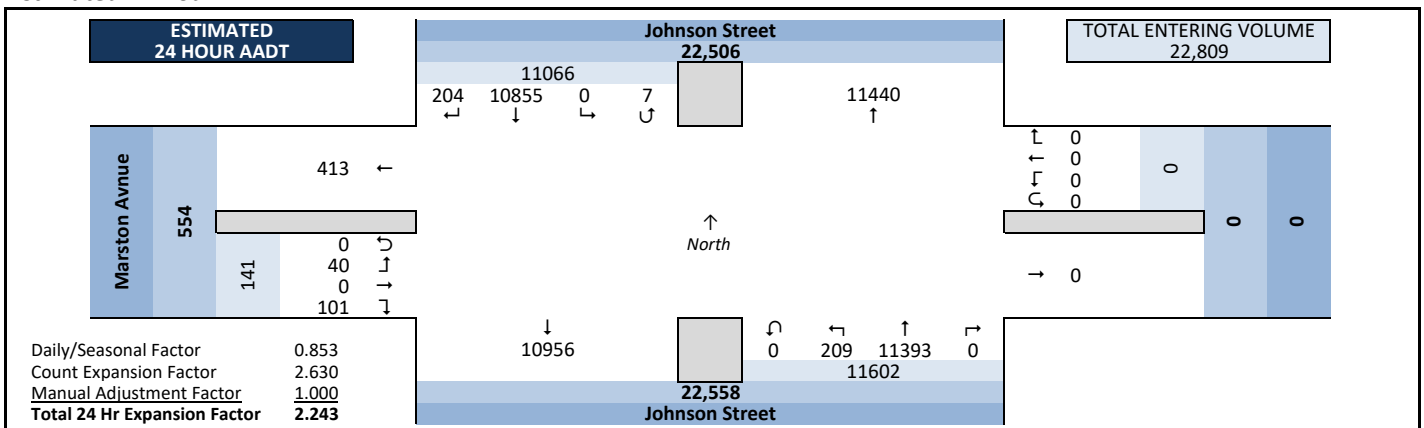
Observed 5 Hour Volume Summary



Total Entering Hourly Volume



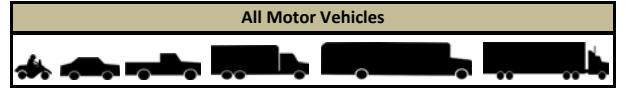
Estimated 24 Hour AADT



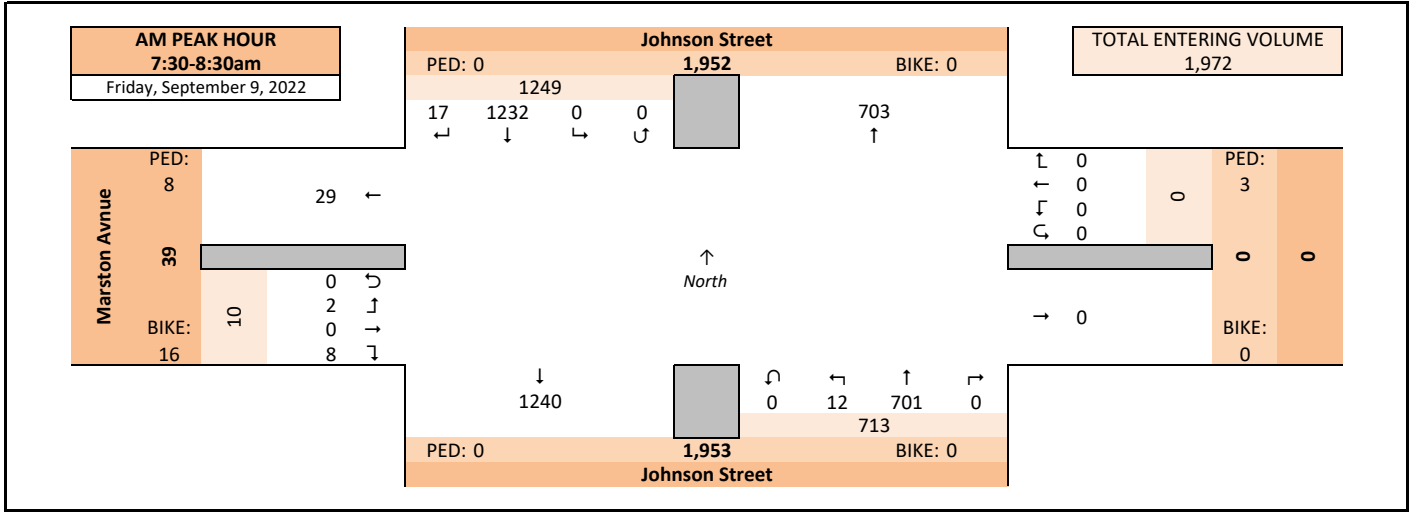
Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

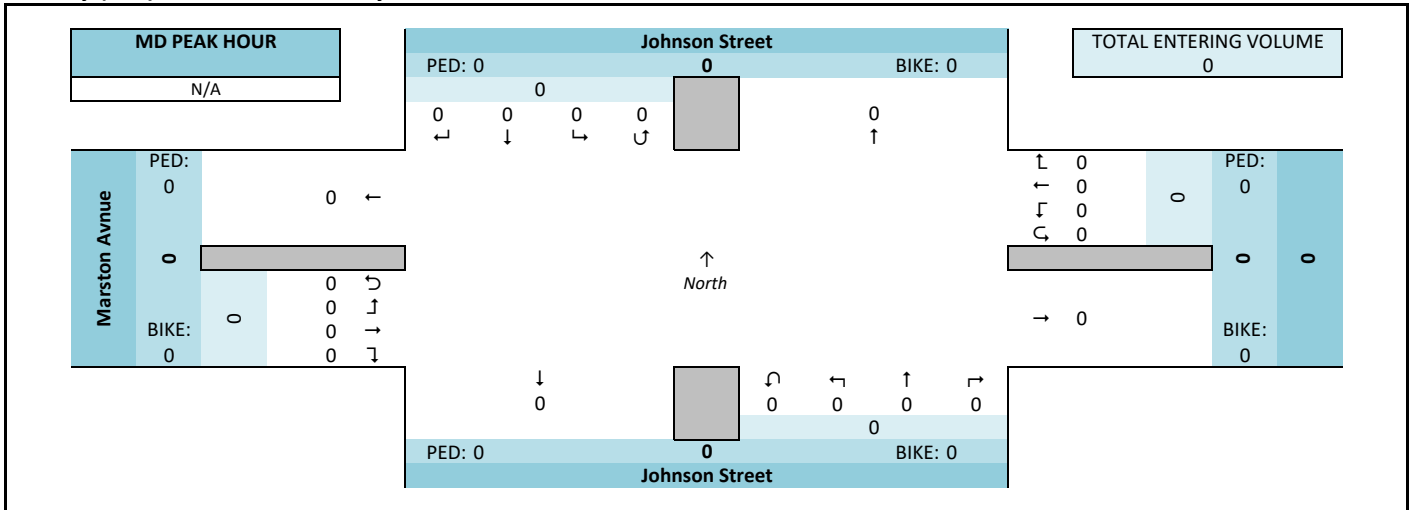
Johnson Street and Marston Avenue



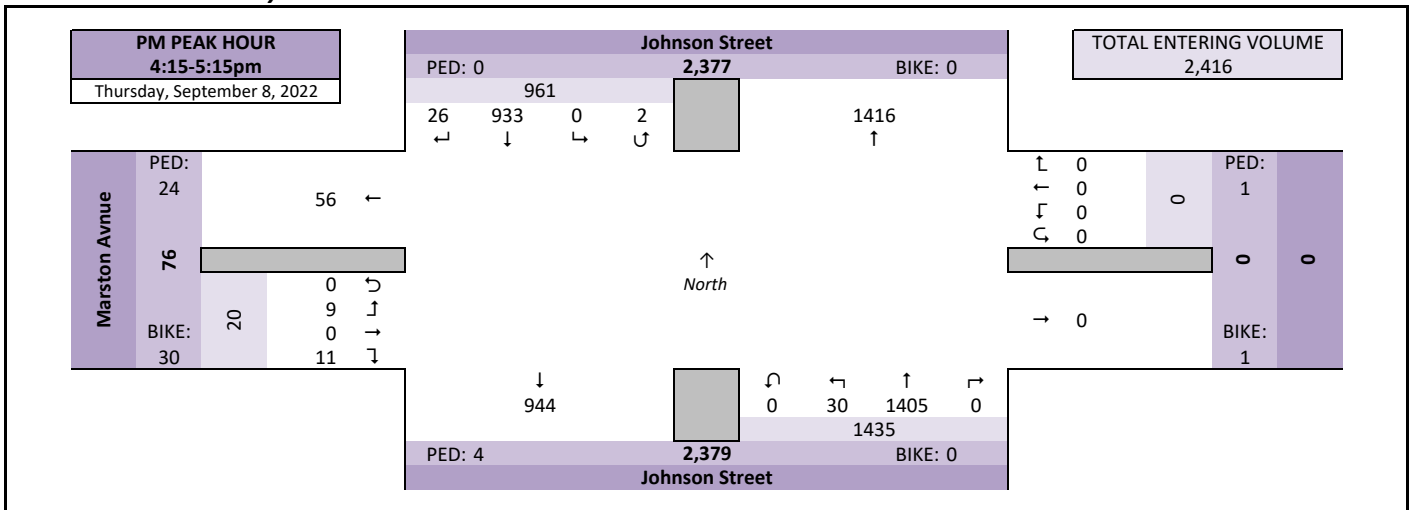
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

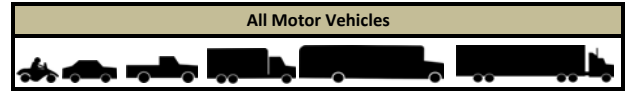


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Johnson Street and Marston Avnuce



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 9, 2022		From North					From East					From South					From West					Totals
		Johnson Street					0					Johnson Street					Marston Avnuce					
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:30 AM	5	327	0	0	332	0	0	0	0	0	0	172	1	0	173	1	0	0	0	1	506
	7:45 AM	5	305	0	0	310	0	0	0	0	0	0	181	2	0	183	2	0	1	0	3	496
	8:00 AM	2	314	0	0	316	0	0	0	0	0	0	179	3	0	182	3	0	0	0	3	501
	8:15 AM	5	286	0	0	291	0	0	0	0	0	0	169	6	0	175	2	0	1	0	3	469
	Peak Hour Volume	17	1232	0	0	1249	0	0	0	0	0	0	701	12	0	713	8	0	2	0	10	1972
	Rounded Hourly Volume	15	1230	0	0	1245	0	0	0	0	0	0	700	10	0	710	10	0	0	0	10	1965
	% Single Unit Trucks	11.8	3.9	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	11.8	3.9	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.8
	Peak Hour Factor (PHF)	0.85	0.94	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.50	0.00	0.97	0.67	0.00	0.50	0.00	0.83	0.97

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

Thursday, September 8, 2022		From North					From East					From South					From West					Totals
		Johnson Street					0					Johnson Street					Marston Avnuce					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:15 PM	6	235	0	1	242	0	0	0	0	0	0	339	6	0	345	4	0	2	0	6	593
	4:30 PM	5	246	0	0	251	0	0	0	0	0	0	370	5	0	375	4	0	1	0	5	631
	4:45 PM	6	219	0	0	225	0	0	0	0	0	0	366	7	0	373	0	0	3	0	3	601
	5:00 PM	9	233	0	1	243	0	0	0	0	0	0	330	12	0	342	3	0	3	0	6	591
	Peak Hour Volume	26	933	0	2	961	0	0	0	0	0	0	1405	30	0	1435	11	0	9	0	20	2416
	Rounded Hourly Volume	25	935	0	0	960	0	0	0	0	0	0	1405	30	0	1435	10	0	10	0	20	2415
	% Single Unit Trucks	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.1	3.3	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.1	3.3	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.1
	Peak Hour Factor (PHF)	0.72	0.95	0.00	0.50	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.62	0.00	0.96	0.69	0.00	0.75	0.00	0.83	0.96

Peak Hour Pedestrian and Bicyclist Volumes

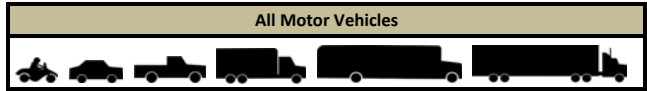
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Johnson Street			0			Johnson Street			Marston Avnuce			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	7:45 AM	0	0	0	0	0	0	0	0	0	5	6	11	
	8:00 AM	0	0	0	2	0	2	0	0	0	2	6	8	
	8:15 AM	0	0	0	1	0	1	0	0	0	0	4	4	
	Total	0	0	0	3	0	3	0	0	0	8	16	24	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	Total	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	0	0	0	0	1	1	1	0	1	5	6	11	
	4:30 PM	0	0	0	0	0	0	0	0	0	8	6	14	
	4:45 PM	0	0	0	0	0	0	3	0	3	9	5	14	
	5:00 PM	0	0	0	1	0	1	0	0	0	2	13	15	
	Total	0	0	0	1	1	2	4	0	4	24	30	60	

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

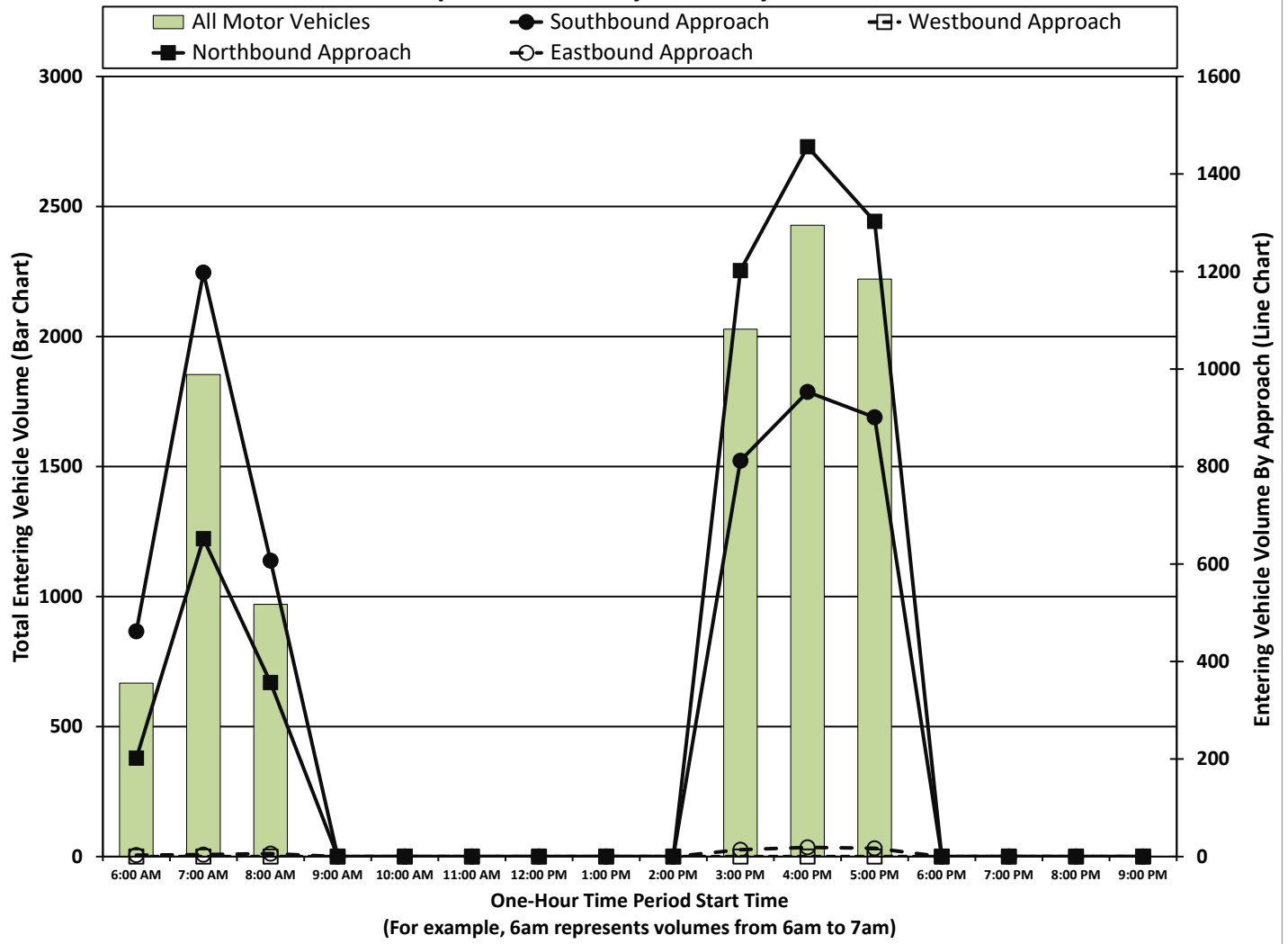
Johnson Street and Marston Avnu



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Johnson Street					From East 0					From South Johnson Street					From West Marston Avnu					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	Start Time																							
AM	6:00 AM	1	461	0	0	462	0	0	0	0	0	0	198	4	0	202	1	0	2	0	3	667	3	664
	7:00 AM	14	1184	0	0	1198	0	0	0	0	0	0	644	8	0	652	3	0	1	0	4	1854	4	1850
	8:00 AM	7	600	0	0	607	0	0	0	0	0	0	348	9	0	357	5	0	1	0	6	970	6	964
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	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	
	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	
PM	3:00 PM	13	798	0	1	812	0	0	0	0	0	0	1184	18	0	1202	12	0	2	0	14	2028	14	2014
	4:00 PM	25	927	0	1	953	0	0	0	0	0	0	1433	23	0	1456	11	0	8	0	19	2428	19	2409
	5:00 PM	31	869	0	1	901	0	0	0	0	0	0	1272	31	0	1303	13	0	4	0	17	2221	17	2204
	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	91	4839	0	3	4933	0	0	0	0	0	0	5079	93	0	5172	45	0	18	0	63	10168	63	10105

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Johnson Street and Marston Avnuue



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Johnson Street			0			Johnson Street			Marston Avnuue				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	1	0	1	0	0	0	0	2	2	3	21
6:45 AM	0	0	0	0	0	0	1	0	1	4	1	5	6	19
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	2	24
7:15 AM	0	0	0	0	0	0	0	0	0	0	10	10	10	32
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	27
7:45 AM	0	0	0	0	0	0	0	0	0	5	6	11	11	
8:00 AM	0	0	0	2	0	2	0	0	0	2	6	8	10	
8:15 AM	0	0	0	1	0	1	0	0	0	0	4	4	5	
8:30 AM	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	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	1	0	1	0	0	0	0	0	0	5	5	10	11	23
3:15 PM	0	0	0	0	1	1	0	0	0	2	3	5	6	22
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	29
3:45 PM	2	0	2	0	0	0	0	0	0	1	3	4	6	43
4:00 PM	2	0	2	0	1	1	0	0	0	4	3	7	10	54
4:15 PM	0	0	0	0	1	1	1	0	1	5	6	11	13	60
4:30 PM	0	0	0	0	0	0	0	0	0	8	6	14	14	55
4:45 PM	0	0	0	0	0	0	3	0	3	9	5	14	17	49
5:00 PM	0	0	0	1	0	1	0	0	0	2	13	15	16	36
5:15 PM	0	0	0	0	0	0	0	0	0	4	4	8	8	
5:30 PM	0	0	0	0	0	0	0	0	0	0	8	8	8	
5:45 PM	0	0	0	1	0	1	0	0	0	1	2	3	4	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	5	0	5	6	3	9	5	0	5	53	89	142	161	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Johnson Street and Marston Avnuue



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Johnson Street			0			Johnson Street			Marston Avnuue				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	6
6:45 AM	0	0	0	0	0	0	1	0	1	4	0	4	5	6
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	11
7:45 AM	0	0	0	0	0	0	0	0	0	5	0	5	5	10
8:00 AM	0	0	0	2	0	2	0	0	0	2	2	4	4	5
8:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
8:30 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	1	0	1	0	0	0	0	0	5	0	5	6	11	
3:15 PM	0	0	0	0	0	0	0	0	2	2	2	2	11	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	15	
3:45 PM	2	0	2	0	0	0	0	0	1	1	3	3	23	
4:00 PM	2	0	2	0	0	0	0	0	4	4	6	6	32	
4:15 PM	0	0	0	0	0	0	1	1	5	5	6	6	29	
4:30 PM	0	0	0	0	0	0	0	0	8	8	8	8	27	
4:45 PM	0	0	0	0	0	0	3	3	9	9	12	12	19	
5:00 PM	0	0	0	1	1	1	0	0	2	2	3	3	9	
5:15 PM	0	0	0	0	0	0	0	0	4	4	4	4	6	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:45 PM	0	0	0	1	1	1	0	0	1	1	2	2	2	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	5	0	5	6	0	6	5	0	5	53	0	53	69	

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 13
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session	
Total Number of Hours Counted:	5	Non-Holiday	No Special Events	

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Sherman Avenue and Marston Avenue**

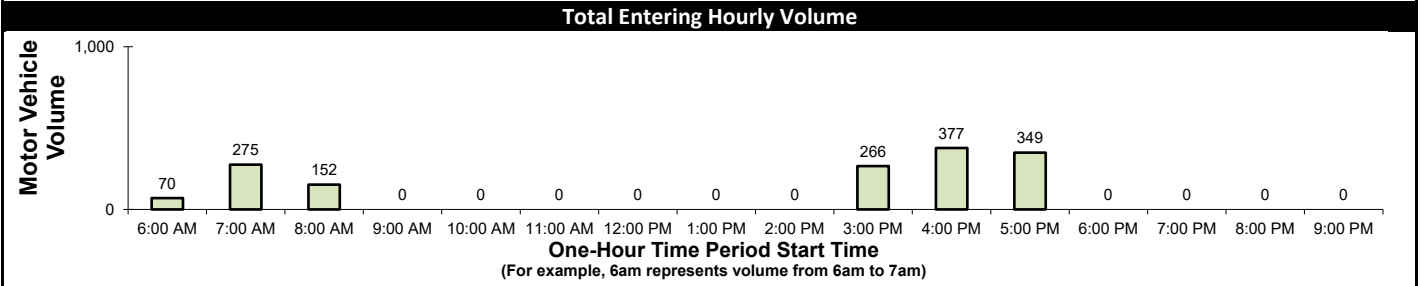
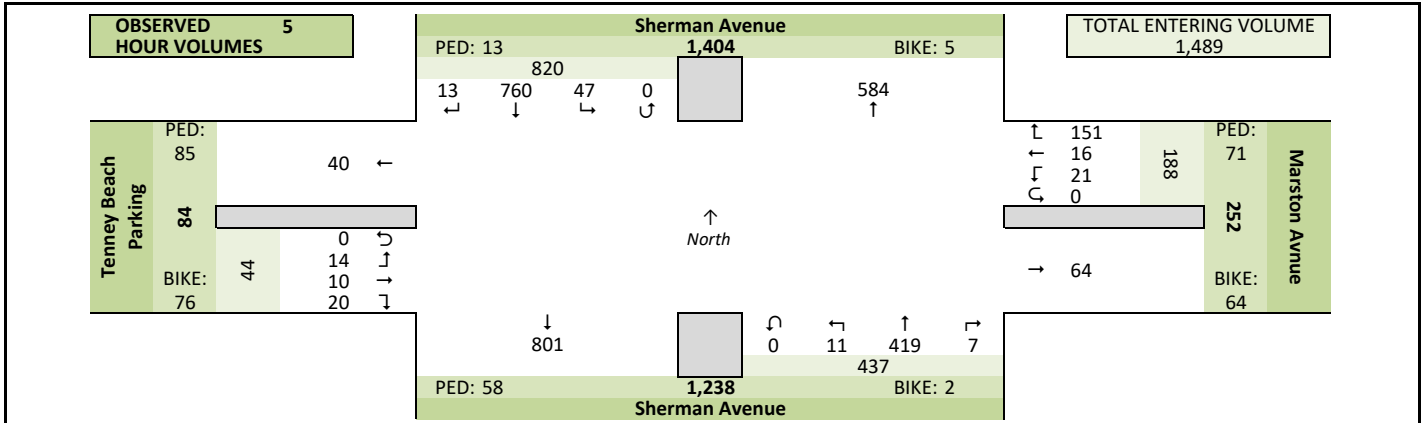
Site Information

Municipality	City of Madison		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Sherman Avenue		
East Leg	Marston Avenue		
South Leg	Sherman Avenue		
West Leg	Tenney Beach Parking		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

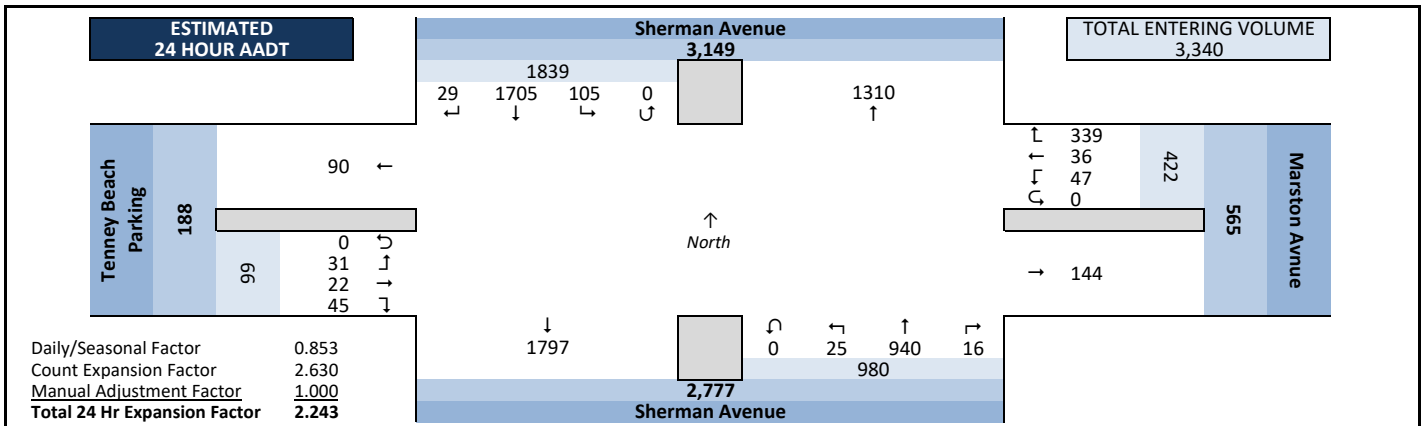
Count Information

Hrs Counted:	6:30 AM-8:30 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 8, 2022	Weather	
AM Peak Period	Friday, September 9, 2022	Clear & Dry	
Midday Peak Period	Thursday, September 8, 2022	Clear & Dry	
PM Peak Period	Thursday, September 8, 2022	Clear & Dry	
Calculated Peak Hours			
	AM 7:30-8:30am	MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.853	Count Expansion Factor	2.630
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein - Video	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein - Video	
Comments	2019 DOT Seasonal Factors		

Observed 5 Hour Volume Summary



Estimated 24 Hour AADT

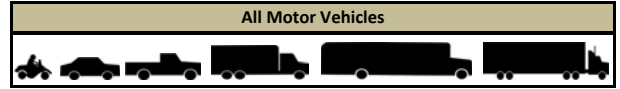


Intersection Traffic Volume Report

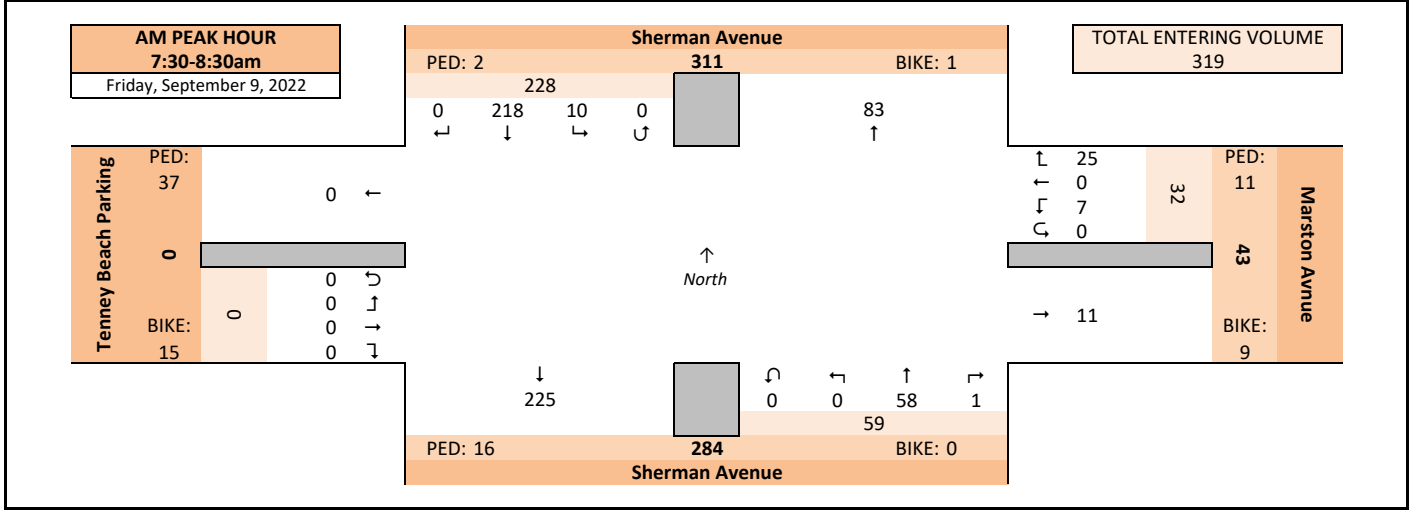
Count Basics		Page 2 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

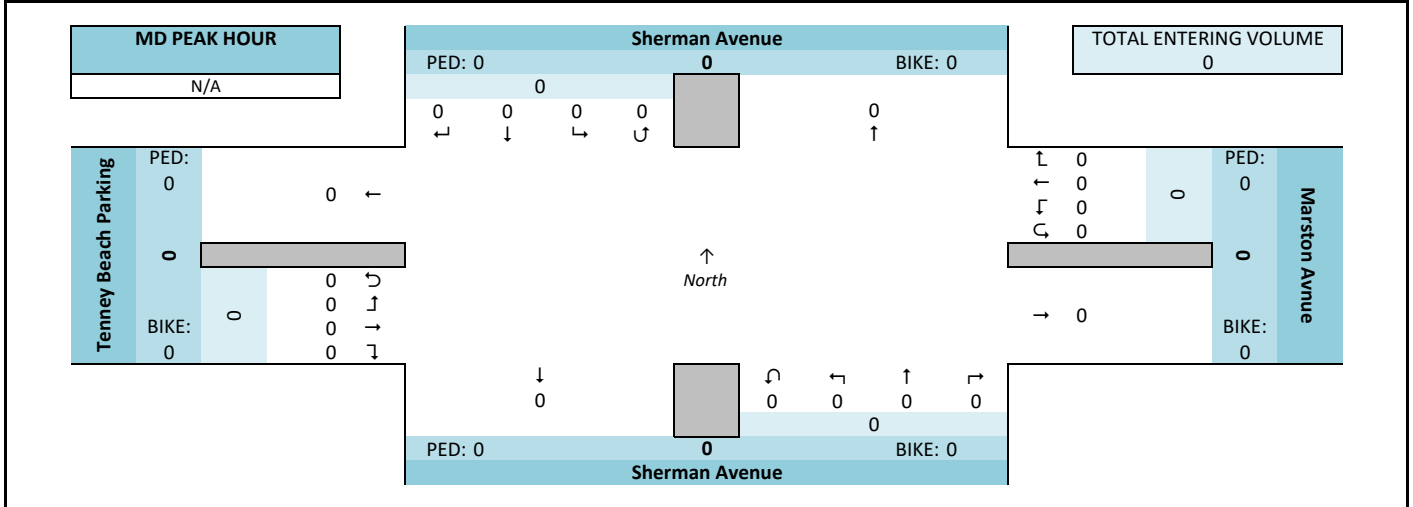
Sherman Avenue and Marston Avenue



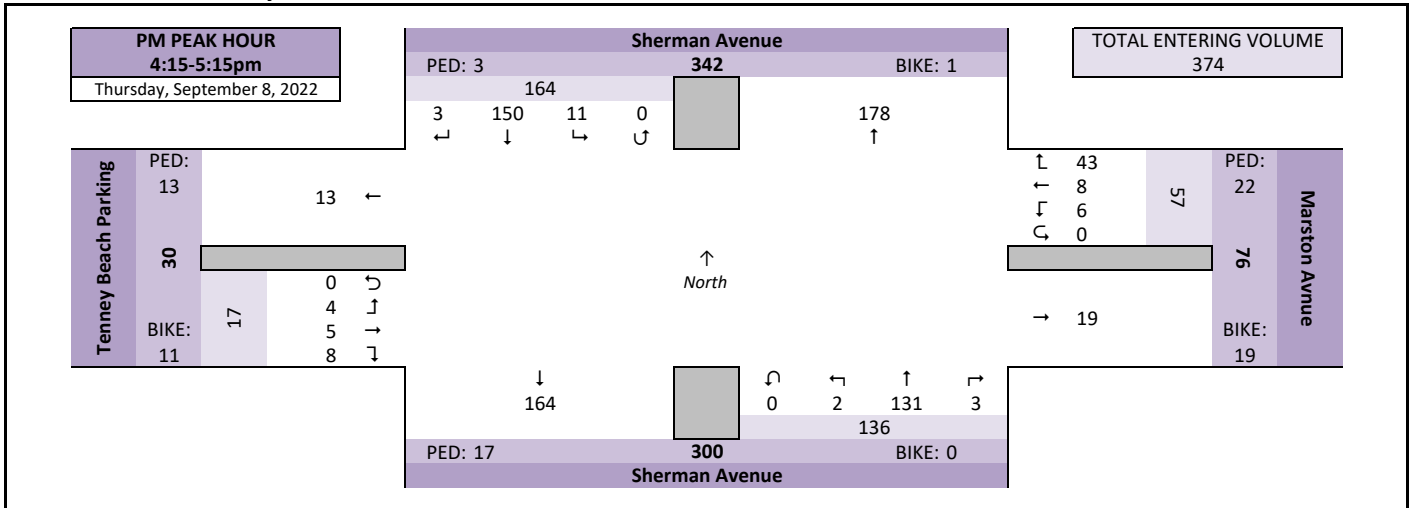
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

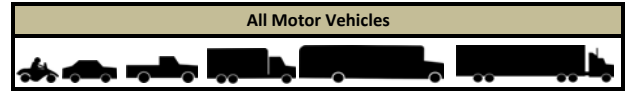


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Sherman Avenue and Marston Avnue



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 9, 2022		From North					From East					From South					From West					Totals
		Sherman Avenue					Marston Avnue					Sherman Avenue					Tenney Beach Parking					
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:30 AM	0	66	2	0	68	7	0	1	0	8	1	10	0	0	11	0	0	0	0	0	87
	7:45 AM	0	53	2	0	55	7	0	2	0	9	0	16	0	0	16	0	0	0	0	0	80
	8:00 AM	0	48	3	0	51	4	0	1	0	5	0	22	0	0	22	0	0	0	0	0	78
	8:15 AM	0	51	3	0	54	7	0	3	0	10	0	10	0	0	10	0	0	0	0	0	74
	Peak Hour Volume	0	218	10	0	228	25	0	7	0	32	1	58	0	0	59	0	0	0	0	0	319
	Rounded Hourly Volume	0	220	10	0	230	25	0	5	0	30	0	60	0	0	60	0	0	0	0	0	320
	% Single Unit Trucks	0.0	0.5	0.0	0.0	0.4	4.0	0.0	0.0	0.0	3.1	0.0	5.2	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	1.6
	% 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	0.5	0.0	0.0	0.4	4.0	0.0	0.0	0.0	3.1	0.0	5.2	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	1.6
	Peak Hour Factor (PHF)	0.00	0.83	0.83	0.00	0.84	0.89	0.00	0.58	0.00	0.80	0.25	0.66	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.92

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

Thursday, September 8, 2022		From North					From East					From South					From West					Totals
		Sherman Avenue					Marston Avnue					Sherman Avenue					Tenney Beach Parking					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:15 PM	2	31	4	0	37	7	3	3	0	13	0	31	0	0	31	1	0	0	0	1	82
	4:30 PM	0	48	4	0	52	11	1	1	0	13	1	35	1	0	37	1	1	0	0	2	104
	4:45 PM	1	34	2	0	37	9	1	1	0	11	2	32	1	0	35	1	0	4	0	5	88
	5:00 PM	0	37	1	0	38	16	3	1	0	20	0	33	0	0	33	5	4	0	0	9	100
	Peak Hour Volume	3	150	11	0	164	43	8	6	0	57	3	131	2	0	136	8	5	4	0	17	374
	Rounded Hourly Volume	5	150	10	0	165	45	10	5	0	60	5	130	0	0	135	10	5	5	0	20	380
	% Single Unit Trucks	0.0	0.7	0.0	0.0	0.6	2.3	0.0	0.0	0.0	1.8	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.7	0.0	0.0	0.6	2.3	0.0	0.0	0.0	1.8	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.1
	Peak Hour Factor (PHF)	0.37	0.78	0.69	0.00	0.79	0.67	0.67	0.50	0.00	0.71	0.37	0.94	0.50	0.00	0.92	0.40	0.31	0.25	0.00	0.47	0.90

Peak Hour Pedestrian and Bicyclist Volumes

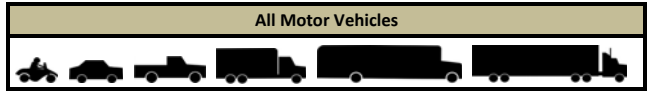
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Sherman Avenue			Marston Avnue			Sherman Avenue			Tenney Beach Parking			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	1	0	1	4	3	7	5	0	5	9	6	15	28
	7:45 AM	0	0	0	4	2	6	5	0	5	14	4	18	29
	8:00 AM	1	0	1	3	2	5	0	0	0	6	2	8	14
	8:15 AM	0	1	1	0	2	2	6	0	6	8	3	11	20
	Total		2	1	3	11	9	20	16	0	16	37	15	52	91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	3	4	7	3	0	3	2	4	6	16
	4:30 PM	0	0	0	6	4	10	2	0	2	3	1	4	16
	4:45 PM	0	1	1	4	7	11	1	0	1	0	3	3	16
	5:00 PM	3	0	3	9	4	13	11	0	11	8	3	11	38
	Total		3	1	4	22	19	41	17	0	17	13	11	24	86

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

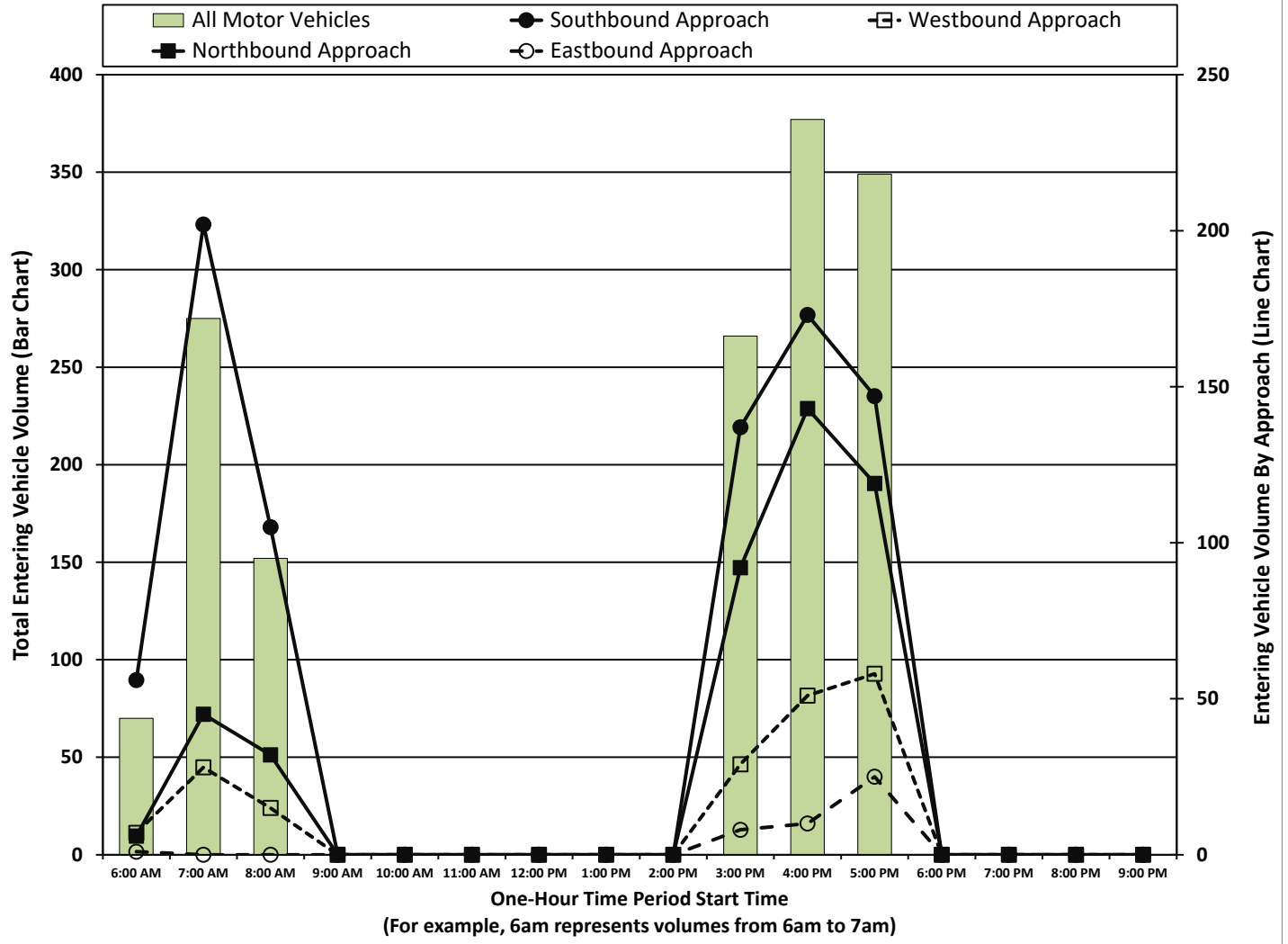
Sherman Avenue and Marston Avnue



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Sherman Avenue					From East Marston Avnue					From South Sherman Avenue					From West Tenney Beach Parking					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	Start Time																							
AM	6:00 AM	1	54	1	0	56	7	0	0	0	7	1	5	0	0	6	1	0	0	0	1	70	8	62
	7:00 AM	0	197	5	0	202	24	0	4	0	28	1	43	1	0	45	0	0	0	0	0	275	28	247
	8:00 AM	0	99	6	0	105	11	0	4	0	15	0	32	0	0	32	0	0	0	0	0	152	15	137
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	4	122	11	0	137	25	1	3	0	29	1	88	3	0	92	5	2	1	0	8	266	37	229
	4:00 PM	3	154	16	0	173	39	6	6	0	51	4	134	5	0	143	3	1	6	0	10	377	61	316
	5:00 PM	5	134	8	0	147	45	9	4	0	58	0	117	2	0	119	11	7	7	0	25	349	83	266
	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	13	760	47	0	820	151	16	21	0	188	7	419	11	0	437	20	10	14	0	44	1489	232	1257

Graphical Summary of Hourly Volumes

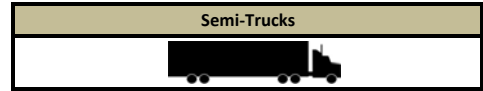


Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		Page 8 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Sherman Avenue and Marston Avenue



15-Minute Semi-Truck Data

15-Minute Time Period	From North Sherman Avenue					From East Marston Avenue					From South Sherman Avenue					From West Tenney Beach Parking					15-Min Totals	Hourly Sum
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Start Time																						
6:00 AM																						
6:15 AM																						
6:30 AM																					0	
6:45 AM																					0	
7:00 AM																					0	
7:15 AM																					0	
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9:15 PM																					0	
9:30 PM																					0	
9:45 PM																					0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period	From North Sherman Avenue					From East Marston Avenue					From South Sherman Avenue					From West Tenney Beach Parking					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
Start Time																					
AM 7:30 AM																					0
MD 12:00 PM																					0
PM 4:15 PM																					0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Sherman Avenue and Marston Avenue



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Sherman Avenue					Marston Avenue					Sherman Avenue					Tenney Beach Parking						
	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	[AM Peak Period Rows: 6:00 AM to 9:45 AM]																				20	
Midday Peak Period	[Midday Peak Period Rows: 10:00 AM to 1:45 PM]																				0	
PM Peak Period	[PM Peak Period Rows: 2:00 PM to 9:45 PM]																				0	
Totals	0	7	2	0	9	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	20	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Sherman Avenue					Marston Avenue					Sherman Avenue					Tenney Beach Parking					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	5
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Sherman Avenue and Marston Avnue



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			Marston Avnue			Sherman Avenue			Tenney Beach Parking				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	1	1	1	0	1	2	3	5	7	52
6:45 AM	0	0	0	4	0	4	1	0	1	3	5	8	13	73
7:00 AM	0	0	0	3	1	4	5	0	5	5	1	6	15	89
7:15 AM	0	0	0	4	7	11	1	0	1	2	3	5	17	88
7:30 AM	1	0	1	4	3	7	5	0	5	9	6	15	28	91
7:45 AM	0	0	0	4	2	6	5	0	5	14	4	18	29	
8:00 AM	1	0	1	3	2	5	0	0	0	6	2	8	14	
8:15 AM	0	1	1	0	2	2	6	0	6	8	3	11	20	
8:30 AM	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	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	2	2	1	1	2	3	0	3	5	10	15	22	67
3:15 PM	1	0	1	2	2	4	1	1	2	5	5	10	17	66
3:30 PM	2	0	2	3	1	4	2	0	2	6	0	6	14	65
3:45 PM	1	0	1	1	4	5	2	0	2	2	4	6	14	67
4:00 PM	0	0	0	8	6	14	3	0	3	0	4	4	21	69
4:15 PM	0	0	0	3	4	7	3	0	3	2	4	6	16	86
4:30 PM	0	0	0	6	4	10	2	0	2	3	1	4	16	93
4:45 PM	0	1	1	4	7	11	1	0	1	0	3	3	16	87
5:00 PM	3	0	3	9	4	13	11	0	11	8	3	11	38	95
5:15 PM	0	0	0	2	6	8	3	0	3	4	8	12	23	
5:30 PM	0	1	1	1	2	3	1	0	1	1	4	5	10	
5:45 PM	4	0	4	9	5	14	2	1	3	0	3	3	24	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	13	5	18	71	64	135	58	2	60	85	76	161	374	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Sherman Avenue and Marston Avnue



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			Marston Avnue			Sherman Avenue			Tenney Beach Parking				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	24
6:30 AM	0	0	0	0	0	0	0	1	1	2	2	3	3	31
6:45 AM	0	0	0	4	4	4	1	1	3	1	3	3	8	47
7:00 AM	0	0	0	3	3	3	5	5	5	5	5	5	13	62
7:15 AM	0	0	0	4	4	4	1	1	2	1	2	2	7	59
7:30 AM	1	1	2	4	4	4	5	5	5	9	9	9	19	66
7:45 AM	0	0	0	4	4	4	5	5	5	14	14	14	23	47
8:00 AM	1	1	2	3	3	3	0	0	0	6	6	6	10	24
8:15 AM	0	0	0	0	0	0	6	6	6	8	8	8	14	14
8:30 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	18
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	31
3:00 PM	0	0	0	1	1	1	3	3	3	5	5	5	9	37
3:15 PM	1	1	2	2	2	2	1	1	5	5	5	9	39	39
3:30 PM	2	2	4	3	3	3	2	2	6	6	6	13	38	38
3:45 PM	1	1	2	1	1	1	2	2	2	2	2	6	6	36
4:00 PM	0	0	0	8	8	8	3	3	3	0	0	11	11	35
4:15 PM	0	0	0	3	3	3	3	3	3	2	2	8	8	55
4:30 PM	0	0	0	6	6	6	2	2	3	3	3	11	11	56
4:45 PM	0	0	0	4	4	4	1	1	1	0	0	5	5	48
5:00 PM	3	3	6	9	9	9	11	11	11	8	8	31	31	58
5:15 PM	0	0	0	2	2	2	3	3	3	4	4	9	9	27
5:30 PM	0	0	0	1	1	1	1	1	1	1	1	3	3	18
5:45 PM	4	4	8	9	9	9	2	2	2	0	0	15	15	15
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	13	0	13	71	0	71	58	0	58	85	0	85	227	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Sherman Avenue and Marston Avnue



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Sherman Avenue					Marston Avnue					Sherman Avenue					Tenney Beach Parking						
	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					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Sherman Avenue					Marston Avnue					Sherman Avenue					Tenney Beach Parking					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 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 4:15 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

Count Basics		Version 2013.J4.1		Page 1 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session		
Total Number of Hours Counted:	5	Non-Holiday	No Special Events		

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Sherman Avenue and My Choice South DW**

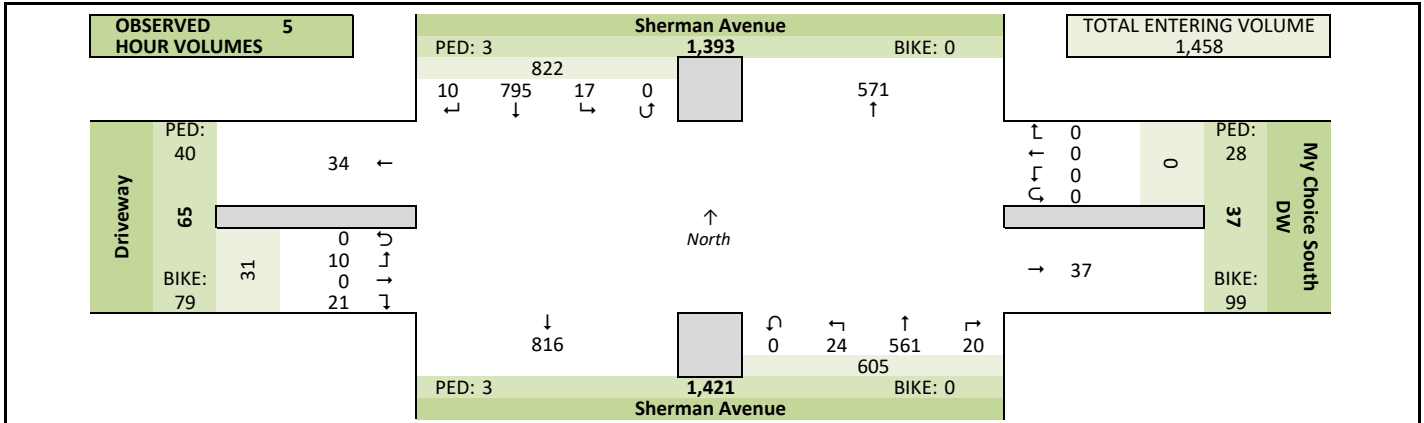
Site Information

Municipality	City of Madison		
County	Dane	WisDOT Region	SW-M
Traffic Control	Uncontrolled		
Roadway Names	North Direction ↑		
North Leg	Sherman Avenue		
East Leg	My Choice South DW		
South Leg	Sherman Avenue		
West Leg	Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	None

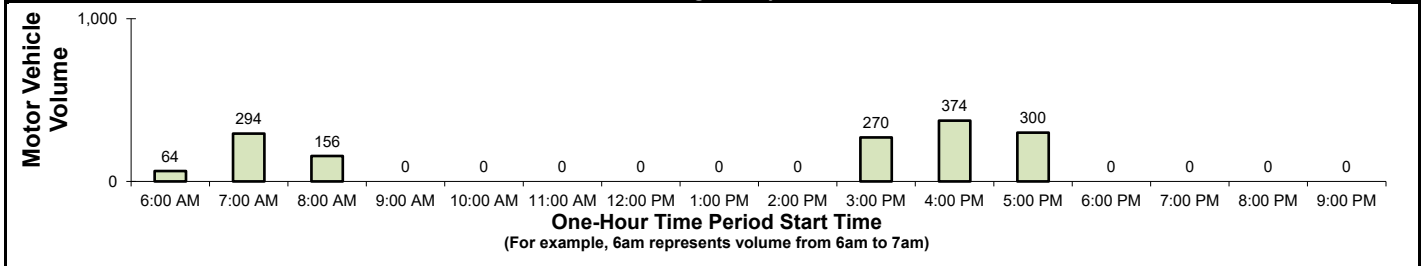
Count Information

Hrs Counted:	6:30 AM-8:30 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 8, 2022		Weather
AM Peak Period	Friday, September 9, 2022		Clear & Dry
Midday Peak Period	Thursday, September 8, 2022		Clear & Dry
PM Peak Period	Thurs, September 8, 2022		Clear & Dry
Calculated Peak Hours			
	AM	7:15-8:15am	MD
			PM
			4:15-5:15pm
Peak Hours Selected for Analysis			
	AM	7:30-8:30am	MD
			PM
			4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.853	Count Expansion Factor	2.630
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Amy Scheuerlein - Video	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein - Video	
Comments	2019 DOT Seasonal Factors		

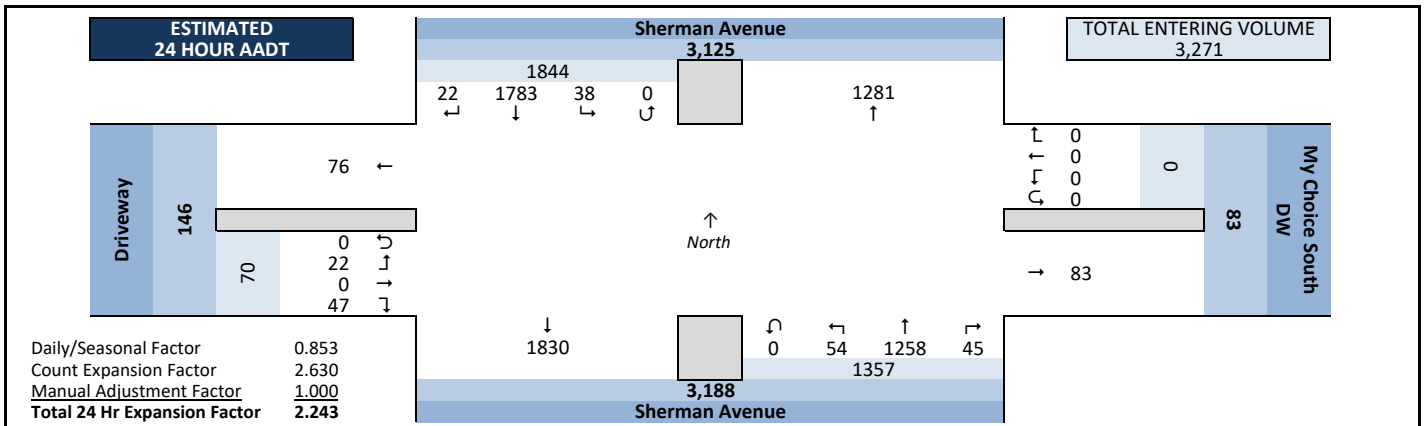
Observed 5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

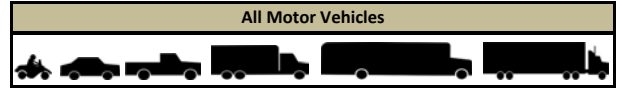


Intersection Traffic Volume Report

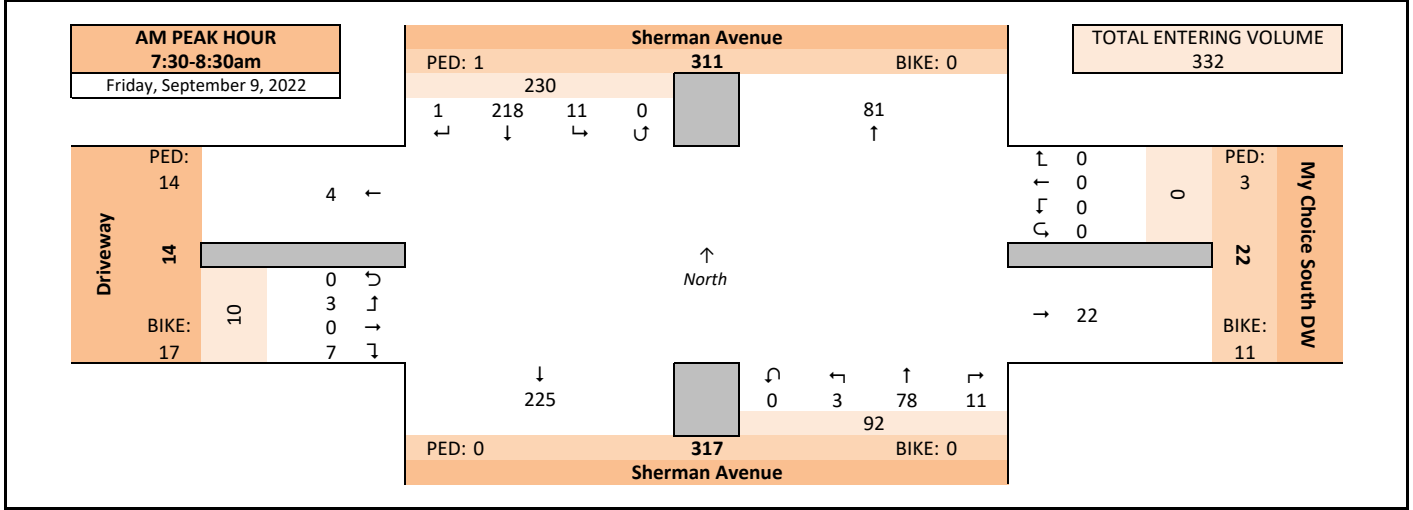
Count Basics		Page 2 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

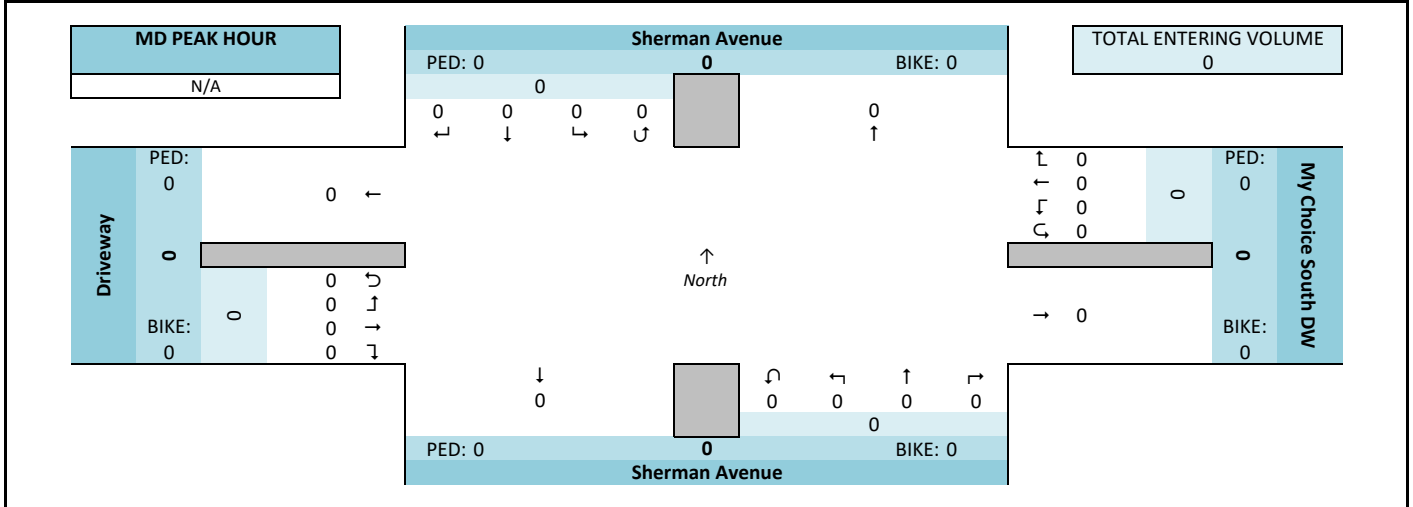
Sherman Avenue and My Choice South DW



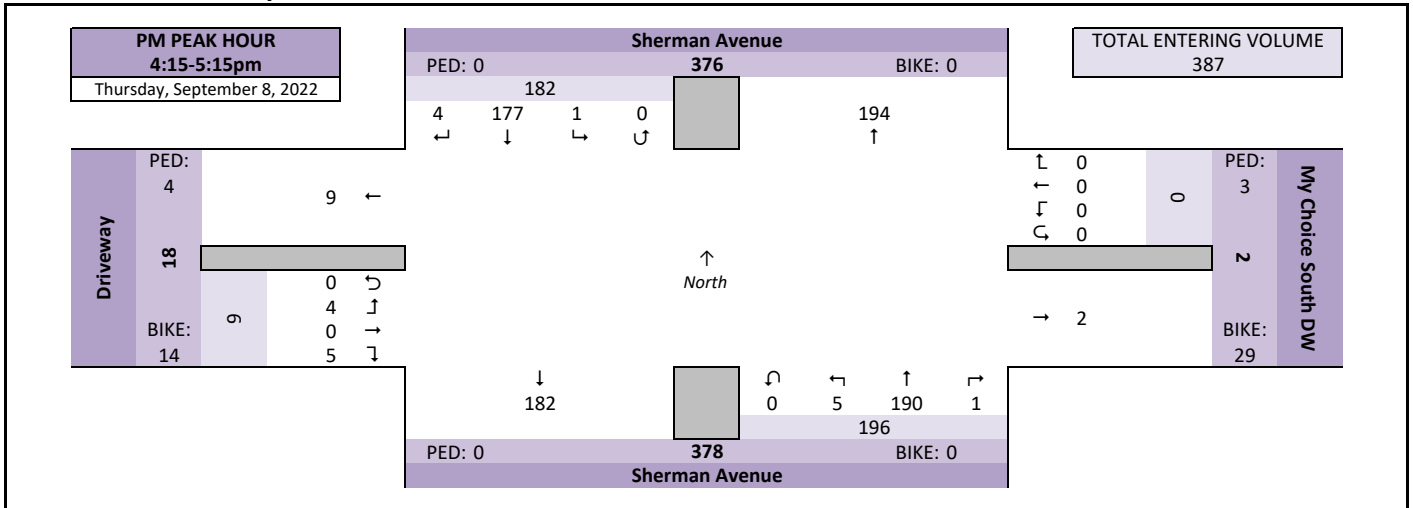
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

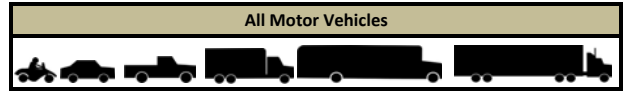


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Sherman Avenue and My Choice South DW



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 9, 2022		From North					From East					From South					From West					Totals
		Sherman Avenue					My Choice South DW					Sherman Avenue					Driveway					
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:30 AM	0	62	3	0	65	0	0	0	0	0	5	14	0	0	19	0	0	0	0	0	84
	7:45 AM	1	59	3	0	63	0	0	0	0	0	1	27	0	0	28	0	0	0	1	0	92
	8:00 AM	0	47	2	0	49	0	0	0	0	0	3	22	2	0	27	4	0	2	0	6	82
	8:15 AM	0	50	3	0	53	0	0	0	0	0	2	15	1	0	18	3	0	0	0	3	74
	Peak Hour Volume	1	218	11	0	230	0	0	0	0	0	11	78	3	0	92	7	0	3	0	10	332
	Rounded Hourly Volume	0	220	10	0	230	0	0	0	0	0	10	80	5	0	95	5	0	5	0	10	335
	% Single Unit Trucks	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3.8	33.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	1.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3.8	33.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	1.8
	Peak Hour Factor (PHF)	0.25	0.88	0.92	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.55	0.72	0.37	0.00	0.82	0.44	0.00	0.37	0.00	0.42	0.90

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

Thursday, September 8, 2022		From North					From East					From South					From West					Totals
		Sherman Avenue					My Choice South DW					Sherman Avenue					Driveway					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:15 PM	2	47	1	0	50	0	0	0	0	0	1	43	0	0	44	1	0	1	0	2	96
	4:30 PM	1	40	0	0	41	0	0	0	0	0	0	47	2	0	49	1	0	2	0	3	93
	4:45 PM	1	48	0	0	49	0	0	0	0	0	0	53	1	0	54	3	0	0	0	3	106
	5:00 PM	0	42	0	0	42	0	0	0	0	0	0	47	2	0	49	0	0	1	0	1	92
	Peak Hour Volume	4	177	1	0	182	0	0	0	0	0	1	190	5	0	196	5	0	4	0	9	387
	Rounded Hourly Volume	5	175	0	0	180	0	0	0	0	0	0	190	5	0	195	5	0	5	0	10	385
	% Single Unit Trucks	0.0	0.6	100.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	25.0	0.0	11.1	1.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.6	100.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	25.0	0.0	11.1	1.3
	Peak Hour Factor (PHF)	0.50	0.92	0.25	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.25	0.90	0.62	0.00	0.91	0.42	0.00	0.50	0.00	0.75	0.91

Peak Hour Pedestrian and Bicyclist Volumes

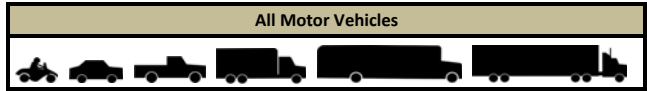
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Sherman Avenue			My Choice South DW			Sherman Avenue			Driveway			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	1	3	4	0	0	0	1	7	8	12
	7:45 AM	0	0	0	0	4	4	0	0	0	4	3	7	11
	8:00 AM	1	0	1	1	2	3	0	0	0	4	4	8	12
	8:15 AM	0	0	0	1	2	3	0	0	0	5	3	8	11
	Total	1	0	1	3	11	14	0	0	0	14	17	31	46
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	3	6	9	0	0	0	0	2	2	11
	4:30 PM	0	0	0	0	6	6	0	0	0	3	2	5	11
	4:45 PM	0	0	0	0	5	5	0	0	0	1	6	7	12
	5:00 PM	0	0	0	0	12	12	0	0	0	0	4	4	16
	Total	0	0	0	3	29	32	0	0	0	4	14	18	50

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

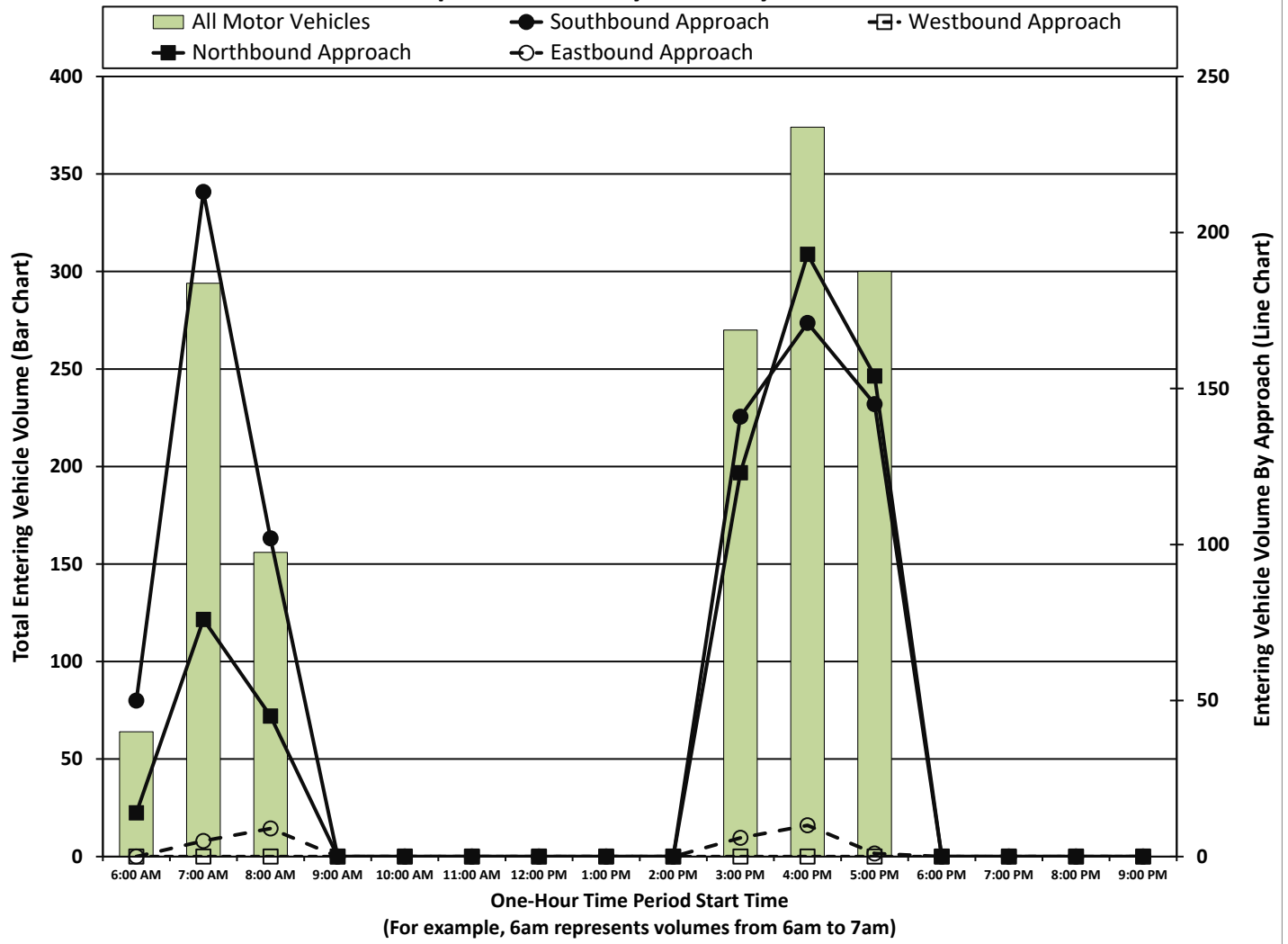
Sherman Avenue and My Choice South DW



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Sherman Avenue					From East My Choice South DW					From South Sherman Avenue					From West Driveway					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	Start Time																							
AM	6:00 AM	0	50	0	0	50	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	64	0	64
	7:00 AM	3	202	8	0	213	0	0	0	0	0	11	65	0	0	76	4	0	1	0	5	294	5	289
	8:00 AM	0	97	5	0	102	0	0	0	0	0	5	37	3	0	45	7	0	2	0	9	156	9	147
	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	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	3	136	2	0	141	0	0	0	0	0	1	114	8	0	123	3	0	3	0	6	270	6	264
	4:00 PM	4	166	1	0	171	0	0	0	0	0	1	186	6	0	193	7	0	3	0	10	374	10	364
	5:00 PM	0	144	1	0	145	0	0	0	0	0	0	147	7	0	154	0	0	1	0	1	300	1	299
	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	10	795	17	0	822	0	0	0	0	0	20	561	24	0	605	21	0	10	0	31	1458	31	1427

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Sherman Avenue and My Choice South DW



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			My Choice South DW			Sherman Avenue			Driveway				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	2	2	4	0	0	0	4	3	7	11	44
6:45 AM	0	0	0	3	1	4	0	0	0	4	6	10	14	45
7:00 AM	1	0	1	2	4	6	0	0	0	1	1	2	9	42
7:15 AM	0	0	0	1	1	2	0	0	0	1	7	8	10	45
7:30 AM	0	0	0	1	3	4	0	0	0	1	7	8	12	46
7:45 AM	0	0	0	0	4	4	0	0	0	4	3	7	11	
8:00 AM	1	0	1	1	2	3	0	0	0	4	4	8	12	
8:15 AM	0	0	0	1	2	3	0	0	0	5	3	8	11	
8:30 AM	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	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	1	0	1	0	0	0	2	5	7	8	36
3:15 PM	0	0	0	2	4	6	0	0	0	0	1	1	7	49
3:30 PM	0	0	0	0	3	3	0	0	0	0	1	1	4	53
3:45 PM	0	0	0	1	9	10	0	0	0	2	5	7	17	60
4:00 PM	0	0	0	2	9	11	2	0	2	5	3	8	21	55
4:15 PM	0	0	0	3	6	9	0	0	0	0	2	2	11	50
4:30 PM	0	0	0	0	6	6	0	0	0	3	2	5	11	60
4:45 PM	0	0	0	0	5	5	0	0	0	1	6	7	12	63
5:00 PM	0	0	0	0	12	12	0	0	0	0	4	4	16	71
5:15 PM	0	0	0	3	9	12	0	0	0	1	8	9	21	
5:30 PM	1	0	1	3	9	12	0	0	0	1	0	1	14	
5:45 PM	0	0	0	2	8	10	1	0	1	1	8	9	20	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	3	0	3	28	99	127	3	0	3	40	79	119	252	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Sherman Avenue and My Choice South DW



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			My Choice South DW			Sherman Avenue			Driveway				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:30 AM	0	0	0	2	0	2	0	0	0	4	0	4	6	19
6:45 AM	0	0	0	3	0	3	0	0	0	4	0	4	7	15
7:00 AM	1	0	1	2	0	2	0	0	0	1	0	1	4	12
7:15 AM	0	0	0	1	0	1	0	0	0	1	0	1	2	14
7:30 AM	0	0	0	1	0	1	0	0	0	1	0	1	2	18
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	4	16
8:00 AM	1	0	1	1	0	1	0	0	0	4	0	4	6	12
8:15 AM	0	0	0	1	0	1	0	0	0	5	0	5	6	6
8:30 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:00 PM	0	0	0	1	0	1	0	0	0	2	0	2	3	8
3:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	14
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
3:45 PM	0	0	0	1	0	1	0	0	0	2	0	2	3	18
4:00 PM	0	0	0	2	0	2	2	0	2	5	0	5	9	16
4:15 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	7
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	8
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
5:15 PM	0	0	0	3	0	3	0	0	0	1	0	1	4	13
5:30 PM	1	0	1	3	0	3	0	0	0	1	0	1	5	9
5:45 PM	0	0	0	2	0	2	1	0	1	1	0	1	4	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	3	0	3	28	0	28	3	0	3	40	0	40	74	

Intersection Traffic Volume Report

Count Basics		Page 13 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Sherman Avenue and My Choice South DW



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Sherman Avenue					My Choice South DW					Sherman Avenue					Driveway						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
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					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Sherman Avenue					My Choice South DW					Sherman Avenue					Driveway					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 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 4:15 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

Count Basics		Version 2013.J4.1	Page 1 of 13
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Sherman Avenue and My Choice North DW**

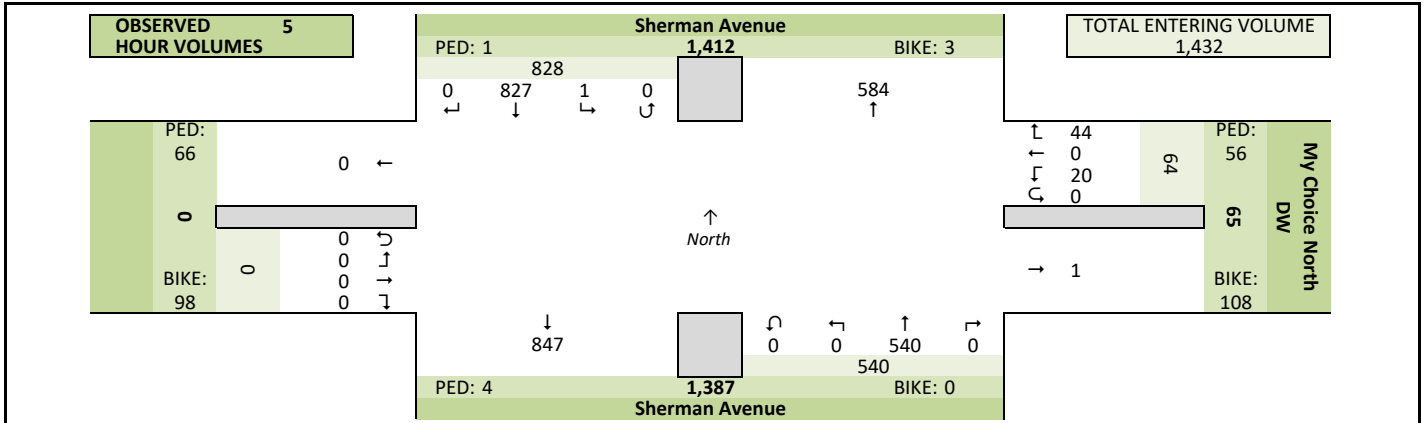
Site Information

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

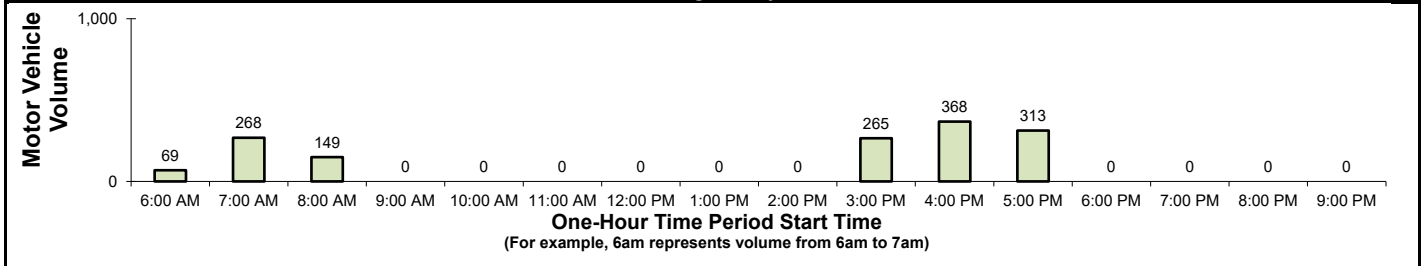
Count Information

Hrs Counted:	6:30 AM-8:30 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 8, 2022		Weather
AM Peak Period	Friday, September 9, 2022		Clear & Dry
Midday Peak Period	Thursday, September 8, 2022		Clear & Dry
PM Peak Period	Thursday, September 8, 2022		Clear & Dry
Calculated Peak Hours			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.853	Count Expansion Factor	2.630
Company Name	TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period	Amy Scheuerlein - Video	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein - Video	
Comments	2019 DOT Seasonal Factors		

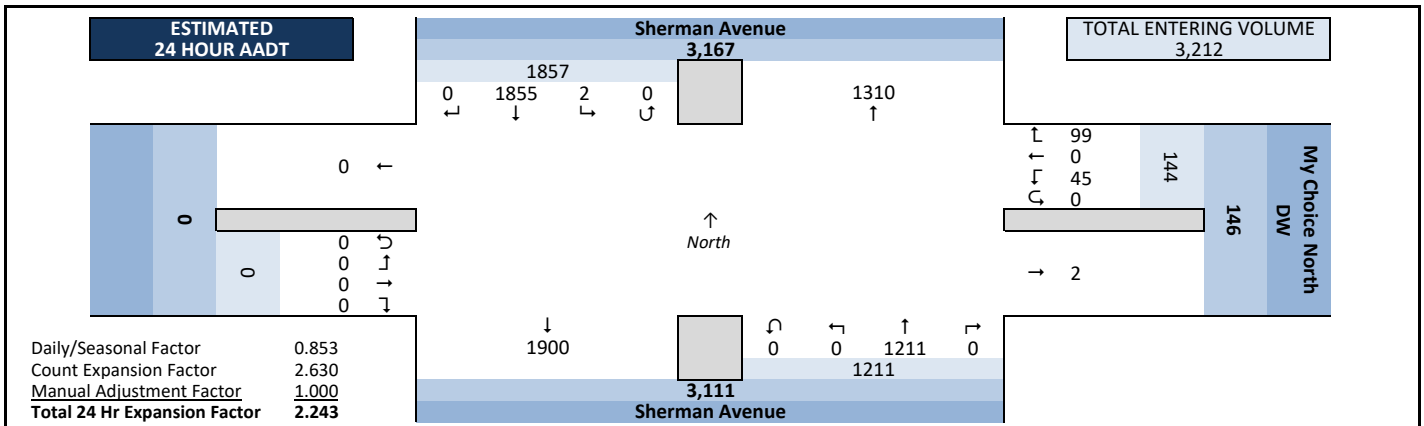
Observed 5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

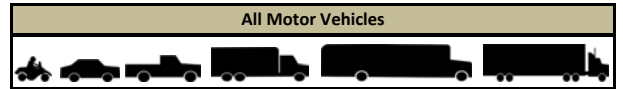


Intersection Traffic Volume Report

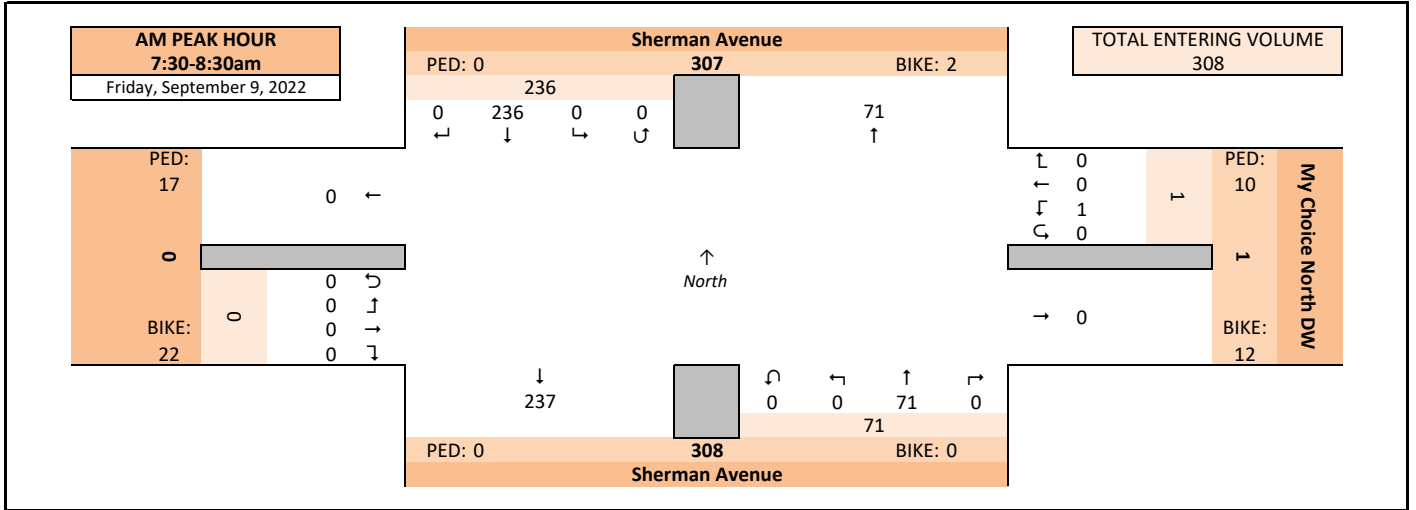
<i>Count Basics</i>			<i>Page 2 of 13</i>
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

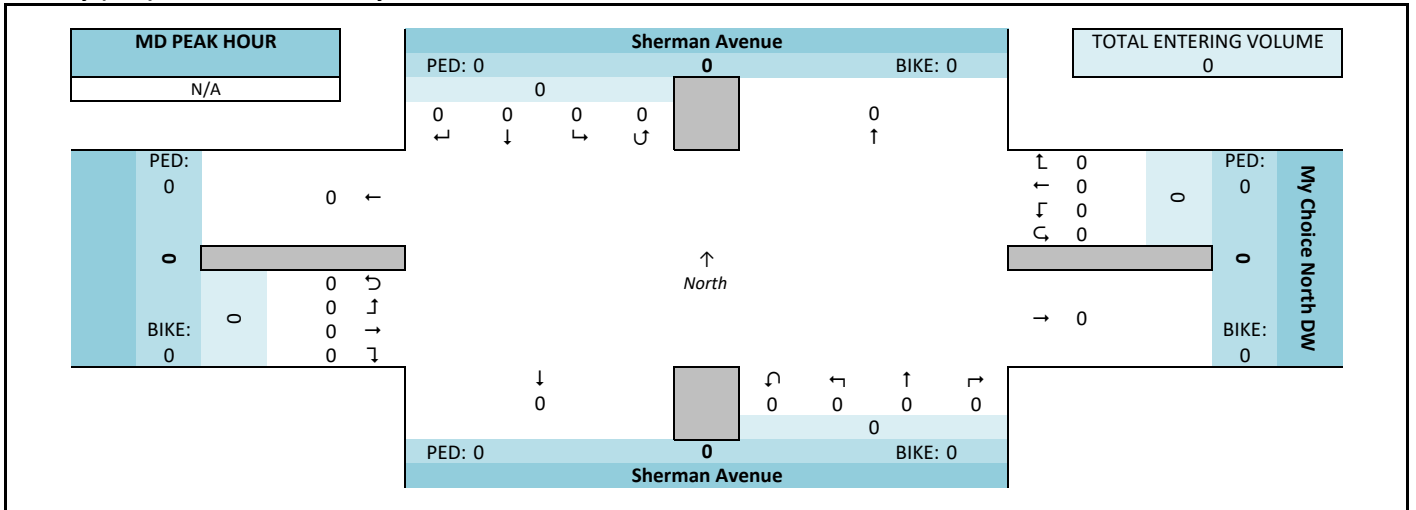
Sherman Avenue and My Choice North DW



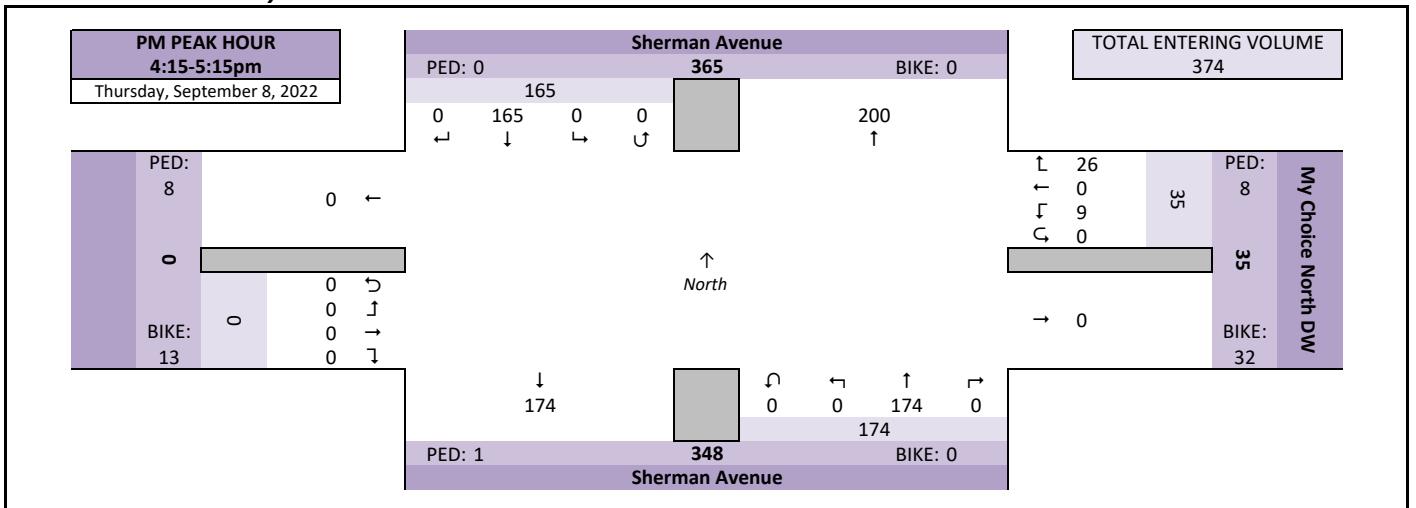
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

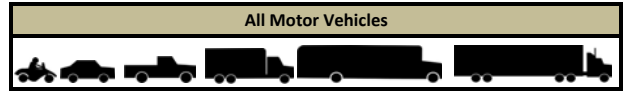


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Sherman Avenue and My Choice North DW



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 9, 2022		From North					From East					From South					From West					Totals
		Sherman Avenue					My Choice North DW					Sherman Avenue										
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:30 AM	0	67	0	0	67	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	78
	7:45 AM	0	59	0	0	59	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	81
	8:00 AM	0	52	0	0	52	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	74
	8:15 AM	0	58	0	0	58	0	0	1	0	1	0	16	0	0	16	0	0	0	0	0	75
	Peak Hour Volume	0	236	0	0	236	0	0	1	0	1	0	71	0	0	71	0	0	0	0	0	308
	Rounded Hourly Volume	0	235	0	0	235	0	0	0	0	0	0	70	0	0	70	0	0	0	0	0	305
	% Single Unit Trucks	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	1.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	1.9
	Peak Hour Factor (PHF)	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.25	0.00	0.25	0.00	0.81	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.95

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

Thursday, September 8, 2022		From North					From East					From South					From West					Totals
		Sherman Avenue					My Choice North DW					Sherman Avenue										
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:15 PM	0	44	0	0	44	5	0	2	0	7	0	40	0	0	40	0	0	0	0	0	91
	4:30 PM	0	44	0	0	44	12	0	5	0	17	0	41	0	0	41	0	0	0	0	0	102
	4:45 PM	0	41	0	0	41	6	0	0	0	6	0	42	0	0	42	0	0	0	0	0	89
	5:00 PM	0	36	0	0	36	3	0	2	0	5	0	51	0	0	51	0	0	0	0	0	92
	Peak Hour Volume	0	165	0	0	165	26	0	9	0	35	0	174	0	0	174	0	0	0	0	0	374
	Rounded Hourly Volume	0	165	0	0	165	25	0	10	0	35	0	175	0	0	175	0	0	0	0	0	375
	% Single Unit Trucks	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.1
	Peak Hour Factor (PHF)	0.00	0.94	0.00	0.00	0.94	0.54	0.00	0.45	0.00	0.51	0.00	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.92

Peak Hour Pedestrian and Bicyclist Volumes

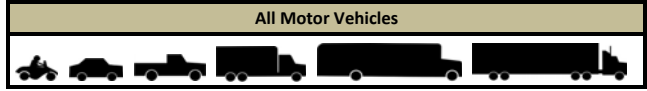
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Sherman Avenue			My Choice North DW			Sherman Avenue						
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	1	1	2	3	5	0	0	0	2	10	12	18
	7:45 AM	0	0	0	3	5	8	0	0	0	7	4	11	19
	8:00 AM	0	1	1	2	3	5	0	0	0	4	6	10	16
	8:15 AM	0	0	0	3	1	4	0	0	0	4	2	6	10
	Total		0	2	2	10	12	22	0	0	0	17	22	39	63
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	2	7	9	0	0	0	2	4	6	15
	4:30 PM	0	0	0	3	7	10	1	0	1	3	1	4	15
	4:45 PM	0	0	0	2	6	8	0	0	0	2	7	9	17
	5:00 PM	0	0	0	1	12	13	0	0	0	1	1	2	15
	Total		0	0	0	8	32	40	1	0	1	8	13	21	62

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

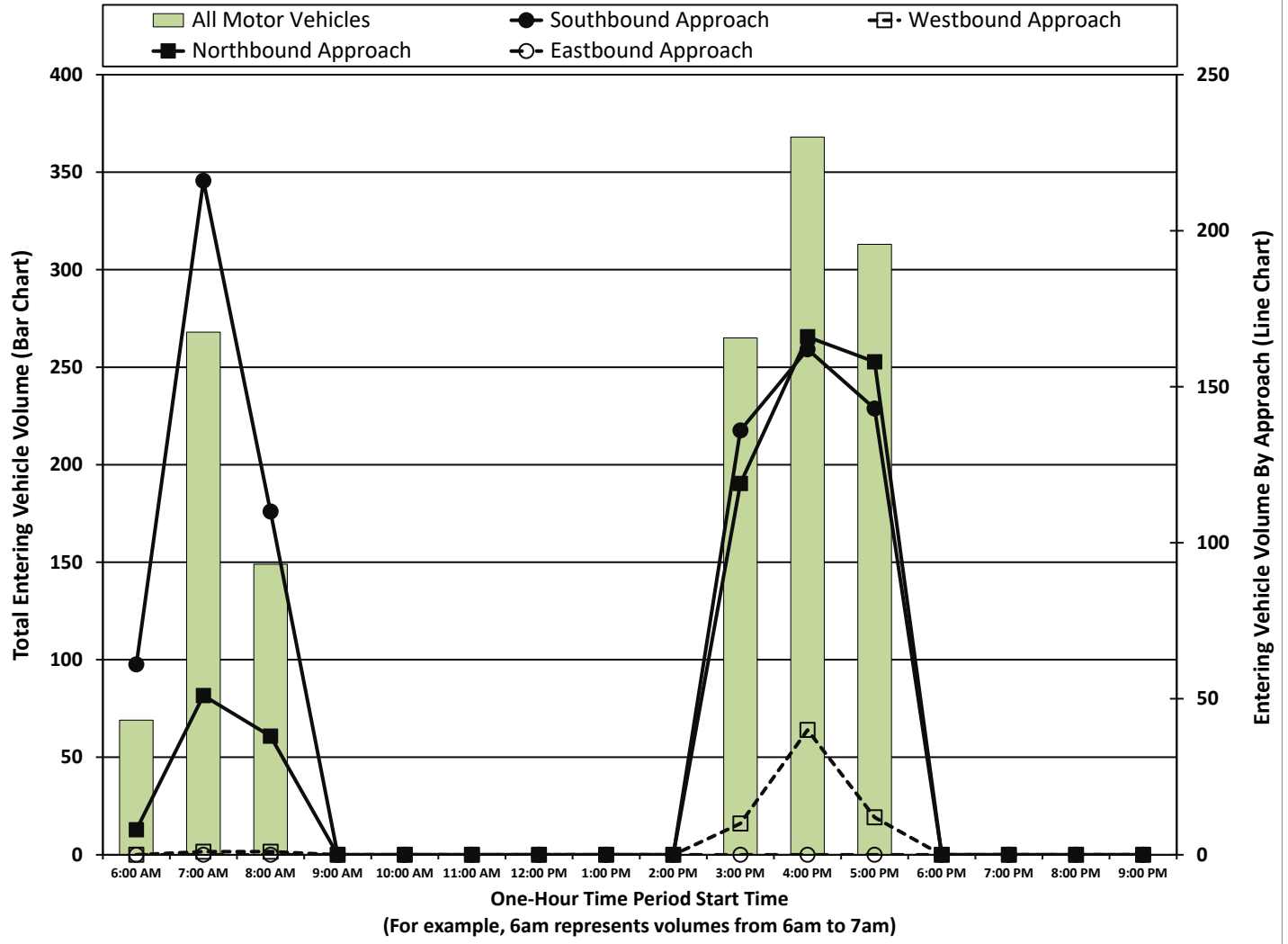
Sherman Avenue and My Choice North DW



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	Sherman Avenue					My Choice North DW					Sherman Avenue											E/W	N/S
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	61	0	0	61	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	69	0	69
7:00 AM	0	216	0	0	216	1	0	0	0	1	0	51	0	0	51	0	0	0	0	0	268	1	267
8:00 AM	0	110	0	0	110	0	0	1	0	1	0	38	0	0	38	0	0	0	0	0	149	1	148
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	136	0	0	136	7	0	3	0	10	0	119	0	0	119	0	0	0	0	0	265	10	255
4:00 PM	0	162	0	0	162	26	0	14	0	40	0	166	0	0	166	0	0	0	0	0	368	40	328
5:00 PM	0	142	1	0	143	10	0	2	0	12	0	158	0	0	158	0	0	0	0	0	313	12	301
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	827	1	0	828	44	0	20	0	64	0	540	0	0	540	0	0	0	0	0	1432	64	1368

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Sherman Avenue and My Choice North DW



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			My Choice North DW			Sherman Avenue							
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	0	0	0	4	1	5	0	0	0	7	3	10	62	
6:45 AM	0	1	1	3	2	5	1	0	1	5	8	13	65	
7:00 AM	0	0	0	5	3	8	0	0	0	4	1	5	64	
7:15 AM	0	0	0	4	2	6	0	0	0	2	6	8	67	
7:30 AM	0	1	1	2	3	5	0	0	0	2	10	12	63	
7:45 AM	0	0	0	3	5	8	0	0	0	7	4	11	19	
8:00 AM	0	1	1	2	3	5	0	0	0	4	6	10	16	
8:15 AM	0	0	0	3	1	4	0	0	0	4	2	6	10	
8:30 AM	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	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	2	2	0	0	0	3	7	10	50	
3:15 PM	0	0	0	2	3	5	0	0	0	0	2	2	61	
3:30 PM	0	0	0	2	3	5	0	0	0	3	4	7	69	
3:45 PM	1	0	1	2	9	11	1	0	1	2	4	6	72	
4:00 PM	0	0	0	2	8	10	0	0	0	6	7	13	70	
4:15 PM	0	0	0	2	7	9	0	0	0	2	4	6	62	
4:30 PM	0	0	0	3	7	10	1	0	1	3	1	4	75	
4:45 PM	0	0	0	2	6	8	0	0	0	2	7	9	83	
5:00 PM	0	0	0	1	12	13	0	0	0	1	1	2	91	
5:15 PM	0	0	0	3	11	14	0	0	0	4	10	14	28	
5:30 PM	0	0	0	6	10	16	1	0	1	3	3	6	23	
5:45 PM	0	0	0	5	10	15	0	0	0	2	8	10	25	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	1	3	4	56	108	164	4	0	4	66	98	164	336	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Sherman Avenue and My Choice North DW



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			My Choice North DW			Sherman Avenue							
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	20
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	29
6:30 AM	0	0	0	4	0	4	0	0	0	7	0	7	11	35
6:45 AM	0	0	0	3	0	3	1	0	1	5	0	5	9	28
7:00 AM	0	0	0	5	0	5	0	0	0	4	0	4	9	29
7:15 AM	0	0	0	4	0	4	0	0	0	2	0	2	6	26
7:30 AM	0	0	0	2	0	2	0	0	0	2	0	2	4	27
7:45 AM	0	0	0	3	0	3	0	0	0	7	0	7	10	23
8:00 AM	0	0	0	2	0	2	0	0	0	4	0	4	6	13
8:15 AM	0	0	0	3	0	3	0	0	0	4	0	4	7	7
8:30 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	16
3:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	21
3:30 PM	0	0	0	2	0	2	0	0	0	3	0	3	5	23
3:45 PM	1	0	1	2	0	2	1	0	1	2	0	2	6	25
4:00 PM	0	0	0	2	0	2	0	0	0	6	0	6	8	23
4:15 PM	0	0	0	2	0	2	0	0	0	2	0	2	4	17
4:30 PM	0	0	0	3	0	3	1	0	1	3	0	3	7	20
4:45 PM	0	0	0	2	0	2	0	0	0	2	0	2	4	23
5:00 PM	0	0	0	1	0	1	0	0	0	1	0	1	2	26
5:15 PM	0	0	0	3	0	3	0	0	0	4	0	4	7	24
5:30 PM	0	0	0	6	0	6	1	0	1	3	0	3	10	17
5:45 PM	0	0	0	5	0	5	0	0	0	2	0	2	7	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	0	1	56	0	56	4	0	4	66	0	66	127	

Intersection Traffic Volume Report

Count Basics		Page 13 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Sherman Avenue and My Choice North DW



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Sherman Avenue					My Choice North DW					Sherman 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					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Sherman Avenue					My Choice North DW					Sherman Avenue										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 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 4:15 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

Count Basics		Version 2013.J4.1		Page 1 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session		
Total Number of Hours Counted:	5	Non-Holiday	No Special Events		

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Sherman Avenue and Fuller Drive-South**

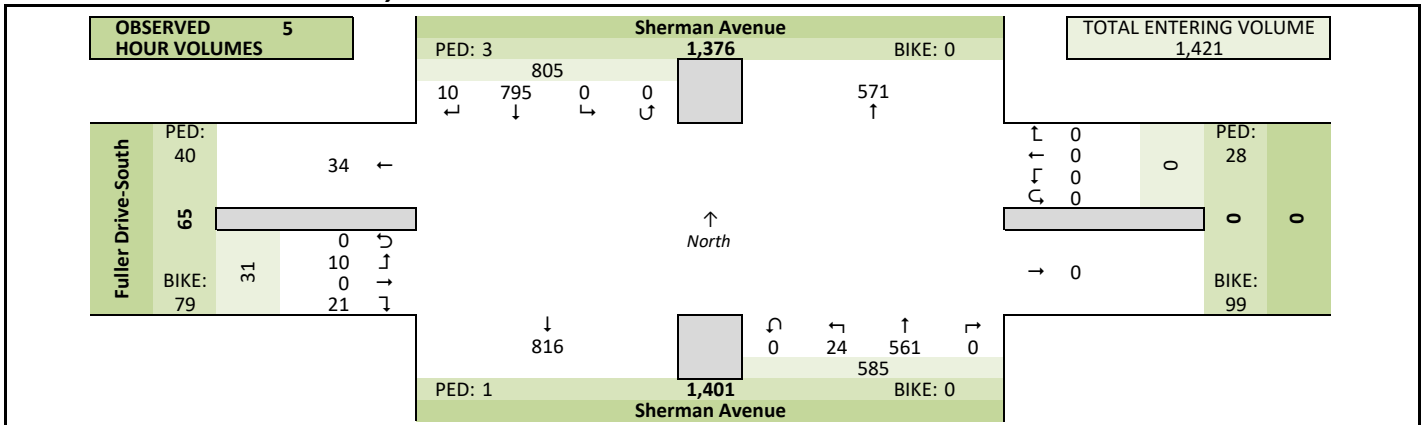
Site Information

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

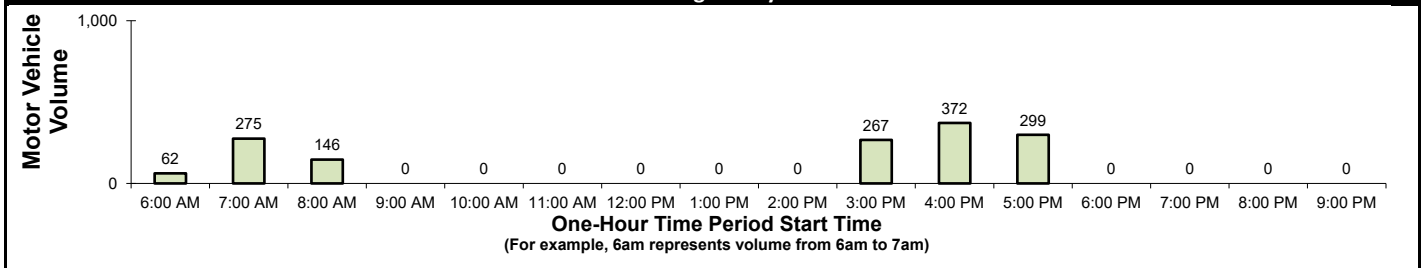
Count Information

Hrs Counted:	6:30 AM-8:30 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 8, 2022		Weather
AM Peak Period	Friday, September 9, 2022		Clear & Dry
Midday Peak Period	Thursday, September 8, 2022		Clear & Dry
PM Peak Period	Thursday, September 8, 2022		Clear & Dry
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.853	Count Expansion Factor	2.630
Company Name	TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period	Wendy Picard - Video	
	Midday Peak Period	None	
	PM Peak Period	Wendy Picard - Video	
Comments	2019 DOT Seasonal Factors		

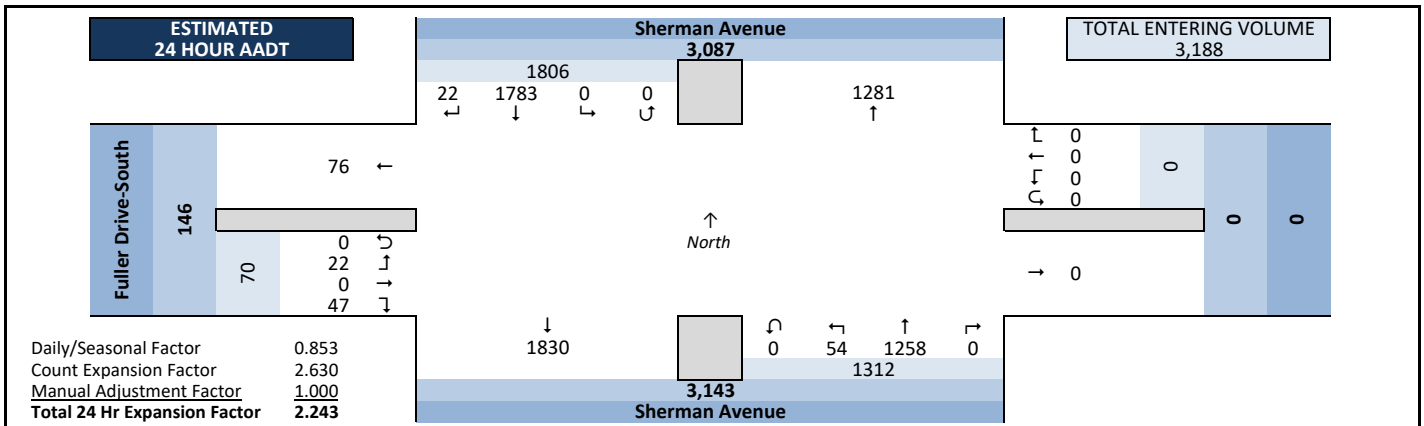
Observed 5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

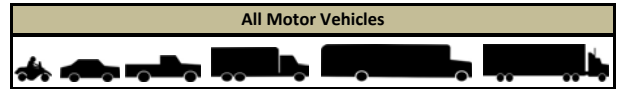


Intersection Traffic Volume Report

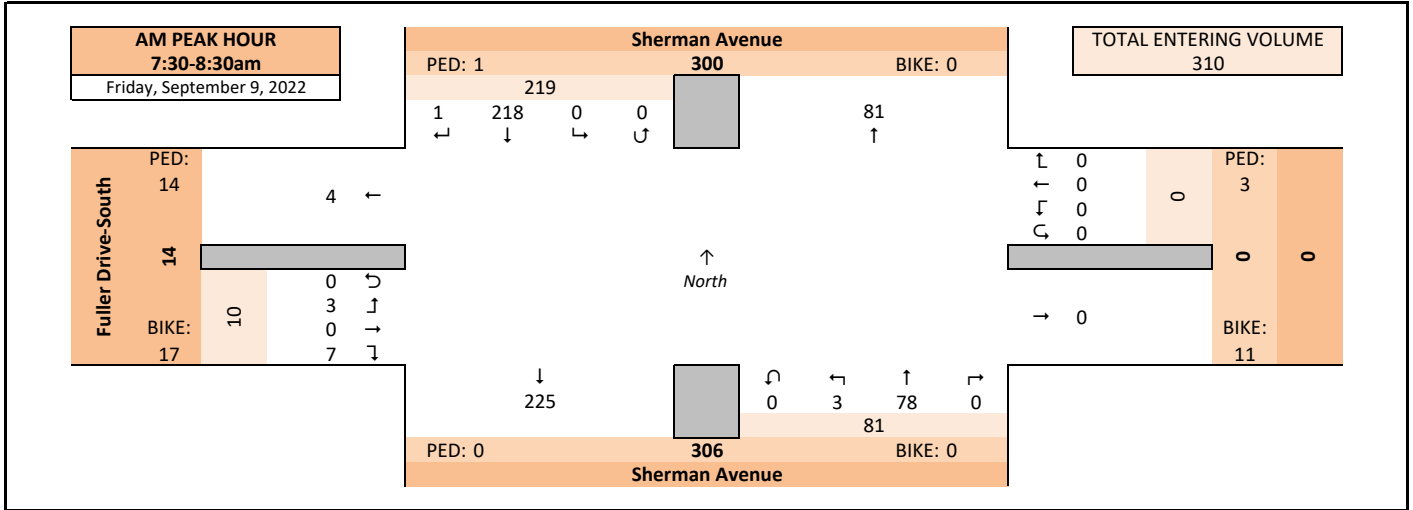
Count Basics		Page 2 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

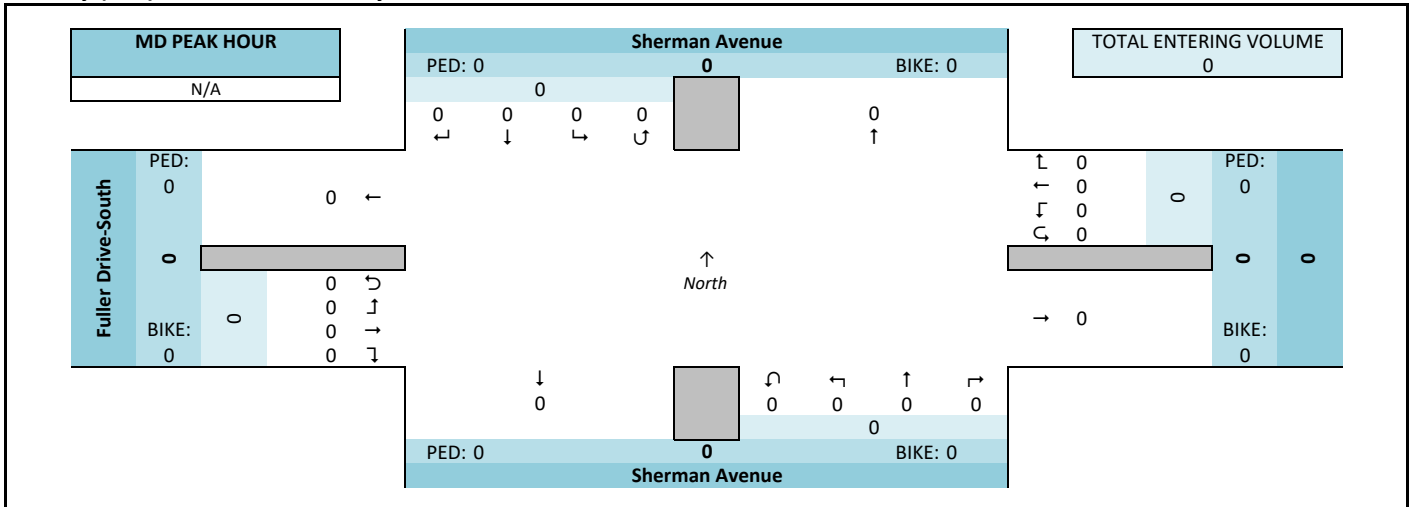
Sherman Avenue and Fuller Drive-South



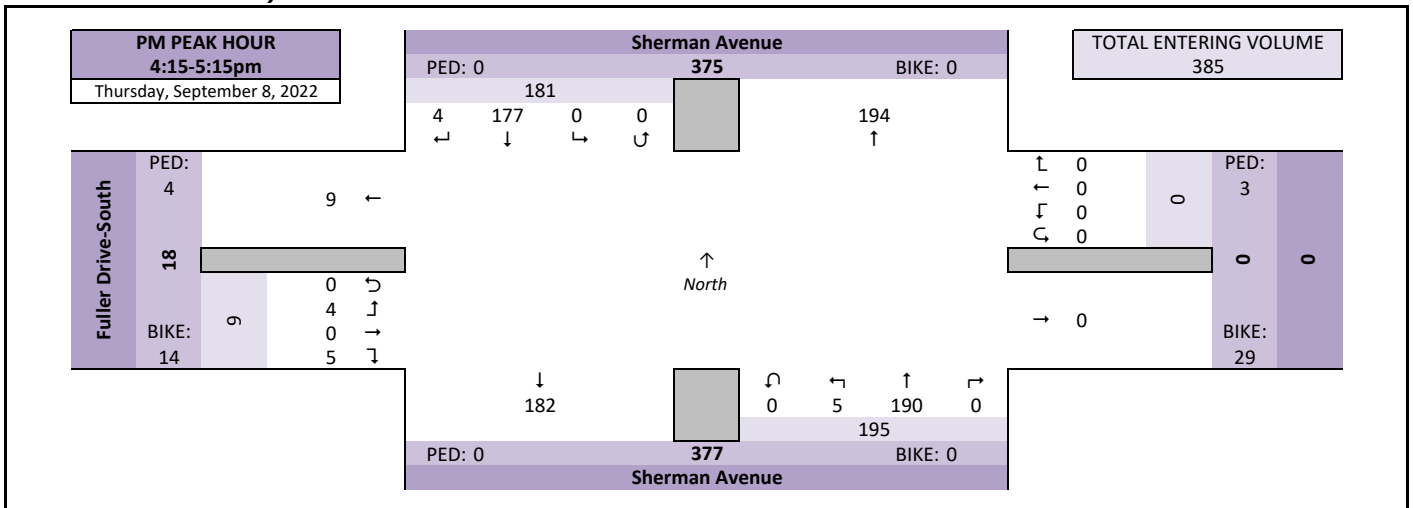
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

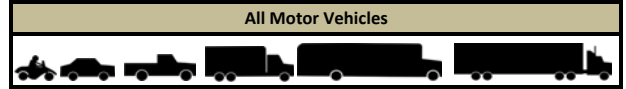


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Sherman Avenue and Fuller Drive-South



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 9, 2022		From North					From East					From South					From West					Totals
		Sherman Avenue					0					Sherman Avenue					Fuller Drive-South					
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:30 AM	0	62	0	0	62	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	76
	7:45 AM	1	59	0	0	60	0	0	0	0	0	0	27	0	0	27	0	0	0	1	0	88
	8:00 AM	0	47	0	0	47	0	0	0	0	0	0	22	2	0	24	4	0	2	0	6	77
	8:15 AM	0	50	0	0	50	0	0	0	0	0	0	15	1	0	16	3	0	0	0	3	69
	Peak Hour Volume	1	218	0	0	219	0	0	0	0	0	0	78	3	0	81	7	0	3	0	10	310
	Rounded Hourly Volume	0	220	0	0	220	0	0	0	0	0	0	80	5	0	85	5	0	5	0	10	315
	% Single Unit Trucks	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3.8	33.3	0.0	4.9	0.0	0.0	0.0	0.0	0.0	1.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3.8	33.3	0.0	4.9	0.0	0.0	0.0	0.0	0.0	1.9
	Peak Hour Factor (PHF)	0.25	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.37	0.00	0.75	0.44	0.00	0.37	0.00	0.42	0.88

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

Thursday, September 8, 2022		From North					From East					From South					From West					Totals
		Sherman Avenue					0					Sherman Avenue					Fuller Drive-South					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:15 PM	2	47	0	0	49	0	0	0	0	0	0	43	0	0	43	1	0	1	0	2	94
	4:30 PM	1	40	0	0	41	0	0	0	0	0	0	47	2	0	49	1	0	2	0	3	93
	4:45 PM	1	48	0	0	49	0	0	0	0	0	0	53	1	0	54	3	0	0	0	3	106
	5:00 PM	0	42	0	0	42	0	0	0	0	0	0	47	2	0	49	0	0	1	0	1	92
	Peak Hour Volume	4	177	0	0	181	0	0	0	0	0	0	190	5	0	195	5	0	4	0	9	385
	Rounded Hourly Volume	5	175	0	0	180	0	0	0	0	0	0	190	5	0	195	5	0	5	0	10	385
	% Single Unit Trucks	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	25.0	0.0	11.1	1.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	25.0	0.0	11.1	1.0
	Peak Hour Factor (PHF)	0.50	0.92	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.62	0.00	0.90	0.42	0.00	0.50	0.00	0.75	0.91

Peak Hour Pedestrian and Bicyclist Volumes

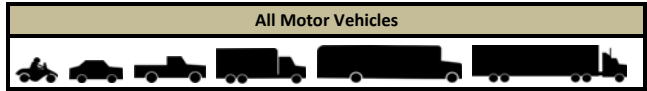
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Sherman Avenue			0			Sherman Avenue			Fuller Drive-South			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	1	3	4	0	0	0	1	7	8	12
	7:45 AM	0	0	0	0	4	4	0	0	0	4	3	7	11
	8:00 AM	1	0	1	1	2	3	0	0	0	4	4	8	12
	8:15 AM	0	0	0	1	2	3	0	0	0	5	3	8	11
	Total		1	0	1	3	11	14	0	0	0	14	17	31	46
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	3	6	9	0	0	0	0	2	2	11
	4:30 PM	0	0	0	0	6	6	0	0	0	3	2	5	11
	4:45 PM	0	0	0	0	5	5	0	0	0	1	6	7	12
	5:00 PM	0	0	0	0	12	12	0	0	0	0	4	4	16
	Total		0	0	0	3	29	32	0	0	0	4	14	18	50

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

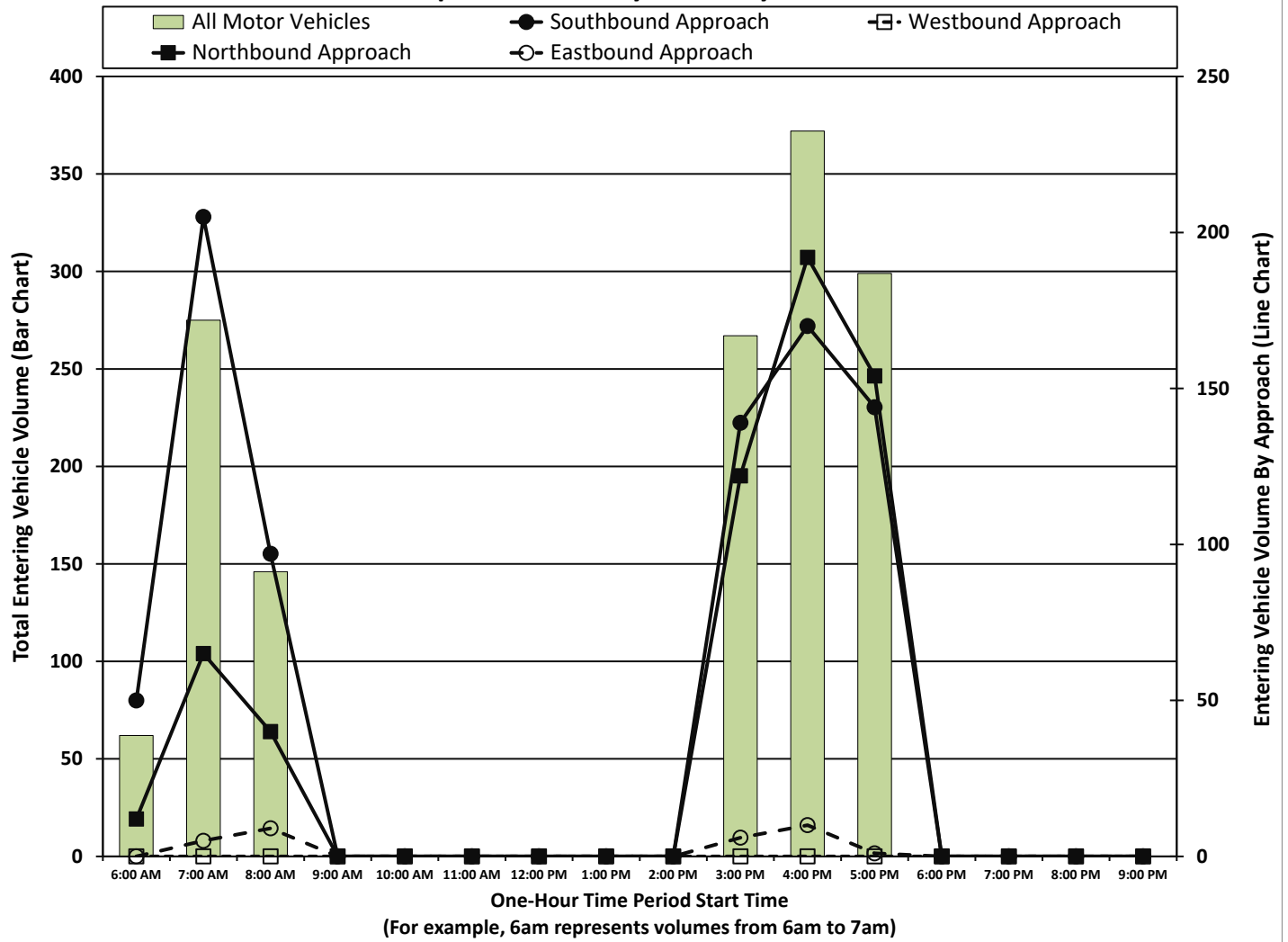
Sherman Avenue and Fuller Drive-South



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Sherman Avenue					From East 0					From South Sherman Avenue					From West Fuller Drive-South					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	Start Time																							
AM	6:00 AM	0	50	0	0	50	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	62	0	62
	7:00 AM	3	202	0	0	205	0	0	0	0	0	0	65	0	0	65	4	0	1	0	5	275	5	270
	8:00 AM	0	97	0	0	97	0	0	0	0	0	0	37	3	0	40	7	0	2	0	9	146	9	137
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	3	136	0	0	139	0	0	0	0	0	0	114	8	0	122	3	0	3	0	6	267	6	261
	4:00 PM	4	166	0	0	170	0	0	0	0	0	0	186	6	0	192	7	0	3	0	10	372	10	362
	5:00 PM	0	144	0	0	144	0	0	0	0	0	0	147	7	0	154	0	0	1	0	1	299	1	298
	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	10	795	0	0	805	0	0	0	0	0	0	561	24	0	585	21	0	10	0	31	1421	31	1390

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Sherman Avenue and Fuller Drive-South



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			0			Sherman Avenue			Fuller Drive-South				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	2	2	4	0	0	0	4	3	7	11	44
6:45 AM	0	0	0	3	1	4	0	0	0	4	6	10	14	45
7:00 AM	1	0	1	2	4	6	0	0	0	1	1	2	9	42
7:15 AM	0	0	0	1	1	2	0	0	0	1	7	8	10	45
7:30 AM	0	0	0	1	3	4	0	0	0	1	7	8	12	46
7:45 AM	0	0	0	0	4	4	0	0	0	4	3	7	11	
8:00 AM	1	0	1	1	2	3	0	0	0	4	4	8	12	
8:15 AM	0	0	0	1	2	3	0	0	0	5	3	8	11	
8:30 AM	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	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	1	0	1	0	0	0	2	5	7	8	36
3:15 PM	0	0	0	2	4	6	0	0	0	0	1	1	7	47
3:30 PM	0	0	0	0	3	3	0	0	0	0	1	1	4	51
3:45 PM	0	0	0	1	9	10	0	0	0	2	5	7	17	58
4:00 PM	0	0	0	2	9	11	0	0	0	5	3	8	19	53
4:15 PM	0	0	0	3	6	9	0	0	0	0	2	2	11	50
4:30 PM	0	0	0	0	6	6	0	0	0	3	2	5	11	60
4:45 PM	0	0	0	0	5	5	0	0	0	1	6	7	12	63
5:00 PM	0	0	0	0	12	12	0	0	0	0	4	4	16	71
5:15 PM	0	0	0	3	9	12	0	0	0	1	8	9	21	
5:30 PM	1	0	1	3	9	12	0	0	0	1	0	1	14	
5:45 PM	0	0	0	2	8	10	1	0	1	1	8	9	20	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	3	0	3	28	99	127	1	0	1	40	79	119	250	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Sherman Avenue and Fuller Drive-South



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			0			Sherman Avenue			Fuller Drive-South				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:30 AM	0	0	0	2	0	2	0	0	0	4	0	4	6	19
6:45 AM	0	0	0	3	0	3	0	0	0	4	0	4	7	15
7:00 AM	1	0	1	2	0	2	0	0	0	1	0	1	4	12
7:15 AM	0	0	0	1	0	1	0	0	0	1	0	1	2	14
7:30 AM	0	0	0	1	0	1	0	0	0	1	0	1	2	18
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	4	16
8:00 AM	1	0	1	1	0	1	0	0	0	4	0	4	6	12
8:15 AM	0	0	0	1	0	1	0	0	0	5	0	5	6	6
8:30 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:00 PM	0	0	0	1	0	1	0	0	0	2	0	2	3	8
3:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	12
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3:45 PM	0	0	0	1	0	1	0	0	0	2	0	2	3	16
4:00 PM	0	0	0	2	0	2	0	0	0	5	0	5	7	14
4:15 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	7
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	8
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
5:15 PM	0	0	0	3	0	3	0	0	0	1	0	1	4	13
5:30 PM	1	0	1	3	0	3	0	0	0	1	0	1	5	9
5:45 PM	0	0	0	2	0	2	1	0	1	1	0	1	4	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	3	0	3	28	0	28	1	0	1	40	0	40	72	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Sherman Avenue and Fuller Drive-South



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Sherman Avenue					0					Sherman Avenue					Fuller Drive-South						
	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					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Sherman Avenue					0					Sherman Avenue					Fuller Drive-South					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 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 4:15 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

Count Basics		Version 2013.J4.1		Page 1 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session		
Total Number of Hours Counted:	5	Non-Holiday	No Special Events		

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Sherman Avenue and Fuller Drive-North**

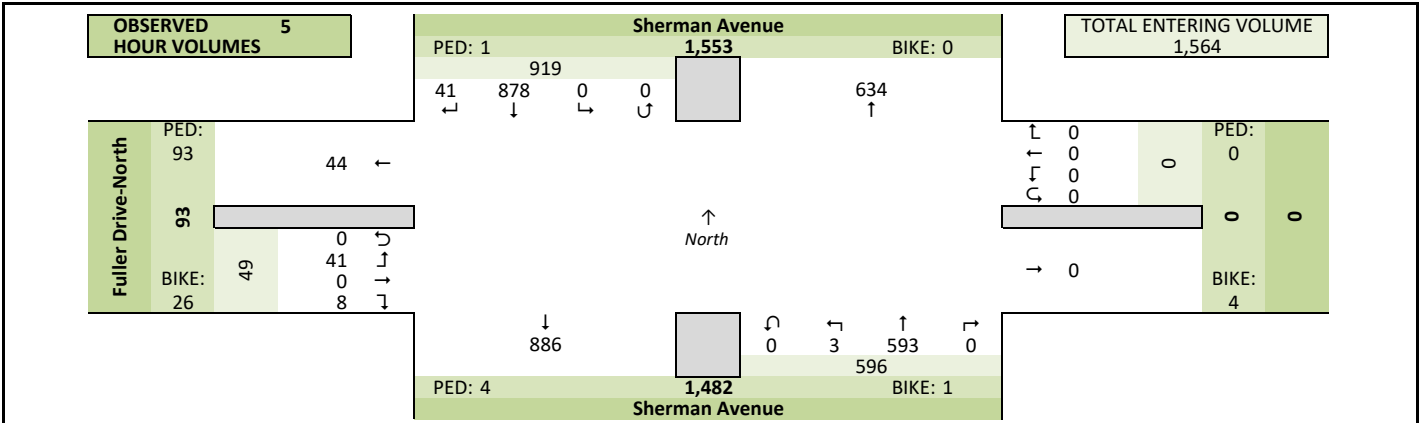
Site Information

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

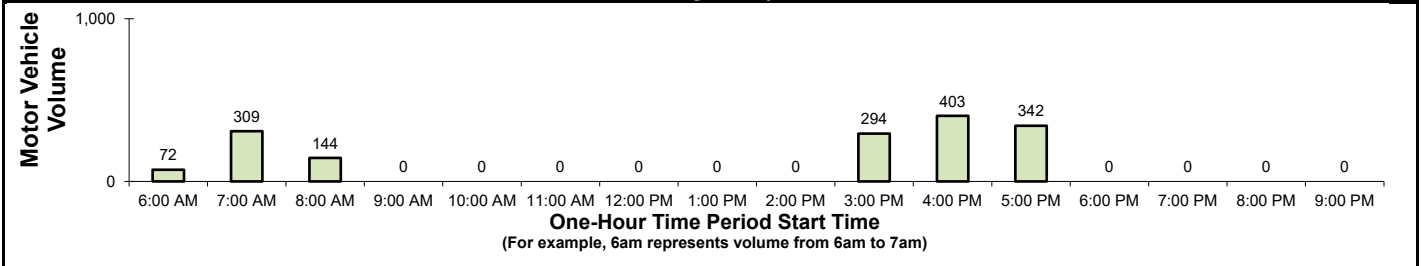
Count Information

Hrs Counted:	6:30 AM-8:30 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 8, 2022	Weather	
AM Peak Period	Friday, September 9, 2022	Clear & Dry	
Midday Peak Period	Thursday, September 8, 2022	Clear & Dry	
PM Peak Period	Thursday, September 8, 2022	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.853	Count Expansion Factor	2.630
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Emma Czewski - Video	
	Midday Peak Period	None	
	PM Peak Period	Emma Czewski - Video	
Comments	2019 DOT Seasonal Factors		

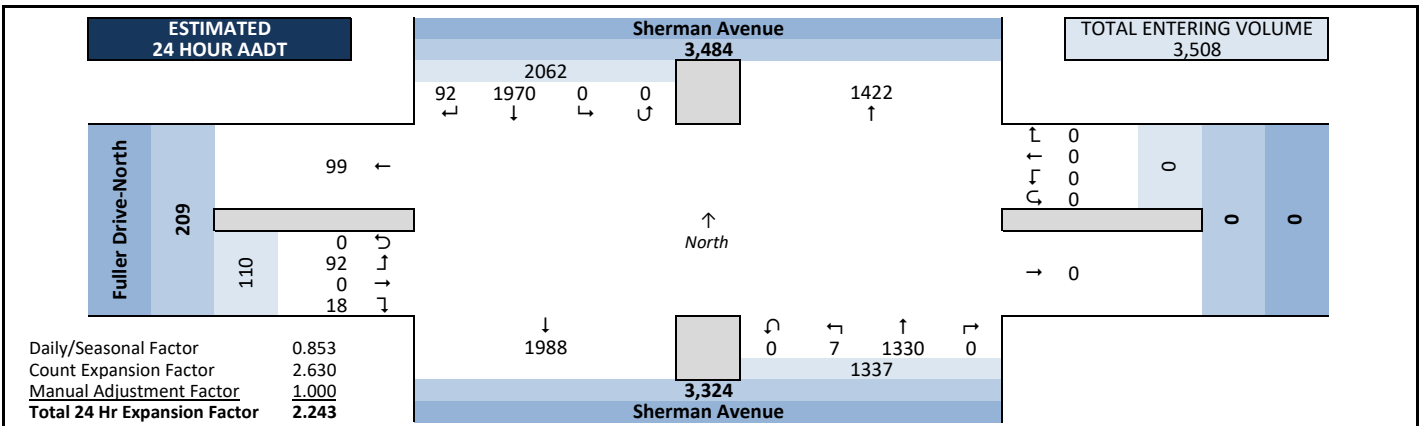
Observed 5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

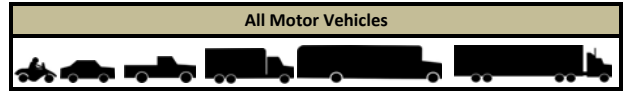


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Sherman Avenue and Fuller Drive-North



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 9, 2022		From North					From East					From South					From West					Totals	
		Sherman Avenue					0					Sherman Avenue					Fuller Drive-North						
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	7:30 AM	0	68	0	0	68	0	0	0	0	0	0	0	16	0	0	16	1	0	2	0	3	87
	7:45 AM	0	59	0	0	59	0	0	0	0	0	0	0	28	0	0	28	1	0	2	0	3	90
	8:00 AM	2	45	0	0	47	0	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	71
	8:15 AM	1	52	0	0	53	0	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	73
	Peak Hour Volume	3	224	0	0	227	0	0	0	0	0	0	0	86	0	0	86	4	0	4	0	8	321
	Rounded Hourly Volume	5	225	0	0	230	0	0	0	0	0	0	0	85	0	0	85	5	0	5	0	10	325
	% Single Unit Trucks	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	1.2
	% 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	0.0
	% Trucks (Total)	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	1.2
	Peak Hour Factor (PHF)	0.37	0.82	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.00	0.77	1.00	0.00	0.50	0.00	0.67	0.89

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

Thursday, September 8, 2022		From North					From East					From South					From West					Totals
		Sherman Avenue					0					Sherman Avenue					Fuller Drive-North					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:15 PM	2	51	0	0	53	0	0	0	0	0	0	45	1	0	46	1	0	3	0	4	103
	4:30 PM	3	47	0	0	50	0	0	0	0	0	0	55	0	0	55	0	0	3	0	3	108
	4:45 PM	2	47	0	0	49	0	0	0	0	0	0	47	0	0	47	1	0	1	0	2	98
	5:00 PM	4	48	0	0	52	0	0	0	0	0	0	55	0	0	55	0	0	2	0	2	109
	Peak Hour Volume	11	193	0	0	204	0	0	0	0	0	0	202	1	0	203	2	0	9	0	11	418
	Rounded Hourly Volume	10	195	0	0	205	0	0	0	0	0	0	200	0	0	200	0	0	10	0	10	415
	% Single Unit Trucks	9.1	0.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	11.1	0.0	9.1	1.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	9.1	0.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	11.1	0.0	9.1	1.4
	Peak Hour Factor (PHF)	0.69	0.95	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.25	0.00	0.92	0.50	0.00	0.75	0.00	0.69	0.96

Peak Hour Pedestrian and Bicyclist Volumes

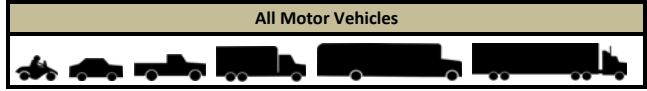
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Sherman Avenue			0			Sherman Avenue			Fuller Drive-North			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	0	2	2	0	0	0	4	3	7	9
	7:45 AM	0	0	0	0	0	0	0	0	0	11	0	11	11
	8:00 AM	0	0	0	0	0	0	0	0	0	6	0	6	6
	8:15 AM	0	0	0	0	0	0	0	0	0	7	0	7	7
	Total	0	0	0	0	0	2	2	0	0	0	28	3	31	33
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
	4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
	4:45 PM	0	0	0	0	0	0	0	0	1	1	6	6	7
	5:00 PM	0	0	0	0	0	0	0	0	0	4	4	4	4
	Total	0	0	0	0	0	0	0	0	1	1	4	10	14	15

Intersection Traffic Volume Report

Count Basics		Page 4 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

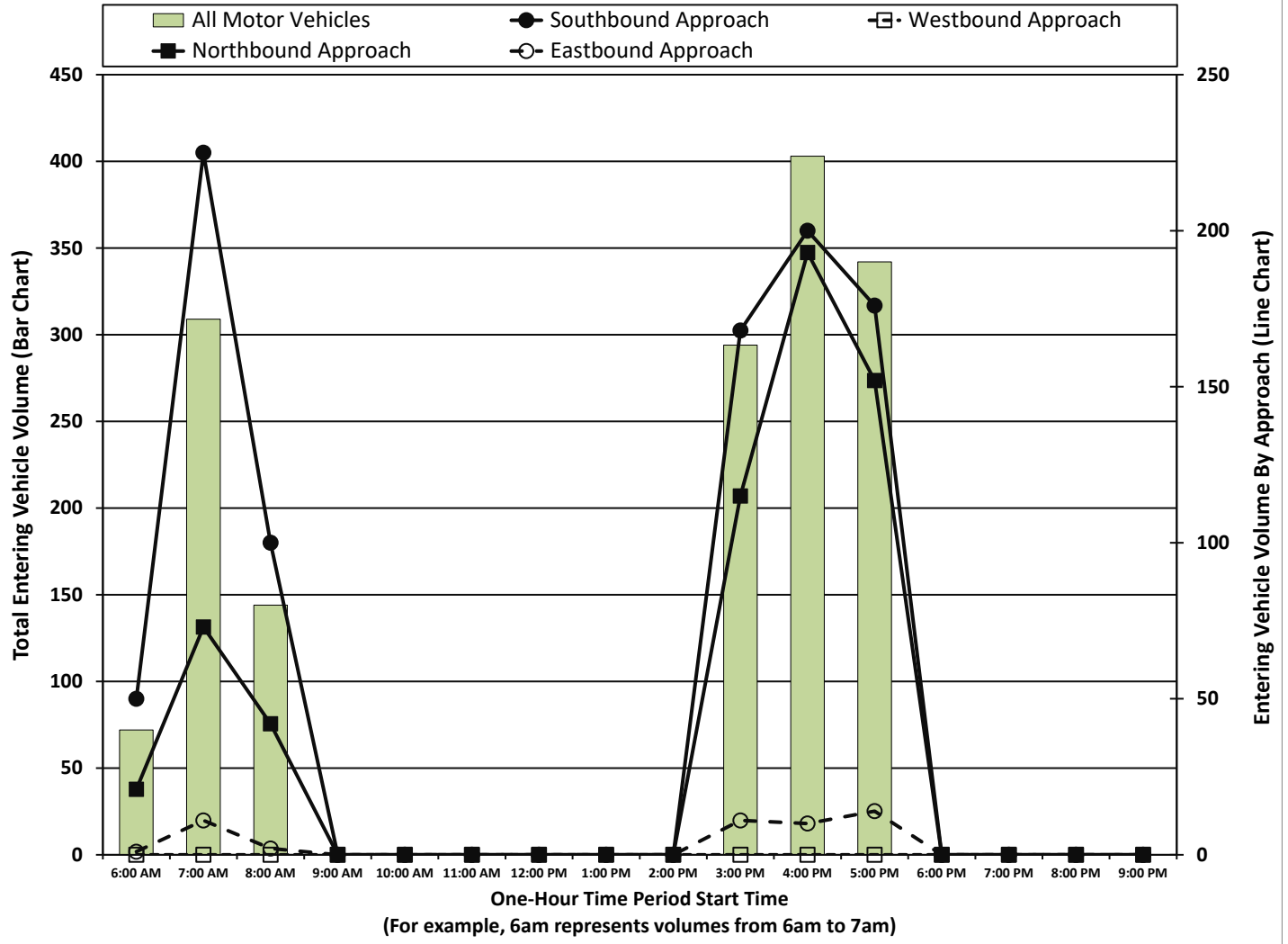
Sherman Avenue and Fuller Drive-North



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Sherman Avenue					From East 0					From South Sherman Avenue					From West Fuller Drive-North					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	Start Time																							
AM	6:00 AM	0	50	0	0	50	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1	72	1	71
	7:00 AM	2	223	0	0	225	0	0	0	0	0	0	73	0	0	73	2	0	9	0	11	309	11	298
	8:00 AM	3	97	0	0	100	0	0	0	0	0	0	42	0	0	42	2	0	0	0	2	144	2	142
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	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	
	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	
PM	3:00 PM	9	159	0	0	168	0	0	0	0	0	0	113	2	0	115	1	0	10	0	11	294	11	283
	4:00 PM	12	188	0	0	200	0	0	0	0	0	0	192	1	0	193	2	0	8	0	10	403	10	393
	5:00 PM	15	161	0	0	176	0	0	0	0	0	0	152	0	0	152	1	0	13	0	14	342	14	328
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	41	878	0	0	919	0	0	0	0	0	0	593	3	0	596	8	0	41	0	49	1564	49	1515

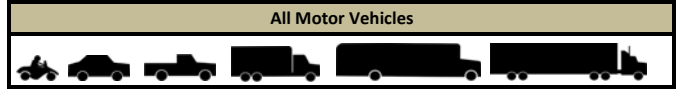
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Sherman Avenue and Fuller Drive-North



15-Minute Motor Vehicle Data

Main data table with columns for 15-Minute Time Period, Start Time, From North, From East, From South, From West, and 15-Min Totals. Rows include AM, Midday, and PM peak periods.

Summary columns: Hourly Sum and PHF (Peak Hour Factor) for each 15-minute interval.

Peak Hour All Vehicle Volume Summary

Summary table for peak hours (AM, MD, PM) showing totals for Sherman Avenue and Fuller Drive-North from all directions.

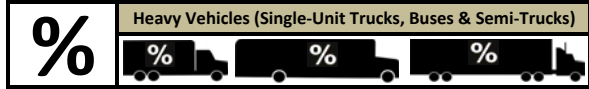
Summary table for Peak Hour All Vehicle Volume Summary showing PHF values for AM, MD, and PM.

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Sherman Avenue and Fuller Drive-North

Count Basics		Page 10 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

15-Minute Time Period	From North					From East					From South					From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent																																																																																																																																										
	Sherman Avenue					0					Sherman Avenue					Fuller Drive-North																																																																																																																																																
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total																																																																																																																																												
AM Peak Period	6:00 AM					6:15 AM					6:30 AM					6:45 AM					7:00 AM					7:15 AM					7:30 AM					7:45 AM					8:00 AM					8:15 AM					8:30 AM					8:45 AM					9:00 AM					9:15 AM					9:30 AM					9:45 AM																																																																																				
Midday Peak Period	10:00 AM					10:15 AM					10:30 AM					10:45 AM					11:00 AM					11:15 AM					11:30 AM					11:45 AM					12:00 PM					12:15 PM					12:30 PM					12:45 PM					1:00 PM					1:15 PM					1:30 PM					1:45 PM																																																																																				
PM Peak Period	2:00 PM					2:15 PM					2:30 PM					2:45 PM					3:00 PM					3:15 PM					3:30 PM					3:45 PM					4:00 PM					4:15 PM					4:30 PM					4:45 PM					5:00 PM					5:15 PM					5:30 PM					5:45 PM					6:00 PM					6:15 PM					6:30 PM					6:45 PM					7:00 PM					7:15 PM					7:30 PM					7:45 PM					8:00 PM					8:15 PM					8:30 PM					8:45 PM					9:00 PM					9:15 PM					9:30 PM					9:45 PM				
Totals	7.3	1.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	25.0	0.0	2.4	0.0	6.1	1.7																																																																																																																																											

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period	From North					From East					From South					From West					Hourly Heavy Vehicle Percent
	Sherman Avenue					0					Sherman Avenue					Fuller Drive-North					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	1.2
MD 12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM 4:15 PM	9.1	0.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	11.1	0.0	9.1	1.4

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Sherman Avenue and Fuller Drive-North



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			0			Sherman Avenue			Fuller Drive-North				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	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	7	0	7	7	22
6:45 AM	0	0	0	0	2	2	0	0	0	6	2	8	10	24
7:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	4	25
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	27
7:30 AM	0	0	0	0	2	2	0	0	0	4	3	7	9	33
7:45 AM	0	0	0	0	0	0	0	0	0	11	0	11	11	
8:00 AM	0	0	0	0	0	0	0	0	0	6	0	6	6	
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	7	7	
8:30 AM	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	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	6	0	6	6	24
3:15 PM	0	0	0	0	0	0	1	0	1	3	0	3	4	20
3:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	18
3:45 PM	0	0	0	0	0	0	3	0	3	8	0	8	11	17
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	13
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	15
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	27
4:45 PM	0	0	0	0	0	0	0	1	1	0	6	6	7	29
5:00 PM	0	0	0	0	0	0	0	0	0	4	4	4	4	37
5:15 PM	0	0	0	0	0	0	0	0	0	8	6	14	14	
5:30 PM	0	0	0	0	0	0	0	0	0	3	1	4	4	
5:45 PM	1	0	1	0	0	0	0	0	0	10	4	14	15	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	1	0	1	0	4	4	4	1	5	93	26	119	129	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Sherman Avenue and Fuller Drive-North



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Sherman Avenue			0			Sherman Avenue			Fuller Drive-North				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:30 AM	0	0	0	0	0	0	0	0	0	7	7	7	7	18
6:45 AM	0	0	0	0	0	0	0	0	0	6	6	6	6	15
7:00 AM	0	0	0	0	0	0	0	0	0	4	4	4	4	20
7:15 AM	0	0	0	0	0	0	0	0	0	1	1	1	1	22
7:30 AM	0	0	0	0	0	0	0	0	0	4	4	4	4	28
7:45 AM	0	0	0	0	0	0	0	0	0	11	11	11	11	24
8:00 AM	0	0	0	0	0	0	0	0	0	6	6	6	6	13
8:15 AM	0	0	0	0	0	0	0	0	0	7	7	7	7	7
8:30 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3:00 PM	0	0	0	0	0	0	0	0	0	6	6	6	6	24
3:15 PM	0	0	0	0	0	0	1	1	1	3	3	3	3	20
3:30 PM	0	0	0	0	0	0	0	0	0	3	3	3	3	18
3:45 PM	0	0	0	0	0	0	3	3	3	8	8	8	8	17
4:00 PM	0	0	0	0	0	0	0	0	0	2	2	2	2	6
4:15 PM	0	0	0	0	0	0	0	0	0	2	2	2	2	4
4:30 PM	0	0	0	0	0	0	0	0	0	2	2	2	2	10
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	22
5:15 PM	0	0	0	0	0	0	0	0	0	8	8	8	8	22
5:30 PM	0	0	0	0	0	0	0	0	0	3	3	3	3	14
5:45 PM	1	1	2	0	0	0	0	0	0	10	10	10	10	11
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	0	1	0	0	0	4	0	4	93	0	93	98	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Sherman Avenue and Fuller Drive-North



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Sherman Avenue					0					Sherman Avenue					Fuller Drive-North						
	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					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Sherman Avenue					0					Sherman Avenue					Fuller Drive-North					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 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 4:15 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

Count Basics		Version 2013.J4.1		Page 1 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session		
Total Number of Hours Counted:	5	Non-Holiday	No Special Events		

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Fordem Avenue and Sherman Avenue**

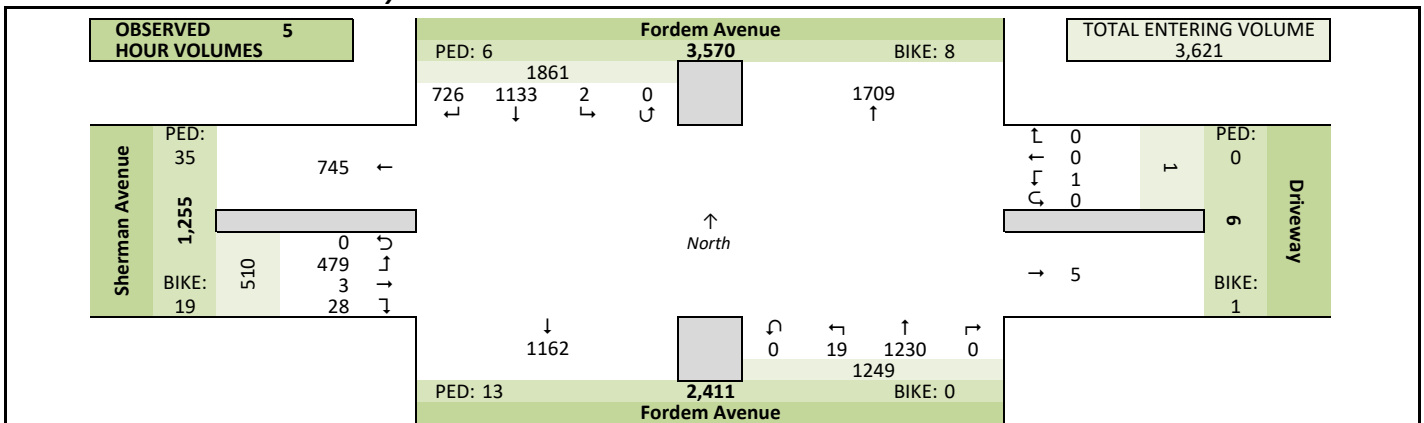
Site Information

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

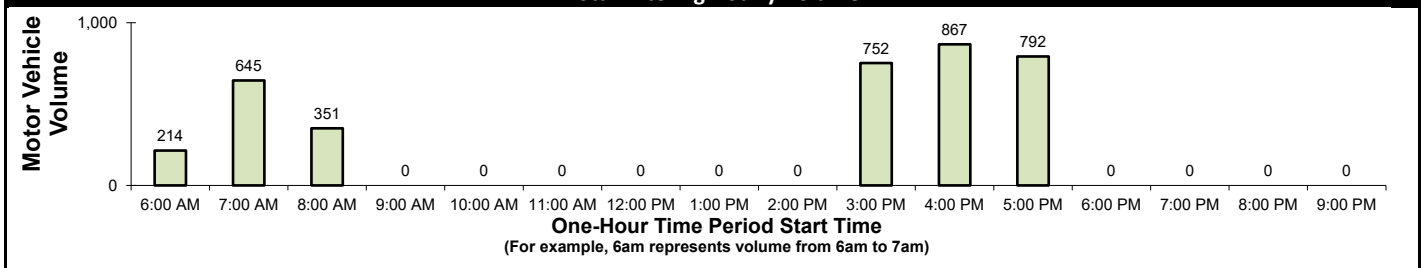
Count Information

Hrs Counted:	6:30 AM-8:30 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 8, 2022	Weather	
AM Peak Period	Friday, September 9, 2022	Clear & Dry	
Midday Peak Period	Thursday, September 8, 2022	Clear & Dry	
PM Peak Period	Thursday, September 8, 2022	Clear & Dry	
Calculated Peak Hours			
	AM 7:30-8:30am	MD	PM 4:00-5:00pm
Peak Hours Selected for Analysis			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.853	Count Expansion Factor	2.630
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Emma Czewski - Video	
	Midday Peak Period		
	PM Peak Period	Emma Czewski - Video	
Comments	2019 DOT Seasonal Factors		

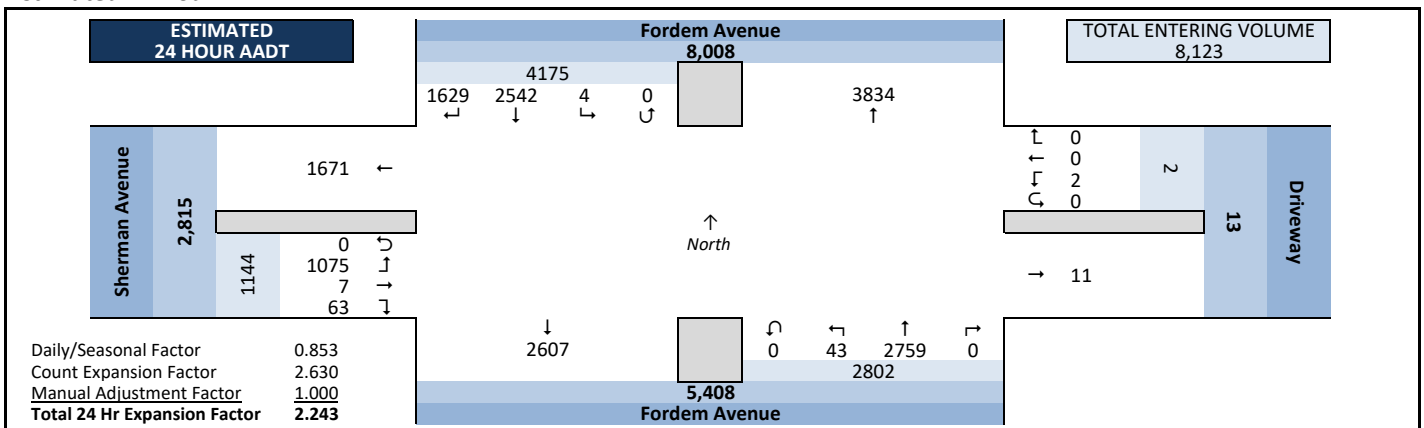
Observed 5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

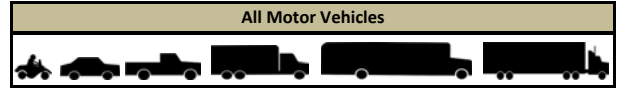


Intersection Traffic Volume Report

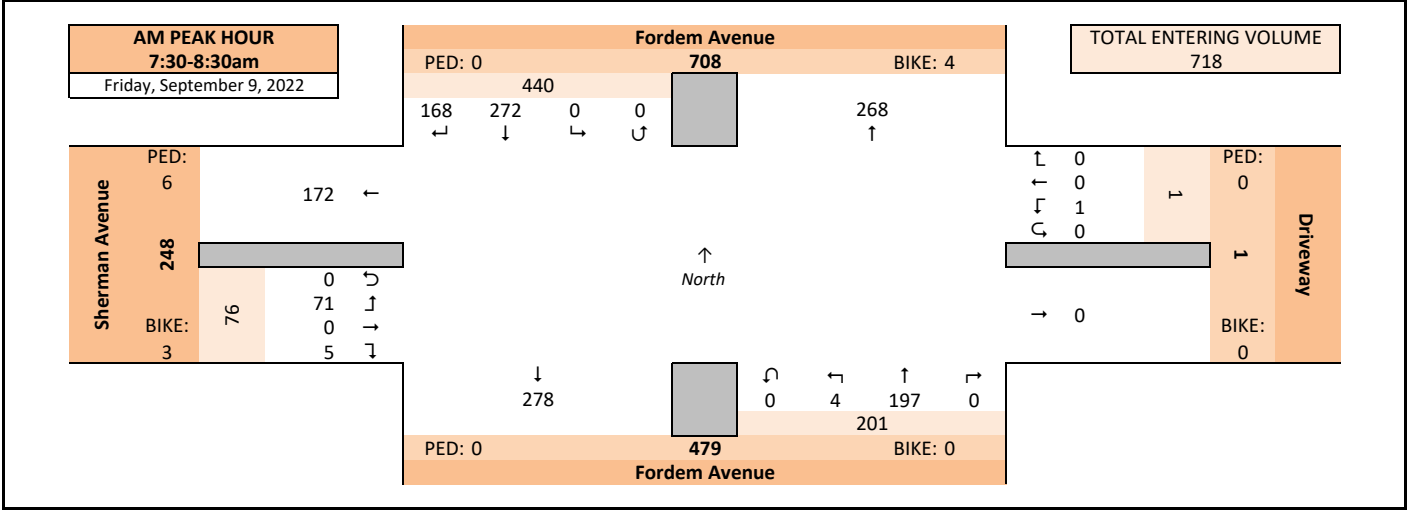
Count Basics		Page 2 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

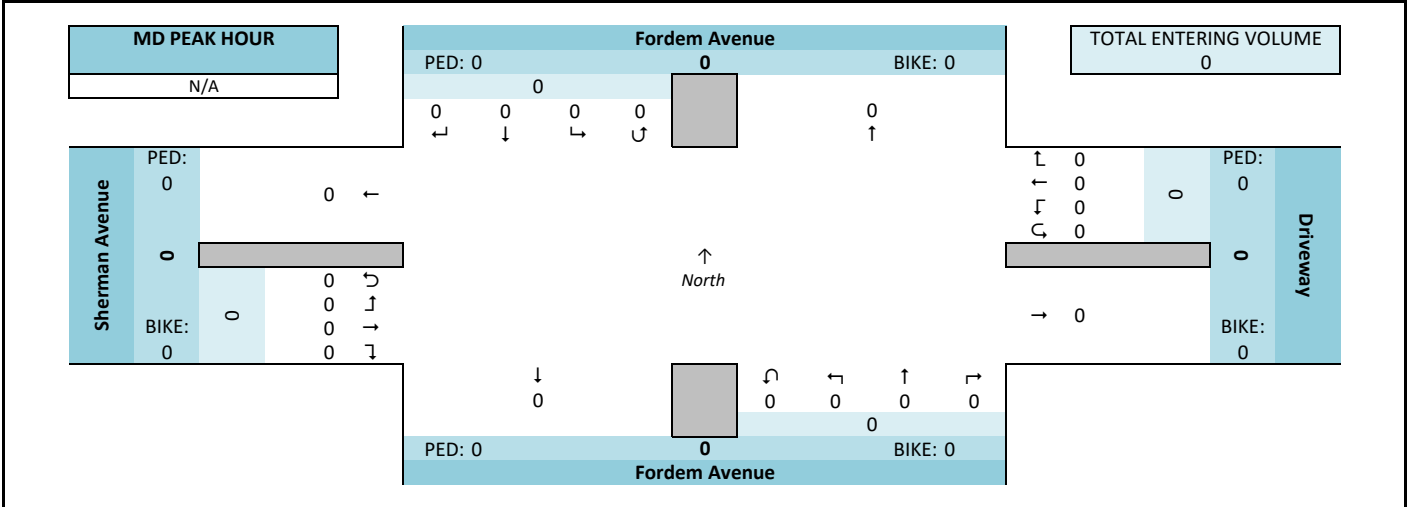
Fordem Avenue and Sherman Avenue



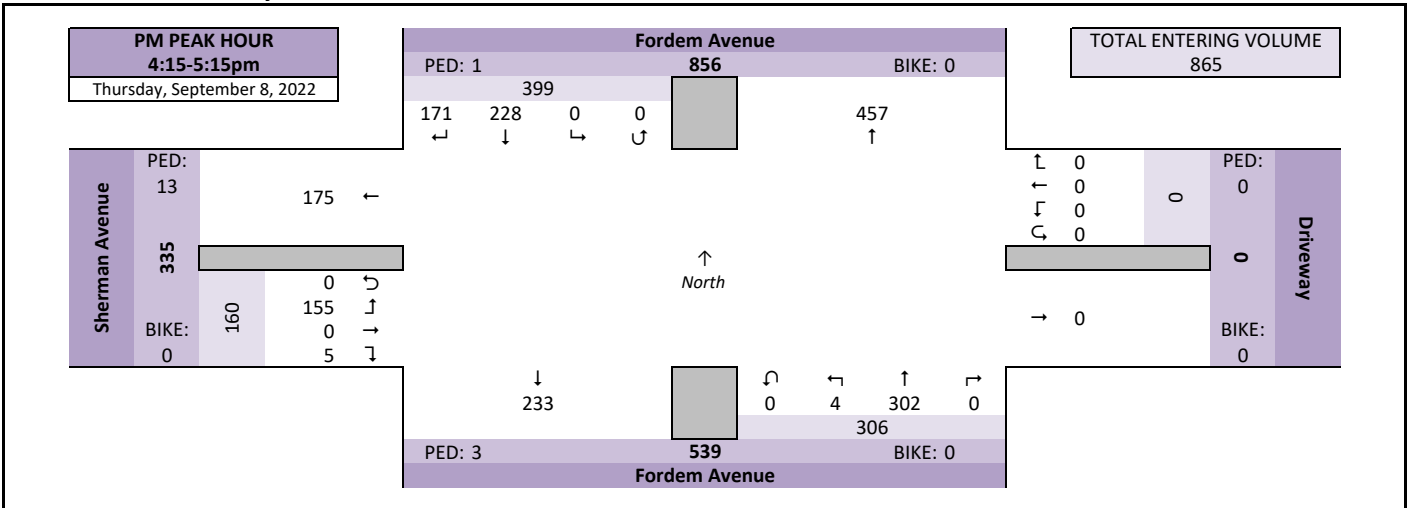
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

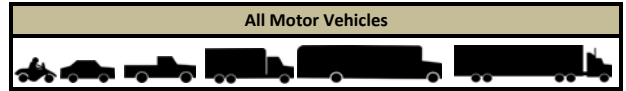


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Fordem Avenue and Sherman Avenue



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 9, 2022		From North					From East					From South					From West					Totals
		Fordem Avenue					Driveway					Fordem Avenue					Sherman Avenue					
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:30 AM	39	68	0	0	107	0	0	0	0	0	0	44	2	0	46	3	0	17	0	20	173
	7:45 AM	46	78	0	0	124	0	0	1	0	1	0	48	1	0	49	1	0	19	0	20	194
	8:00 AM	41	70	0	0	111	0	0	0	0	0	58	1	0	59	0	0	17	0	17	187	
	8:15 AM	42	56	0	0	98	0	0	0	0	0	47	0	0	47	1	0	18	0	19	164	
	Peak Hour Volume	168	272	0	0	440	0	0	1	0	1	197	4	0	201	5	0	71	0	76	718	
	Rounded Hourly Volume	170	270	0	0	440	0	0	0	0	0	195	5	0	200	5	0	70	0	75	715	
	% Single Unit Trucks	2.4	1.8	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.2	0.0	3.9	2.5	
	% Heavy Trucks	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
	% Trucks (Total)	2.4	2.2	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.2	0.0	3.9	2.6	
	Peak Hour Factor (PHF)	0.91	0.87	0.00	0.00	0.89	0.00	0.00	0.25	0.00	0.25	0.85	0.50	0.00	0.85	0.42	0.00	0.93	0.00	0.95	0.93	

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

Thursday, September 8, 2022		From North					From East					From South					From West					Totals
		Fordem Avenue					Driveway					Fordem Avenue					Sherman Avenue					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:15 PM	42	61	0	0	103	0	0	0	0	0	0	77	3	0	80	1	0	31	0	32	215
	4:30 PM	41	50	0	0	91	0	0	0	0	0	0	88	0	0	88	0	0	36	0	36	215
	4:45 PM	39	56	0	0	95	0	0	0	0	0	0	68	1	0	69	2	0	45	0	47	211
	5:00 PM	49	61	0	0	110	0	0	0	0	0	0	69	0	0	69	2	0	43	0	45	224
	Peak Hour Volume	171	228	0	0	399	0	0	0	0	0	0	302	4	0	306	5	0	155	0	160	865
	Rounded Hourly Volume	170	230	0	0	400	0	0	0	0	0	0	300	5	0	305	5	0	155	0	160	865
	% Single Unit Trucks	0.6	0.4	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	2.6	0.0	2.5	1.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.6	0.4	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.6	0.0	0.0	2.6	0.0	2.5	1.3
	Peak Hour Factor (PHF)	0.87	0.93	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.86	0.33	0.00	0.87	0.62	0.00	0.86	0.00	0.85	0.97	

Peak Hour Pedestrian and Bicyclist Volumes

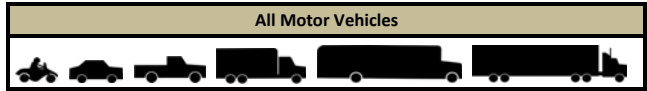
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Fordem Avenue			Driveway			Fordem Avenue			Sherman Avenue			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	2	2	0	0	0	0	0	0	3	2	5	7
	7:45 AM	0	1	1	0	0	0	0	0	0	2	0	2	3
	8:00 AM	0	1	1	0	0	0	0	0	0	1	1	2	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	4	4	0	0	0	0	0	0	6	3	9	13
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	1	0	1	0	0	0	0	0	0	2	0	2	3
	4:30 PM	0	0	0	0	0	0	2	0	2	3	0	3	5
	4:45 PM	0	0	0	0	0	0	0	0	0	5	0	5	5
	5:00 PM	0	0	0	0	0	0	1	0	1	3	0	3	4
	Total	1	0	1	0	0	0	3	0	3	13	0	13	17

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 8, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

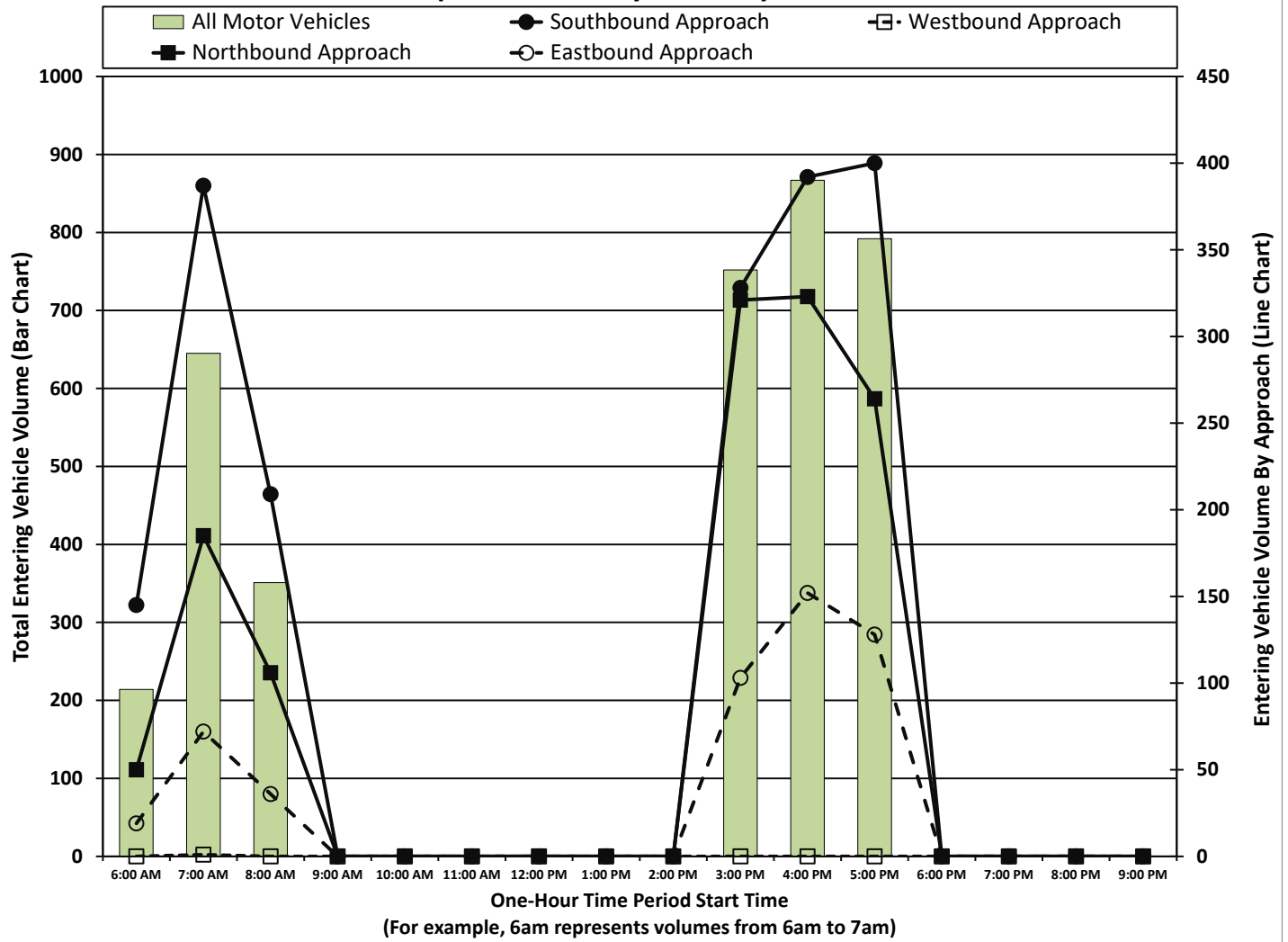
Fordem Avenue and Sherman Avenue



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Fordem Avenue					From East Driveway					From South Fordem Avenue					From West Sherman 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	
	Start Time																							
AM	6:00 AM	42	103	0	0	145	0	0	0	0	0	0	50	0	0	50	0	0	19	0	19	214	19	195
	7:00 AM	148	239	0	0	387	0	0	0	1	1	0	182	3	0	185	6	1	65	0	72	645	73	572
	8:00 AM	83	126	0	0	209	0	0	0	0	0	0	105	1	0	106	1	0	35	0	36	351	36	315
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	131	197	0	0	328	0	0	0	0	0	0	314	7	0	321	9	0	94	0	103	752	103	649
	4:00 PM	160	232	0	0	392	0	0	0	0	0	0	317	6	0	323	8	0	144	0	152	867	152	715
	5:00 PM	162	236	2	0	400	0	0	0	0	0	0	262	2	0	264	4	2	122	0	128	792	128	664
	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	726	1133	2	0	1861	0	0	1	0	1	0	1230	19	0	1249	28	3	479	0	510	3621	511	3110

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Fordem Avenue and Sherman Avenue



15-Minute Heavy Vehicle Data

Main data table with columns for 15-Minute Time Period, From North (Fordem Avenue), From East (Driveway), From South (Fordem Avenue), From West (Sherman Avenue), 15-Min Totals, and Hourly Sum. Rows are categorized by AM Peak Period, Midday Peak Period, and PM Peak Period.

Peak Hour Heavy Vehicle Volume Summary

Summary table with columns for Hourly Time Period, From North, From East, From South, From West, Total Hourly Volume. Rows include AM 7:30 AM, MD 12:00 PM, and PM 4:15 PM.

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Fordem Avenue and Sherman Avenue



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Fordem Avenue			Driveway			Fordem Avenue			Sherman Avenue				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	1	1	0	0	0	0	0	0	1	4	5	6	23
6:45 AM	0	0	0	0	0	0	0	0	0	0	5	5	5	24
7:00 AM	0	0	0	0	0	0	0	0	0	1	5	6	6	22
7:15 AM	0	3	3	0	1	1	0	0	0	0	2	2	6	19
7:30 AM	0	2	2	0	0	0	0	0	0	3	2	5	7	13
7:45 AM	0	1	1	0	0	0	0	0	0	2	0	2	3	
8:00 AM	0	1	1	0	0	0	0	0	0	1	1	2	3	
8:15 AM	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	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	2	0	2	1	0	1	3	12
3:15 PM	2	0	2	0	0	0	0	0	0	1	0	1	3	12
3:30 PM	0	0	0	0	0	0	1	0	1	1	0	1	2	12
3:45 PM	1	0	1	0	0	0	2	0	2	1	0	1	4	15
4:00 PM	1	0	1	0	0	0	0	0	0	2	0	2	3	16
4:15 PM	1	0	1	0	0	0	0	0	0	2	0	2	3	17
4:30 PM	0	0	0	0	0	0	2	0	2	3	0	3	5	16
4:45 PM	0	0	0	0	0	0	0	0	0	5	0	5	5	18
5:00 PM	0	0	0	0	0	0	1	0	1	3	0	3	4	18
5:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	
5:30 PM	0	0	0	0	0	0	1	0	1	6	0	6	7	
5:45 PM	1	0	1	0	0	0	2	0	2	2	0	2	5	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	6	8	14	0	1	1	13	0	13	35	19	54	82	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Fordem Avenue and Sherman Avenue



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Fordem Avenue			Driveway			Fordem Avenue			Sherman Avenue				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	0	1	1	1	1	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	0	0	0	0	0	0	0	0	1	1	1	1	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	0	3	3	3	3	6
7:45 AM	0	0	0	0	0	0	0	0	0	2	2	2	2	3
8:00 AM	0	0	0	0	0	0	0	0	0	1	1	1	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	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
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	0	0	0	0	0	0	2	2	2	1	1	3	3	12
3:15 PM	2	2	2	0	0	0	0	0	1	1	1	3	3	12
3:30 PM	0	0	0	0	0	0	1	1	1	1	1	2	2	12
3:45 PM	1	1	1	0	0	0	2	2	2	1	1	4	4	15
4:00 PM	1	1	1	0	0	0	0	0	2	2	2	3	3	16
4:15 PM	1	1	1	0	0	0	0	0	2	2	2	3	3	17
4:30 PM	0	0	0	0	0	0	2	2	2	3	3	5	5	16
4:45 PM	0	0	0	0	0	0	0	0	5	5	5	5	5	18
5:00 PM	0	0	0	0	0	0	1	1	3	3	3	4	4	18
5:15 PM	0	0	0	0	0	0	2	2	2	0	0	2	2	14
5:30 PM	0	0	0	0	0	0	1	1	6	6	6	7	7	12
5:45 PM	1	1	1	0	0	0	2	2	2	2	2	5	5	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	6	0	6	0	0	0	13	0	13	35	0	35	54	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Fordem Avenue and Sherman Avenue



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Fordem Avenue					Driveway					Fordem Avenue					Sherman 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					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	Start Time	From North					From East					From South					From West					Total Hourly Volume
		Fordem Avenue					Driveway					Fordem Avenue					Sherman Avenue					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:30 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	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: **September 15, 2022**

Intersection Name
Johnson Street at Baldwin Street

Urbanized Area/Cluster Population
401,661

BASE SATURATION FLOW RATE CALCULATIONS

Exit Ramp: **No**
Speed Limit: **25**

Sat. Flow Rate (pc/h/ln)
1766 * **1766** * **1766** *

**Consider using 1900 pc/h/ln*

# of Lanes		Lane Type	
1	1	T	L
1	1	T-R	L-T
1	1	T	L

Traffic Signal

# of Lanes		Lane Type	
1	1	L-T	T-R
1	1	T	L

**Consider using 1900 pc/h/ln*

Sat. Flow Rate (pc/h/ln)
1766 * **1766** * **1766** *

Speed Limit: **25**
Exit Ramp: **No**

Exit Ramp: **No**
Speed Limit: **25**

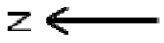
Sat. Flow (pc/h/ln)
1627 *

**Consider using 1900 pc/h/ln*

Exit Ramp: **No**
Speed Limit: **25**

Sat. Flow (pc/h/ln)
1900

# of Lanes		Lane Type	
1	1	R	L
1	1	T-R	L-T
1	1	T	L
1	1	L-T	T-R
1	1	L	T



Bureau of Traffic Operations
Last Updated: **4/7/2022**

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B											

Sequence 1

Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.

Sequence 2

Ring 1	| 2	1	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.

Sequence 3

Ring 1	| 1	2	| 4	3	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.

Sequence 4

Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.

Sequence 5

Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 15	16	| .	.	.	.	.	.	.	.

Sequence 6

Ring 1	| 1	2	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.

Sequence 7

Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.

Sequence 8

Ring 1	| 2	1	| 4	3	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.

Sequence 9

Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 11	12	| 15	16	| .	.	.	.	.	.	.	.

Sequence 10

Ring 1	| 2	1	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 15	16	| .	.	.	.	.	.	.	.

Sequence 11

Ring 1	| 1	2	| 4	3	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.

Sequence 12

Ring 1	| 2	1	| 3	4	| 9	10	| 13	14
--------	---	---	---	---	---	----	----	----	---	---	---	---	---	---	---	---

Ring 2	| 6	5	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.	.
Sequence 13																	
Ring 1	| 1	2	| 4	3	| 9	10	| 13	14	| .	.	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 15	16	| .	.	.	.	.	.	.	.	.
Sequence 14																	
Ring 1	| 2	1	| 4	3	| 9	10	| 13	14	| .	.	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.	.
Sequence 15																	
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.	.
Sequence 16																	
Ring 1	| 2	1	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 11	12	| 15	16	| .	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X		X	X	X										
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No
 CRC (16 bit) F852
 Enable Automatic Backup to Datakey No

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
		Red	Yellow	Green	Dark		Red	Yellow	
1	1	O				-	Auto	X	
2	2	O				-	Auto		X
3	3	O				-	Auto	X	
4	4	O				-	Auto	X	X
5	5	O				-	Auto	X	
6	6	O				-	Auto		X
7	7	O				-	Auto	X	

8	8	O				-	Auto	X		X
9	2	P				-	Auto			
10	4	P				-	Auto			
11	6	P				-	Auto			
12	8	P				-	Auto			
13	13	O				-	Auto	X		
14	14	O				+	Auto	X		X
15	15	O				-	Auto	X		
16	16	O				+	Auto	X		X

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

Configuration Port 1 (SDLC)

Port 1 SDLC (MM) 1-4-1

BIU	1	2	3	4	5	6	7	8
Term & Facility								
Detector Rack								

Enable TS2/MMU Type Cabinet: No
 Enable MMU Extended Status: No
 Enable SDLC Stop Time: No
 Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM) 1-4-2

Channel Can Serve With Channel	
Channel 1	Channel 2

Color Check Enable (MM) 1-4-3

Enable Color Check: Yes

MMU/LS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green																
Yellow									X	X	X	X				
Red									X	X	X	X				

Secondary Stations/Tests (MM) 1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term & Facility									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack									

Enable SDLC Diagnostic Test: No

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

Configuration Communications 1 (SDLC)**Ethernet Port Configuration (MM) NTCIP (MM) 1-5-5**

1-5-1	NTCIP Backup Time (Sec):	0
Controller IP: 172.23.43.117	NTCIP UDP Port:	501
Subnet Mask: 255.255.255.0	Ethernet Priority:	1
Default Gateway IP: 172.23.43.113	Port 2 Priority (Port C50S for 2070):	4
Server IP: 0.0.0.0	Port 3A Priority (Port C21S for 2070):	2
	Port 3B Priority (Port C22S for 2070):	3

Port Configuration (MM) 1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	TERMINAL	NTCIP	ECPIP
Enable	No	Yes	No
Data Rate (BPS)	9600	9600	1200
Data, Parity, Stop	8 N 1	8 N 1	8 N 1
Address	0	1	0
Telemetry Response Delay	0.0	0.0	0.9
Duplex - Half or Full	Half	Full	Full
Flow Control	Yes	Yes	Yes
Group Address	0	0	0
Single Flag Enable	Yes	Yes	Yes
RTS to CTS Delay	n/a	n/a	14.0
RTS Turn Off Delay	n/a	n/a	2.0
Dropout Time	10	10	10
Early RTS	n/a	n/a	No
Telemetry Mode	n/a	n/a	FSK
ATCS Railroad	0	n/a	n/a
ATCS Railroad Line	0	n/a	n/a
ATCS Group	0	n/a	n/a
Wayside Device	0	n/a	n/a
ATC Device	0	n/a	n/a
Wayside Subnode	0	n/a	n/a
ATC Subnode	0	n/a	n/a

ECPIP (MM) 1-5-6

Controller Address: 0

Expanded System Detector Address: 0

**System Detector
Assignment**

System Detector	Local Detector
----------------------------	---------------------------

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Configuration Logging / Display

Event Logging (MM) 1-6-1

Critical RFE's (MMU/TF)	Yes	3 Critical Errors Within 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Fault	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preemption Events	Yes	TSP Events	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online / Offline	Yes		

Alarm Event	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM) 1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Auto
Display Mode:	Advanced
Screen Format:	Advanced
Trans Mode Pop-Up Disable:	No

Sign On (MM) 8-5

Sign On Message Line 1: Maryland State Highway Administratio
 Sign On Message Line 2:

Software Modules (MM) 8-7

Application Version: 02.58.00
 OS (Boot) Version: 01.14.03

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Logic Processor Page 1**Logic Statement Control (MM) 1-8-1**

Logic #	Statement Control
31	E

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Logic Processor Page 2**Logic Statements (MM) 1-8-2**

Logic #: 31

If:

	Assignment	#	State
IF	LP CIB CODE ON		160

Then:

	Assignment	#	State
	CTR SET LOCAL		On
	FL		

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**Controller Timing Plan (MM) 2-1
Plan 1**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	4	19	5	10	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	18	0	7	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	12	0	11	0	12	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	3.0	0.0	3.0	2.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	9	30	30	30	8	30	35	35	35	35	35	35	35	35	35	35
Max2	14	30	30	40	8	30	40	40	40	40	40	40	40	40	40	40
Max3	14	30	30	28	8	30	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.5	3.0	3.0	3.0	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.5	1.0	1.0	2.5	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green
---------	------	-----------	--------	-----	------------

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
A	1	Yes	No	No	No		No	No	.
B	2	Yes	No	No	No		No	No	.
C	3	Yes	No	No	No		No	No	.
D	4	Yes	No	No	No		No	No	.
E	5	Yes	No	No	No		No	No	.
F	6	Yes	No	No	No		No	No	.
G	7	Yes	No	No	No		No	No	.
H	8	Yes	No	No	No		No	No	.
I	9	Yes	No	No	No		No	No	.
J	10	Yes	No	No	No		No	No	.
K	11	Yes	No	No	No		No	No	.
L	12	Yes	No	No	No		No	No	.

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable
M	1	2	Green Overlap	13	0.0	0.0	0	n/a
N	5	6	Green Overlap	14	0.0	0.0	0	n/a

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5

J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps
----------	---------------------

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

Controller Start / Flash Data (MM) 2-5**Start Up**

Phase	Phase Setting
1	.
2	G
3	.
4	.
5	.
6	G
7	.
8	.
9	.
10	.
11	.
12	.
13	.
14	.
15	.
16	.

Overlap
B
F

Flash Thru Mon: Yes
Flash Time: 8
All Red: 0
Power Start Seq: 1
MUTCD Enabled: No
Y->G: n/a

Automatic Flash

Entry
2
6

Exit
2
6

Overlap Exit

B

Flash Thru Mon: Yes
Exit Flash: W
Minimum Flash: 8
Minimum Recall: No
Cycle Through Phase: No

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph
Guar Passage																
Non-Act I		X														
Non-Act II				X												
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: On Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X		X		X										
Vehicle Recall		X		X		X										
Ped Recall		X				X										
Max Recall				X												
Soft Recall																
No Rest																
AI Calc																

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

**Coordination Options
Options (MM) 3-1**

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	25		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero	No	FO Added Ini	No
Override		Green	
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

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

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

City of Madison



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Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	80	Std (COS)	9	Offsets In	Seconds
Offset Value	12s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	10	44	0	26	9	45	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	54s	0s	0s

Misc. Data			
Veh Perm 1	0	Veh Perm 2	0
Veh Perm 2 Disp	0	Crossing Arterial Pat	0
Split Demand Pat 1	0	Split Demand Pat 2	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	90	Std (COS)	10	Offsets In	Seconds
Offset Value	3s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	14	49	0	27	10	53	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	63s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	100	Std (COS)	11	Offsets In	Seconds
Offset Value	43s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

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

Splits (Split Pat 3)	15	58	0	27	10	63	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	73s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	90	Std (COS)	82	Offsets In	Seconds
Offset Value	13s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	12	53	0	25	12	53	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	65s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	110	Std (COS)	12	Offsets In	Seconds
Offset Value	80s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

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

Splits (Split Pat 5)	14	68	0	28	12	70	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	110s	82s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	80	Std (COS)	13	Offsets In	Seconds
Offset Value	24s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 6)	0	46	0	34	0	46	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	46s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	90	Std (COS)	154	Offsets In	Seconds
Offset Value	13s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

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

Splits (Split Pat 7)	12	53	0	25	12	53	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	65s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits In	Seconds
Cycle	80	Std (COS)	81	Offsets In	Seconds
Offset Value	11s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 8)	10	44	0	26	9	45	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	54s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	110	Std (COS)	84	Offsets In	Seconds
Offset Value	80s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

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

Splits (Split Pat 9)	10	78	0	22	12	76	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	110s	88s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	130	Std (COS)	158	Offsets In	Seconds
Offset Value	36s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 11)	14	87	0	29	13	88	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	101s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 16

Split Pattern	16	TS2 (Pat-Off)	5-1	Splits In	Seconds
Cycle	110	Std (COS)	0	Offsets In	Seconds
Offset Value	80s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

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

Description																
Splits (Split Pat 16)	10	78	0	22	125	76	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	110s	201s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 17

Split Pattern 17 TS2 (Pat-Off) 5-2 Splits In Seconds
 Cycle 100 Std (COS) 0 Offsets In Seconds
 Offset Value 43s Dwell/Add Time 0
 Actuated Coord No Timing Plan 0
 Actuated Walk Rest No Sequence 0
 Phase No Action Plan 0
 Reservice
 Max Select MAX 2 Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 17)	15	45	0	40	10	50	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	60s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 20

Split Pattern 20 TS2 (Pat-Off) 6-2 Splits In Seconds
 Cycle 90 Std (COS) 0 Offsets In Seconds
 Offset Value 13s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase No Action Plan 0
 Reservice
 Max Select None Force Off None

Split Preference Phases

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

Description																
Splits (Split Pat 20)	12	53	0	25	12	53	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	65s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 21

Split Pattern	21	TS2 (Pat-Off)	6-3	Splits In	Seconds
Cycle	100	Std (COS)	0	Offsets In	Seconds
Offset Value	43s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 21)	15	58	0	27	10	63	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	73s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	110	Std (COS)	0	Offsets In	Seconds
Offset Value	80s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

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

Description																
Splits (Split Pat 22)	14	68	0	28	12	70	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	110s	82s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 25

Split Pattern	25	TS2 (Pat-Off)	8-1	Splits In	Seconds
Cycle	150	Std (COS)	230	Offsets In	Seconds
Offset Value	10s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 25)	13	102	0	35	12	103	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	115s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 26

Split Pattern	26	TS2 (Pat-Off)	8-2	Splits In	Seconds
Cycle	80	Std (COS)	0	Offsets In	Seconds
Offset Value	11s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

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

Description																
Splits (Split Pat 26)	10	44	0	26	9	45	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	54s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

**Coordination Split Pattern
Split Pattern Data (MM) 3-3**

Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	10	44	0	26	9	45	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	80s	54s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	14	49	0	27	10	53	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	90s	63s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	58	0	27	10	63	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	100s	73s	0s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	12	53	0	25	12	53	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	90s	65s	0s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	14	68	0	28	12	70	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	110s	82s	0s	0s

Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	0	46	0	34	0	46	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	80s	46s	0s	0s

Split Pattern # 7

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)																
Coord Phase																
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	12	53	0	25	12	53	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	90s	65s	0s	0s

Split Pattern # 8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	10	44	0	26	9	45	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	80s	54s	0s	0s

Split Pattern # 9

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	10	78	0	22	12	76	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	110s	88s	0s	0s

Split Pattern # 11

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	14	87	0	29	13	88	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																

Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	130s	101s	0s	0s

Split Pattern # 16

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	10	78	0	22	125	76	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	110s	201s	0s	0s

Split Pattern # 17

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	45	0	40	10	50	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	100s	60s	0s	0s

Split Pattern # 20

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	12	53	0	25	12	53	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

--	--	--	--	--

Ring	1	2	3	4
Split Sum	90s	65s	0s	0s

Split Pattern # 21

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	58	0	27	10	63	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	100s	73s	0s	0s

Split Pattern # 22

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	14	68	0	28	12	70	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	110s	82s	0s	0s

Split Pattern # 25

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	13	102	0	35	12	103	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	150s	115s	0s	0s

Split Pattern # 26

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)																
Coord Phase																
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	10	44	0	26	9	45	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	80s	54s	0s	0s

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

Time Base Clock/Calendar**Clock/Calendar Data (MM) 5-1**

Manual Action Plan: 0
SYNC Reference Time: 00:00
SYNC Reference: Reference Time
Day Light Savings: No
Time Reset Input Set Time: 0:00:00
Standard Time From GMT: 0

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

**Time Base Action Plan
Action Plan (MM) 5-2**

Action Plan - 1

Pattern	1	Override Sys	No
Timing Plan	1	Sequence	0
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 2

Pattern 2 Override Sys No
 Timing Plan 1 Sequence 0
 Veh Detector Plan 1 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	
LP 16-30	
LP 31-45	
LP 46-60	
LP 61-75	
LP 76-90	
LP 91-100	

Action Plan - 3

Pattern 3 Override Sys No
 Timing Plan 1 Sequence 0
 Veh Detector Plan 1 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																

Walk 2																			
Veh Ext 2																			
Veh Recall																			
Max Recall																			
Max 2																			
Max 3																			
CS Inhibit																			
Omit																			
Spec Func (1-8)																			
Aux Func (1-3)																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15				
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Action Plan - 4

Pattern 4 Override Sys No
 Timing Plan 1 Sequence 0
 Veh Detector Plan 1 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	
LP 16-30	
LP 31-45	
LP 46-60	
LP 61-75	
LP 76-90	
LP 91-100	

Action Plan - 5

Pattern 5 Override Sys No
 Timing Plan 1 Sequence 0
 Veh Detector Plan 1 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																

Walk 2																			
Veh Ext 2																			
Veh Recall																			
Max Recall																			
Max 2																			
Max 3																			
CS Inhibit																			
Omit																			
Spec Func (1-8)																			
Aux Func (1-3)																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15				
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Action Plan - 6

Pattern 6 Override Sys No
 Timing Plan 1 Sequence 0
 Veh Detector Plan 1 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 7

Pattern 7 Override Sys No
 Timing Plan 1 Sequence 0
 Veh Detector Plan 1 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																

Walk 2																				
Veh Ext 2																				
Veh Recall																				
Max Recall																				
Max 2																				
Max 3																				
CS Inhibit																				
Omit																				
Spec Func (1-8)																				
Aux Func (1-3)																				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15					
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Action Plan - 8

Pattern 8 Override Sys No
 Timing Plan 1 Sequence 0
 Veh Detector Plan 1 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	
LP 16-30	
LP 31-45	
LP 46-60	
LP 61-75	
LP 76-90	
LP 91-100	

Action Plan - 9

Pattern 9 Override Sys No
 Timing Plan 1 Sequence 0
 Veh Detector Plan 1 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																

Walk 2																			
Veh Ext 2																			
Veh Recall																			
Max Recall																			
Max 2																			
Max 3																			
CS Inhibit																			
Omit																			
Spec Func (1-8)																			
Aux Func (1-3)																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15				
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Action Plan - 10

Pattern 10 Override Sys No
 Timing Plan 1 Sequence 0
 Veh Detector Plan 1 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	
LP 16-30	
LP 31-45	
LP 46-60	
LP 61-75	
LP 76-90	
LP 91-100	

Action Plan - 11

Pattern 11 Override Sys No
 Timing Plan 1 Sequence 0
 Veh Detector Plan 1 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																

Walk 2																			
Veh Ext 2																			
Veh Recall																			
Max Recall																			
Max 2																			
Max 3																			
CS Inhibit																			
Omit																			
Spec Func (1-8)																			
Aux Func (1-3)																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15				
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Action Plan - 99

Pattern Free Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	
LP 16-30	
LP 31-45	
LP 46-60	
LP 61-75	
LP 76-90	
LP 91-100	

Action Plan - 100

Pattern Flash Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																

Walk 2																				
Veh Ext 2																				
Veh Recall																				
Max Recall																				
Max 2																				
Max 3																				
CS Inhibit																				
Omit																				
Spec Func (1-8)																				
Aux Func (1-3)																				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15					
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

City of Madison



Solutions that Move the World™

Johnson-Baldwin - Johnson@Baldwin - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1

Event	Action Plan	Start Time
1	6	00:30
2	6	02:00
3	6	05:30
4	2	06:30
5	3	07:00
6	2	08:30
7	1	09:00
8	4	15:00
9	5	16:00
10	4	18:30
11	1	19:00
12	6	20:00

Day Plan #2

Event	Action Plan	Start Time
1	6	01:00
2	6	02:00
3	6	05:30
4	2	06:30
5	3	07:00
6	2	08:30
7	1	09:00
8	4	13:00
9	5	15:30
10	4	18:00
11	1	18:30
12	6	20:00

Day Plan #3

Event	Action Plan	Start Time
1	7	01:45
2	6	02:30
3	1	11:00
4	6	19:00

Day Plan #4

Event	Action Plan	Start Time

Event	Action Plan	Start Time
1	7	01:45
2	6	02:30
3	1	11:00
4	6	19:00

Day Plan #6

Event	Action Plan	Start Time
1	11	02:00
2	5	05:30
3	2	06:30
4	3	07:00
5	2	09:00
6	1	09:30
7	6	15:00
8	4	16:00
9	6	18:00
10	7	20:15
11	5	22:00

Day Plan #7

Event	Action Plan	Start Time
1	5	00:30
2	11	02:00
3	5	06:00
4	1	07:00
5	3	12:00
6	1	14:30
7	7	17:30
8	1	20:30

Day Plan #11

Event	Action Plan	Start Time
1	5	00:30
2	11	00:02
3	5	00:06
4	1	00:07
5	3	08:30
6	1	11:00
7	7	14:00
8	1	17:00
9	1	21:15
10	5	22:30

Day Plan #13

Event		

	Action Plan	Start Time
1	11	02:00
2	3	06:30
3	2	09:00
4	1	09:30
5	6	14:30
6	4	15:30
7	4	18:00
8	1	18:30

Day Plan #16

Event	Action Plan	Start Time
1	11	02:00
2	5	06:00
3	1	07:00
4	3	16:00
5	1	19:00
6	7	22:00
7	1	23:59

Appendix B
Trip Generation Comparison Table

Appendix
Trip Generation Comparison Table
Existing Offices vs Proposed Apartments

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
General Office Building	710	45,000 x 1,000 SF	580 FCE	75 (88%)	10 (12%)	85 FCE	15 (17%)	70 (83%)	85 FCE
Multifamily Housing (From Exhibit 4-3A)	220/221	433 Units	2,250	45	140	185	115	75	190
Increase (Decrease) in Trips			1,670	(30)	130	100	100	5	105

Appendix C

Peak Hour Analysis Outputs

Existing Traffic

Full Build Traffic

Full Build Traffic – with Modifications

Lanes, Volumes, Timings
100: Fordman Ave & Sherman Ave

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	5	5	195	270	175
Future Volume (vph)	90	5	5	195	270	175
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	0.993				0.947	
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1732	0	1752	1845	1764	0
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1732	0	1752	1845	1764	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	1011			843	605	
Travel Time (s)	27.6			19.2	13.8	
Confl. Peds. (#/hr)	1	1	6			6
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	3%	3%	2%	2%
Adj. Flow (vph)	97	5	5	210	290	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	0	5	210	478	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	5	5	195	270	175
Future Vol, veh/h	90	5	5	195	270	175
Conflicting Peds, #/hr	1	1	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	3	3	2	2
Mvmt Flow	97	5	5	210	290	188

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	611	391	484	0	-	0
Stage 1	390	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.13	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.227	-	-	-
Pot Cap-1 Maneuver	454	653	1074	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	446	649	1068	-	-	-
Mov Cap-2 Maneuver	446	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1068	-	453	-	-
HCM Lane V/C Ratio	0.005	-	0.225	-	-
HCM Control Delay (s)	8.4	-	15.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Lanes, Volumes, Timings
200: Sherman Ave & N Fuller Dr

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	1	105	230	5
Future Volume (vph)	5	5	1	105	230	5
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	0.932				0.997	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1863	1876	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1863	1876	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	561			1072	1011	
Travel Time (s)	15.3			29.2	27.6	
Confl. Peds. (#/hr)	1	1	28			28
Confl. Bikes (#/hr)		1				3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	6	6	1	118	258	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	119	264	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	5	1	105	230	5
Future Vol, veh/h	5	5	1	105	230	5
Conflicting Peds, #/hr	1	1	28	0	0	28
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	6	6	1	118	258	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	410	290	292	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	600	752	1270	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	731	1236	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1236	-	639	-	-
HCM Lane V/C Ratio	0.001	-	0.018	-	-
HCM Control Delay (s)	7.9	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Sherman Ave & S Fuller Dr

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	100	225	1
Future Volume (vph)	5	5	5	100	225	1
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	0.932				0.999	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1711	0	0	1806	1879	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1806	1879	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	539			866	1072	
Travel Time (s)	14.7			23.6	29.2	
Confl. Peds. (#/hr)	1	1	14			14
Confl. Bikes (#/hr)		1				17
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	5%	5%	1%	1%
Adj. Flow (vph)	6	6	6	114	256	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	120	257	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	5	5	100	225	1
Future Vol, veh/h	5	5	5	100	225	1
Conflicting Peds, #/hr	1	1	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	5	5	1	1
Mvmt Flow	6	6	6	114	256	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	398	272	271	0	-	0
Stage 1	271	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.15	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.245	-	-	-
Pot Cap-1 Maneuver	609	769	1275	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	590	758	1258	-	-	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1258	-	664	-	-
HCM Lane V/C Ratio	0.005	-	0.017	-	-
HCM Control Delay (s)	7.9	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
400: Sherman Ave & North D/W

AM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	20	100	15	10	230
Future Volume (vph)	35	20	100	15	10	230
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	0.951		0.982			
Flt Protected	0.969					0.998
Satd. Flow (prot)	1734	0	1760	0	0	1877
Flt Permitted	0.969					0.998
Satd. Flow (perm)	1734	0	1760	0	0	1877
Link Speed (mph)	25		25			25
Link Distance (ft)	525		317			866
Travel Time (s)	14.3		8.6			23.6
Confl. Peds. (#/hr)	1	1		10	10	
Confl. Bikes (#/hr)		2		12		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	6%	6%	1%	1%
Adj. Flow (vph)	37	21	105	16	11	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	121	0	0	253
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.7%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	20	100	15	10	230
Future Vol, veh/h	35	20	100	15	10	230
Conflicting Peds, #/hr	1	1	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	6	6	1	1
Mvmt Flow	37	21	105	16	11	242

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	388	124	0	0	131
Stage 1	123	-	-	-	-
Stage 2	265	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	617	929	-	-	1460
Stage 1	905	-	-	-	-
Stage 2	782	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	605	919	-	-	1446
Mov Cap-2 Maneuver	605	-	-	-	-
Stage 1	896	-	-	-	-
Stage 2	774	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	691	1446
HCM Lane V/C Ratio	-	-	0.084	0.007
HCM Control Delay (s)	-	-	10.7	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Lanes, Volumes, Timings
500: Sherman Ave & Driveway/South D/W

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	1	5	40	1	15	5	95	15	5	260	1
Future Volume (vph)	5	1	5	40	1	15	5	95	15	5	260	1
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		0.938			0.963			0.982				
Flt Protected		0.977			0.966			0.998			0.999	
Satd. Flow (prot)	0	1724	0	0	1750	0	0	1790	0	0	1879	0
Flt Permitted		0.977			0.966			0.998			0.999	
Satd. Flow (perm)	0	1724	0	0	1750	0	0	1790	0	0	1879	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		261			535			1148			317	
Travel Time (s)		5.9			14.6			31.3			8.6	
Confl. Peds. (#/hr)	1		1	1		1	14		3	3		14
Confl. Bikes (#/hr)			1			1			11			17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	6	1	6	44	1	17	6	106	17	6	289	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	62	0	0	129	0	0	296	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			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.5%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	5	40	1	15	5	95	15	5	260	1
Future Vol, veh/h	5	1	5	40	1	15	5	95	15	5	260	1
Conflicting Peds, #/hr	1	0	1	1	0	1	14	0	3	3	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	6	1	6	44	1	17	6	106	17	6	289	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	453	454	305	436	446	119	304	0	0	126	0	0
Stage 1	316	316	-	130	130	-	-	-	-	-	-	-
Stage 2	137	138	-	306	316	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	519	503	737	532	509	935	1246	-	-	1467	-	-
Stage 1	697	657	-	876	791	-	-	-	-	-	-	-
Stage 2	869	784	-	706	657	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	498	490	726	521	496	931	1229	-	-	1463	-	-
Mov Cap-2 Maneuver	498	490	-	521	496	-	-	-	-	-	-	-
Stage 1	684	645	-	869	785	-	-	-	-	-	-	-
Stage 2	847	778	-	695	645	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		11.8		0.3		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1229	-	-	580	590	1463	-
HCM Lane V/C Ratio	0.005	-	-	0.021	0.105	0.004	-
HCM Control Delay (s)	7.9	0	-	11.3	11.8	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-

Lanes, Volumes, Timings
600: Sherman Ave & Parking/Marston Ave

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	1	5	1	35	1	70	1	35	270	1
Future Volume (vph)	1	1	1	5	1	35	1	70	1	35	270	1
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		0.955			0.883			0.998				
Flt Protected		0.984			0.994			0.999			0.994	
Satd. Flow (prot)	0	1768	0	0	1619	0	0	1804	0	0	1870	0
Flt Permitted		0.984			0.994			0.999			0.994	
Satd. Flow (perm)	0	1768	0	0	1619	0	0	1804	0	0	1870	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		294			1372			312			1148	
Travel Time (s)		6.7			37.4			8.5			31.3	
Confl. Peds. (#/hr)	2		16	16		2	37		11	11		37
Confl. Bikes (#/hr)			1			1			9			15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	5%	5%	5%	1%	1%	1%
Adj. Flow (vph)	1	1	1	5	1	38	1	76	1	38	293	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	44	0	0	78	0	0	332	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			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection													
Int Delay, s/veh	1.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	1	1	1	5	1	35	1	70	1	35	270	1	
Future Vol, veh/h	1	1	1	5	1	35	1	70	1	35	270	1	
Conflicting Peds, #/hr	2	0	16	16	0	2	37	0	11	11	0	37	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	1	1	1	3	3	3	5	5	5	1	1	1	
Mvmt Flow	1	1	1	5	1	38	1	76	1	38	293	1	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	507	497	347	477	497	90	331	0	0	88	0	0
Stage 1	407	407	-	90	90	-	-	-	-	-	-	-
Stage 2	100	90	-	387	407	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.13	6.53	6.23	4.15	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.527	4.027	3.327	2.245	-	-	2.209	-	-
Pot Cap-1 Maneuver	478	476	698	497	473	965	1212	-	-	1514	-	-
Stage 1	623	599	-	915	818	-	-	-	-	-	-	-
Stage 2	909	822	-	635	596	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	431	441	663	471	438	953	1169	-	-	1498	-	-
Mov Cap-2 Maneuver	431	441	-	471	438	-	-	-	-	-	-	-
Stage 1	601	561	-	905	809	-	-	-	-	-	-	-
Stage 2	869	813	-	604	558	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.4			9.6			0.1			0.9		
HCM LOS	B			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	492	826	1498	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.054	0.025	-	-
HCM Control Delay (s)	8.1	0	-	12.4	9.6	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Lanes, Volumes, Timings
700: Sherman Ave & Baldwin St

AM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	35	35	10	100	175
Future Volume (vph)	1	35	35	10	100	175
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	0.868		0.970			
Flt Protected	0.999					0.982
Satd. Flow (prot)	1540	0	1807	0	0	1847
Flt Permitted	0.999					0.982
Satd. Flow (perm)	1540	0	1807	0	0	1847
Link Speed (mph)	25		25			25
Link Distance (ft)	1334		480			312
Travel Time (s)	36.4		13.1			8.5
Confl. Peds. (#/hr)	3	4		13	13	
Confl. Bikes (#/hr)		1		6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	2%	2%	1%	1%
Adj. Flow (vph)	1	38	38	11	109	190
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	49	0	0	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	35	35	10	100	175
Future Vol, veh/h	1	35	35	10	100	175
Conflicting Peds, #/hr	3	4	0	13	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	2	2	1	1
Mvmt Flow	1	38	38	11	109	190

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	468	61	0	0	62
Stage 1	57	-	-	-	-
Stage 2	411	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.11
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.209
Pot Cap-1 Maneuver	544	990	-	-	1547
Stage 1	953	-	-	-	-
Stage 2	659	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	493	974	-	-	1528
Mov Cap-2 Maneuver	493	-	-	-	-
Stage 1	942	-	-	-	-
Stage 2	604	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	948	1528
HCM Lane V/C Ratio	-	-	0.041	0.071
HCM Control Delay (s)	-	-	9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2

Lanes, Volumes, Timings
800: E Johnson St & Marston Ave

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	25	10	735	1230	25
Future Volume (vph)	10	25	10	735	1230	25
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	70			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.902				0.997	
Flt Protected	0.986		0.950			
Satd. Flow (prot)	1673	0	1752	3505	3461	0
Flt Permitted	0.986		0.950			
Satd. Flow (perm)	1673	0	1752	3505	3461	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1372			261	626	
Travel Time (s)	37.4			7.1	17.1	
Confl. Peds. (#/hr)	1	1	8			8
Confl. Bikes (#/hr)		1				16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	3%	3%	4%	4%
Adj. Flow (vph)	10	26	10	758	1268	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	10	758	1294	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.1% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	10	25	10	735	1230	25
Future Vol, veh/h	10	25	10	735	1230	25
Conflicting Peds, #/hr	1	1	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	70	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	3	3	4	4
Mvmt Flow	10	26	10	758	1268	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1689	656	1302	0	-	0
Stage 1	1289	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.16	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.23	-	-	-
Pot Cap-1 Maneuver	85	410	522	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	82	406	518	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	218	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.2	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	518	-	191	-	-
HCM Lane V/C Ratio	0.02	-	0.189	-	-
HCM Control Delay (s)	12.1	-	28.2	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Lanes, Volumes, Timings
900: E Johnson St & Baldwin St

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Traffic Volume (vph)	50	55	65	225	10	40	30	655	80	125	1125	5
Future Volume (vph)	50	55	65	225	10	40	30	655	80	125	1125	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1769	1769	1900	1769	1769
Storage Length (ft)	0		0	0		50	90		0	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		0.99	0.99		1.00	1.00		1.00	1.00	
Frt		0.949			0.879			0.984				0.999
Flt Protected		0.985		0.950			0.950			0.950		
Satd. Flow (prot)	0	1739	0	1719	1572	0	1752	3203	0	1736	3228	0
Flt Permitted		0.892		0.569			0.192			0.295		
Satd. Flow (perm)	0	1571	0	1019	1572	0	354	3203	0	538	3228	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25				25
Link Distance (ft)		1334			254			313				261
Travel Time (s)		36.4			6.9			8.5				7.1
Confl. Peds. (#/hr)	6		12	12		1	8		4	4		8
Confl. Bikes (#/hr)			1			1			1			8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	52	57	67	232	10	41	31	675	82	129	1160	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	176	0	232	51	0	31	757	0	129	1165	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)		12			12			12				12
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	1.10	1.10	1.00	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
900: E Johnson St & Baldwin St

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	19.0		4.0	19.0	
Minimum Split (s)	10.5	10.5		9.5	9.5		9.5	23.5		8.5	23.5	
Total Split (s)	27.0	27.0		27.0	27.0		10.0	58.0		15.0	63.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		10.0%	58.0%		15.0%	63.0%	
Maximum Green (s)	21.5	21.5		22.5	22.5		5.5	53.5		10.5	58.5	
Yellow Time (s)	3.0	3.0		3.5	3.5		3.0	3.5		3.0	3.5	
All-Red Time (s)	2.5	2.5		1.0	1.0		1.5	1.0		1.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		21.5		22.5	22.5		62.2	57.0		67.4	62.6	
Actuated g/C Ratio		0.22		0.22	0.22		0.62	0.57		0.67	0.63	
v/c Ratio		0.52		1.01	0.14		0.11	0.41		0.29	0.58	
Control Delay		41.1		103.4	32.4		6.2	13.2		7.1	13.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		41.1		103.4	32.4		6.2	13.2		7.1	13.1	
LOS		D		F	C		A	B		A	B	
Approach Delay		41.1			90.6			12.9			12.5	
Approach LOS		D			F			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 43 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 23.3 Intersection LOS: C
 Intersection Capacity Utilization 68.1% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 900: E Johnson St & Baldwin St



Queues
900: E Johnson St & Baldwin St

AM Peak
10/20/2022



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	176	232	51	31	757	129	1165
v/c Ratio	0.52	1.01	0.14	0.11	0.41	0.29	0.58
Control Delay	41.1	103.4	32.4	6.2	13.2	7.1	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	103.4	32.4	6.2	13.2	7.1	13.1
Queue Length 50th (ft)	100	~152	26	6	134	25	233
Queue Length 95th (ft)	169	#306	58	14	185	44	302
Internal Link Dist (ft)	1254		174		233		181
Turn Bay Length (ft)				90		100	
Base Capacity (vph)	337	229	353	298	1825	494	2021
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.01	0.14	0.10	0.41	0.26	0.58

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
 900: E Johnson St & Baldwin St

AM Peak
 10/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Traffic Volume (veh/h)	50	55	65	225	10	40	30	655	80	125	1125	5
Future Volume (veh/h)	50	55	65	225	10	40	30	655	80	125	1125	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1826	1826	1826	1856	1728	1728	1841	1714	1714
Adj Flow Rate, veh/h	52	57	67	232	10	41	31	675	82	129	1160	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	5	5	5	3	3	3	4	4	4
Cap, veh/h	129	141	138	318	69	282	308	1707	207	474	1998	9
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.03	0.58	0.58	0.05	0.60	0.60
Sat Flow, veh/h	368	627	611	1224	305	1252	1767	2937	356	1753	3324	14
Grp Volume(v), veh/h	176	0	0	232	0	51	31	377	380	129	568	597
Grp Sat Flow(s),veh/h/ln	1606	0	0	1224	0	1557	1767	1641	1652	1753	1628	1711
Q Serve(g_s), s	4.5	0.0	0.0	11.9	0.0	2.6	0.7	12.5	12.5	2.9	21.4	21.4
Cycle Q Clear(g_c), s	9.2	0.0	0.0	21.1	0.0	2.6	0.7	12.5	12.5	2.9	21.4	21.4
Prop In Lane	0.30		0.38	1.00		0.80	1.00		0.22	1.00		0.01
Lane Grp Cap(c), veh/h	408	0	0	318	0	350	308	954	960	474	979	1028
V/C Ratio(X)	0.43	0.00	0.00	0.73	0.00	0.15	0.10	0.40	0.40	0.27	0.58	0.58
Avail Cap(c_a), veh/h	408	0	0	318	0	350	354	954	960	573	979	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	0.0	39.0	0.0	31.0	9.7	11.4	11.4	8.4	12.2	12.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	8.3	0.0	0.2	0.1	1.2	1.2	0.1	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.0	0.0	10.4	0.0	1.8	0.5	8.3	8.3	1.9	12.7	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	0.0	47.3	0.0	31.2	9.8	12.6	12.6	8.5	14.7	14.6
LnGrp LOS	C	A	A	D	A	C	A	B	B	A	B	B
Approach Vol, veh/h		176			283			788			1294	
Approach Delay, s/veh		34.2			44.4			12.5			14.0	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	62.6		28.0	7.4	64.6		28.0				
Change Period (Y+Rc), s	4.5	4.5		5.5	4.5	4.5		* 5.5				
Max Green Setting (Gmax), s	10.5	53.5		21.5	5.5	58.5		* 23				
Max Q Clear Time (g_c+I1), s	4.9	14.5		11.2	2.7	23.4		23.1				
Green Ext Time (p_c), s	0.1	5.9		0.7	0.0	10.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
100: Fordman Ave & Sherman Ave

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	5	5	195	270	170
Future Volume (vph)	70	5	5	195	270	170
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	0.992			0.948		
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1731	0	1752	1845	1766	0
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1731	0	1752	1845	1766	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	1011			843	605	
Travel Time (s)	27.6			19.2	13.8	
Confl. Peds. (#/hr)	1	1	6			6
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	3%	3%	2%	2%
Adj. Flow (vph)	75	5	5	210	290	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	5	210	473	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	5	5	195	270	170
Future Vol, veh/h	70	5	5	195	270	170
Conflicting Peds, #/hr	1	1	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	3	3	2	2
Mvmt Flow	75	5	5	210	290	183

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	609	389	479	0	-	0
Stage 1	388	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.13	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.227	-	-	-
Pot Cap-1 Maneuver	455	655	1078	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	447	651	1072	-	-	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1072	-	457	-	-
HCM Lane V/C Ratio	0.005	-	0.176	-	-
HCM Control Delay (s)	8.4	-	14.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Lanes, Volumes, Timings
200: Sherman Ave & N Fuller Dr

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	1	85	225	5
Future Volume (vph)	5	5	1	85	225	5
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	0.932				0.997	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1861	1876	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1861	1876	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	561			1072	1011	
Travel Time (s)	15.3			29.2	27.6	
Confl. Peds. (#/hr)	1	1	28			28
Confl. Bikes (#/hr)		1				3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	6	6	1	96	253	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	97	259	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	5	1	85	225	5
Future Vol, veh/h	5	5	1	85	225	5
Conflicting Peds, #/hr	1	1	28	0	0	28
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	6	6	1	96	253	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	383	285	287	0	-	0
Stage 1	284	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	622	756	1275	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	588	735	1241	-	-	-
Mov Cap-2 Maneuver	588	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1241	-	653	-	-
HCM Lane V/C Ratio	0.001	-	0.017	-	-
HCM Control Delay (s)	7.9	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Sherman Ave & S Fuller Dr

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	80	220	1
Future Volume (vph)	5	5	5	80	220	1
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	0.932				0.999	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1711	0	0	1804	1879	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1711	0	0	1804	1879	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	539			866	1072	
Travel Time (s)	14.7			23.6	29.2	
Confl. Peds. (#/hr)	1	1	14			14
Confl. Bikes (#/hr)		1				17
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	5%	5%	1%	1%
Adj. Flow (vph)	6	6	6	91	250	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	97	251	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	5	5	80	220	1
Future Vol, veh/h	5	5	5	80	220	1
Conflicting Peds, #/hr	1	1	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	5	5	1	1
Mvmt Flow	6	6	6	91	250	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	369	266	265	0	0
Stage 1	265	-	-	-	-
Stage 2	104	-	-	-	-
Critical Hdwy	6.41	6.21	4.15	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.245	-	-
Pot Cap-1 Maneuver	633	775	1282	-	-
Stage 1	782	-	-	-	-
Stage 2	923	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	613	764	1265	-	-
Mov Cap-2 Maneuver	613	-	-	-	-
Stage 1	768	-	-	-	-
Stage 2	911	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1265	-	680	-	-
HCM Lane V/C Ratio	0.004	-	0.017	-	-
HCM Control Delay (s)	7.9	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
400: Sherman Ave & North D/W

AM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	1	85	0	0	235
Future Volume (vph)	1	1	85	0	0	235
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	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	1792	0	0	1881
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	1792	0	0	1881
Link Speed (mph)	25		25		25	
Link Distance (ft)	525		317		866	
Travel Time (s)	14.3		8.6		23.6	
Confl. Peds. (#/hr)	1	1		10	10	
Confl. Bikes (#/hr)		2		12		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	6%	6%	1%	1%
Adj. Flow (vph)	1	1	89	0	0	247
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	89	0	0	247
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	85	0	0	235
Future Vol, veh/h	1	1	85	0	0	235
Conflicting Peds, #/hr	1	1	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	6	6	1	1
Mvmt Flow	1	1	89	0	0	247

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	347	100	0	0	99	0
Stage 1	99	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	652	958	-	-	1500	-
Stage 1	927	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	645	948	-	-	1486	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	795	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	768	1486
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s)	-	-	9.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings
500: Sherman Ave & Driveway/South D/W

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations		↕			↕			↕			↕				
Traffic Volume (vph)	5	1	5	0	0	0	5	80	10	10	225	1			
Future Volume (vph)	5	1	5	0	0	0	5	80	10	10	225	1			
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	0.938								0.986		0.999				
Flt Protected	0.977								0.997		0.998				
Satd. Flow (prot)	0	1724	0	0	1881	0	0	1796	0	0	1876	0			
Flt Permitted	0.977								0.997		0.998				
Satd. Flow (perm)	0	1724	0	0	1881	0	0	1796	0	0	1876	0			
Link Speed (mph)	30								25		25				
Link Distance (ft)	261								1148		317				
Travel Time (s)	5.9								31.3		8.6				
Confl. Peds. (#/hr)	1			1	1			1	14			3	3	14	
Confl. Bikes (#/hr)			1								1		11		17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%	1%		
Adj. Flow (vph)	6	1	6	0	0	0	6	89	11	11	250	1			
Shared Lane Traffic (%)															
Lane Group Flow (vph)	0	13	0	0	0	0	0	106	0	0	262	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				Free				Free				
Intersection Summary															
Area Type:	Other														
Control Type:	Unsignalized														
Intersection Capacity Utilization	25.5%						ICU Level of Service A								
Analysis Period (min)	15														

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	5	0	0	0	5	80	10	10	225	1
Future Vol, veh/h	5	1	5	0	0	0	5	80	10	10	225	1
Conflicting Peds, #/hr	1	0	1	1	0	1	14	0	3	3	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	6	1	6	0	0	0	6	89	11	11	250	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	395	402	266	387	397	99	265	0	0	103	0	0
Stage 1	287	287	-	110	110	-	-	-	-	-	-	-
Stage 2	108	115	-	277	287	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	567	538	775	573	542	960	1287	-	-	1495	-	-
Stage 1	723	676	-	898	806	-	-	-	-	-	-	-
Stage 2	900	802	-	732	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	553	522	764	560	526	956	1270	-	-	1491	-	-
Mov Cap-2 Maneuver	553	522	-	560	526	-	-	-	-	-	-	-
Stage 1	710	661	-	891	800	-	-	-	-	-	-	-
Stage 2	895	796	-	718	661	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.8		0		0.4		0.3	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1270	-	-	629	-	1491	-
HCM Lane V/C Ratio	0.004	-	-	0.019	-	0.007	-
HCM Control Delay (s)	7.8	0	-	10.8	0	7.4	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-

Lanes, Volumes, Timings
600: Sherman Ave & Parking/Marston Ave

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	1	5	1	25	1	60	1	10	220	1
Future Volume (vph)	1	1	1	5	1	25	1	60	1	10	220	1
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		0.955			0.890			0.998			0.999	
Flt Protected		0.984			0.992			0.999			0.998	
Satd. Flow (prot)	0	1768	0	0	1629	0	0	1804	0	0	1876	0
Flt Permitted		0.984			0.992			0.999			0.998	
Satd. Flow (perm)	0	1768	0	0	1629	0	0	1804	0	0	1876	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		294			1372			312			1148	
Travel Time (s)		6.7			37.4			8.5			31.3	
Confl. Peds. (#/hr)	2		16	16		2	37		11	11		37
Confl. Bikes (#/hr)			1			1			9			15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	5%	5%	5%	1%	1%	1%
Adj. Flow (vph)	1	1	1	5	1	27	1	65	1	11	239	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	33	0	0	67	0	0	251	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			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	31.3%					ICU Level of Service A						
Analysis Period (min)	15											

Intersection													
Int Delay, s/veh	1.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	1	1	1	5	1	25	1	60	1	10	220	1	
Future Vol, veh/h	1	1	1	5	1	25	1	60	1	10	220	1	
Conflicting Peds, #/hr	2	0	16	16	0	2	37	0	11	11	0	37	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	1	1	1	3	3	3	5	5	5	1	1	1	
Mvmt Flow	1	1	1	5	1	27	1	65	1	11	239	1	

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	383	378	293	358	378	79	277	0	0	77	0	0
Stage 1	299	299	-	79	79	-	-	-	-	-	-	-
Stage 2	84	79	-	279	299	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.13	6.53	6.23	4.15	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.527	4.027	3.327	2.245	-	-	2.209	-	-
Pot Cap-1 Maneuver	577	555	749	596	552	979	1269	-	-	1528	-	-
Stage 1	712	668	-	927	827	-	-	-	-	-	-	-
Stage 2	927	831	-	725	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	535	526	712	575	523	967	1224	-	-	1512	-	-
Mov Cap-2 Maneuver	535	526	-	575	523	-	-	-	-	-	-	-
Stage 1	686	639	-	917	818	-	-	-	-	-	-	-
Stage 2	897	822	-	706	635	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	11.2		9.4			0.1		0.3		
HCM LOS	B		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1224	-	-	580	850	1512	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.04	0.007	-	-
HCM Control Delay (s)	7.9	0	-	11.2	9.4	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Lanes, Volumes, Timings
700: Sherman Ave & Baldwin St

AM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	25	35	10	55	170
Future Volume (vph)	1	25	35	10	55	170
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	0.870		0.970			
Flt Protected	0.998					0.988
Satd. Flow (prot)	1542	0	1807	0	0	1859
Flt Permitted	0.998					0.988
Satd. Flow (perm)	1542	0	1807	0	0	1859
Link Speed (mph)	25		25			25
Link Distance (ft)	1334		480			312
Travel Time (s)	36.4		13.1			8.5
Confl. Peds. (#/hr)	3	4		13	13	
Confl. Bikes (#/hr)		1		6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	2%	2%	1%	1%
Adj. Flow (vph)	1	27	38	11	60	185
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	49	0	0	245
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	25	35	10	55	170
Future Vol, veh/h	1	25	35	10	55	170
Conflicting Peds, #/hr	3	4	0	13	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	2	2	1	1
Mvmt Flow	1	27	38	11	60	185

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	365	61	0	0	62	0
Stage 1	57	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.11	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.209	-
Pot Cap-1 Maneuver	625	990	-	-	1547	-
Stage 1	953	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	589	974	-	-	1528	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	700	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	950	1528
HCM Lane V/C Ratio	-	-	0.03	0.039
HCM Control Delay (s)	-	-	8.9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Lanes, Volumes, Timings
800: E Johnson St & Marston Ave

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	10	10	705	1230	15
Future Volume (vph)	1	10	10	705	1230	15
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	70			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.877				0.998	
Flt Protected	0.995		0.950			
Satd. Flow (prot)	1642	0	1752	3505	3464	0
Flt Permitted	0.995		0.950			
Satd. Flow (perm)	1642	0	1752	3505	3464	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1372			261	626	
Travel Time (s)	37.4			7.1	17.1	
Confl. Peds. (#/hr)	1	1	8			8
Confl. Bikes (#/hr)		1				16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	3%	3%	4%	4%
Adj. Flow (vph)	1	10	10	727	1268	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	10	727	1283	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	1	10	10	705	1230	15
Future Vol, veh/h	1	10	10	705	1230	15
Conflicting Peds, #/hr	1	1	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	70	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	3	3	4	4
Mvmt Flow	1	10	10	727	1268	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1669	651	1291	0	-	0
Stage 1	1284	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.16	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.23	-	-	-
Pot Cap-1 Maneuver	88	414	528	-	-	-
Stage 1	226	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	85	410	524	-	-	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.3	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	524	-	304	-	-
HCM Lane V/C Ratio	0.02	-	0.037	-	-
HCM Control Delay (s)	12	-	17.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Lanes, Volumes, Timings
900: E Johnson St & Baldwin St

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Traffic Volume (vph)	20	55	20	225	10	40	20	655	80	125	1110	5
Future Volume (vph)	20	55	20	225	10	40	20	655	80	125	1110	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1769	1769	1900	1769	1769
Storage Length (ft)	0		0	0		50	90		0	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		0.99	0.99		1.00	1.00		1.00	1.00	
Frt		0.971			0.879			0.984				0.999
Flt Protected		0.990		0.950			0.950			0.950		
Satd. Flow (prot)	0	1797	0	1719	1572	0	1752	3203	0	1736	3228	0
Flt Permitted		0.936		0.697			0.209			0.296		
Satd. Flow (perm)	0	1696	0	1245	1572	0	385	3203	0	540	3228	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25				25
Link Distance (ft)		1334			254			313				261
Travel Time (s)		36.4			6.9			8.5				7.1
Confl. Peds. (#/hr)	6		12	12		1	8		4	4		8
Confl. Bikes (#/hr)			1			1			1			8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	21	57	21	232	10	41	21	675	82	129	1144	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	232	51	0	21	757	0	129	1149	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)		12			12			12				12
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	1.10	1.10	1.00	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
900: E Johnson St & Baldwin St

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	19.0		4.0	19.0	
Minimum Split (s)	10.5	10.5		9.5	9.5		9.5	23.5		8.5	23.5	
Total Split (s)	27.0	27.0		27.0	27.0		10.0	58.0		15.0	63.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		10.0%	58.0%		15.0%	63.0%	
Maximum Green (s)	21.5	21.5		22.5	22.5		5.5	53.5		10.5	58.5	
Yellow Time (s)	3.0	3.0		3.5	3.5		3.0	3.5		3.0	3.5	
All-Red Time (s)	2.5	2.5		1.0	1.0		1.5	1.0		1.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		20.0		21.0	21.0		63.6	58.5		69.4	66.0	
Actuated g/C Ratio		0.20		0.21	0.21		0.64	0.58		0.69	0.66	
v/c Ratio		0.29		0.89	0.15		0.07	0.40		0.28	0.54	
Control Delay		35.8		72.0	32.7		5.8	12.6		6.8	11.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		35.8		72.0	32.7		5.8	12.6		6.8	11.2	
LOS		D		E	C		A	B		A	B	
Approach Delay		35.8			64.9			12.4			10.8	
Approach LOS		D			E			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 43 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 18.6
 Intersection LOS: B
 Intersection Capacity Utilization 67.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 900: E Johnson St & Baldwin St



Queues
900: E Johnson St & Baldwin St

AM Peak
10/20/2022



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	99	232	51	21	757	129	1149
v/c Ratio	0.29	0.89	0.15	0.07	0.40	0.28	0.54
Control Delay	35.8	72.0	32.7	5.8	12.6	6.8	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	72.0	32.7	5.8	12.6	6.8	11.2
Queue Length 50th (ft)	53	142	26	4	134	25	166
Queue Length 95th (ft)	100	#272	58	11	185	44	296
Internal Link Dist (ft)	1254		174		233		181
Turn Bay Length (ft)				90		100	
Base Capacity (vph)	364	280	353	321	1872	503	2131
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.83	0.14	0.07	0.40	0.26	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
 900: E Johnson St & Baldwin St

AM Peak
 10/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕		↕	↕↕	
Traffic Volume (veh/h)	20	55	20	225	10	40	20	655	80	125	1110	5
Future Volume (veh/h)	20	55	20	225	10	40	20	655	80	125	1110	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1826	1826	1826	1856	1728	1728	1841	1714	1714
Adj Flow Rate, veh/h	21	57	21	232	10	41	21	675	82	129	1144	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	5	5	5	3	3	3	4	4	4
Cap, veh/h	89	219	71	328	60	245	328	1799	218	499	2118	9
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.02	0.61	0.61	0.05	0.64	0.64
Sat Flow, veh/h	232	1117	363	1271	305	1249	1767	2937	356	1753	3324	15
Grp Volume(v), veh/h	99	0	0	232	0	51	21	377	380	129	560	589
Grp Sat Flow(s),veh/h/ln	1712	0	0	1271	0	1554	1767	1641	1652	1753	1628	1711
Q Serve(g_s), s	0.0	0.0	0.0	12.6	0.0	2.7	0.4	11.5	11.6	2.7	19.0	19.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	17.2	0.0	2.7	0.4	11.5	11.6	2.7	19.0	19.0
Prop In Lane	0.21		0.21	1.00		0.80	1.00		0.22	1.00		0.01
Lane Grp Cap(c), veh/h	379	0	0	328	0	304	328	1006	1012	499	1037	1090
V/C Ratio(X)	0.26	0.00	0.00	0.71	0.00	0.17	0.06	0.37	0.38	0.26	0.54	0.54
Avail Cap(c_a), veh/h	411	0	0	366	0	350	386	1006	1012	601	1037	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	0.0	39.1	0.0	33.4	8.2	9.7	9.7	7.1	10.0	10.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	5.4	0.0	0.3	0.0	1.1	1.1	0.1	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	0.0	10.1	0.0	1.9	0.3	7.7	7.7	1.7	11.2	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	0.0	0.0	44.5	0.0	33.7	8.2	10.8	10.8	7.2	12.1	12.0
LnGrp LOS	C	A	A	D	A	C	A	B	B	A	B	B
Approach Vol, veh/h		99			283			778			1278	
Approach Delay, s/veh		34.6			42.5			10.7			11.5	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	65.8		25.1	6.7	68.2		25.1				
Change Period (Y+Rc), s	4.5	4.5		5.5	4.5	4.5		* 5.5				
Max Green Setting (Gmax), s	10.5	53.5		21.5	5.5	58.5		* 23				
Max Q Clear Time (g_c+I1), s	4.7	13.6		6.7	2.4	21.0		19.2				
Green Ext Time (p_c), s	0.1	5.9		0.4	0.0	10.5		0.3				

Intersection Summary

HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
100: Fordman Ave & Sherman Ave

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	5	5	195	270	175
Future Volume (vph)	90	5	5	195	270	175
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	0.993			0.947		
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1732	0	1752	1845	1764	0
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1732	0	1752	1845	1764	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	1011			843	605	
Travel Time (s)	27.6			19.2	13.8	
Confl. Peds. (#/hr)	1	1	6			6
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	3%	3%	2%	2%
Adj. Flow (vph)	97	5	5	210	290	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	0	5	210	478	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	90	5	5	195	270	175
Future Vol, veh/h	90	5	5	195	270	175
Conflicting Peds, #/hr	1	1	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	3	3	2	2
Mvmt Flow	97	5	5	210	290	188

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	611	391	484	0	-	0
Stage 1	390	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.13	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.227	-	-	-
Pot Cap-1 Maneuver	454	653	1074	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	446	649	1068	-	-	-
Mov Cap-2 Maneuver	446	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1068	-	453	-	-
HCM Lane V/C Ratio	0.005	-	0.225	-	-
HCM Control Delay (s)	8.4	-	15.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Lanes, Volumes, Timings
200: Sherman Ave & N Fuller Dr

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	1	105	230	5
Future Volume (vph)	5	5	1	105	230	5
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	0.932				0.997	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1863	1876	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1863	1876	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	561			1072	1011	
Travel Time (s)	15.3			29.2	27.6	
Confl. Peds. (#/hr)	1	1	28			28
Confl. Bikes (#/hr)		1				3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	6	6	1	118	258	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	119	264	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			L		T
Traffic Vol, veh/h	5	5	1	105	230	5
Future Vol, veh/h	5	5	1	105	230	5
Conflicting Peds, #/hr	1	1	28	0	0	28
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	6	6	1	118	258	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	410	290	292	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	600	752	1270	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	731	1236	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1236	-	639	-	-
HCM Lane V/C Ratio	0.001	-	0.018	-	-
HCM Control Delay (s)	7.9	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Sherman Ave & S Fuller Dr

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	100	225	1
Future Volume (vph)	5	5	5	100	225	1
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	0.932				0.999	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1711	0	0	1806	1879	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1806	1879	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	539			866	1072	
Travel Time (s)	14.7			23.6	29.2	
Confl. Peds. (#/hr)	1	1	14			14
Confl. Bikes (#/hr)		1				17
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	5%	5%	1%	1%
Adj. Flow (vph)	6	6	6	114	256	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	120	257	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	5	5	100	225	1
Future Vol, veh/h	5	5	5	100	225	1
Conflicting Peds, #/hr	1	1	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	5	5	1	1
Mvmt Flow	6	6	6	114	256	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	398	272	271	0	-	0
Stage 1	271	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.15	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.245	-	-	-
Pot Cap-1 Maneuver	609	769	1275	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	590	758	1258	-	-	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1258	-	664	-	-
HCM Lane V/C Ratio	0.005	-	0.017	-	-
HCM Control Delay (s)	7.9	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
400: Sherman Ave & North D/W

AM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	20	100	15	10	230
Future Volume (vph)	35	20	100	15	10	230
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	0.951		0.982			
Flt Protected	0.969					0.998
Satd. Flow (prot)	1734	0	1760	0	0	1877
Flt Permitted	0.969					0.998
Satd. Flow (perm)	1734	0	1760	0	0	1877
Link Speed (mph)	25		25			25
Link Distance (ft)	525		317			866
Travel Time (s)	14.3		8.6			23.6
Confl. Peds. (#/hr)	1	1		10	10	
Confl. Bikes (#/hr)		2		12		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	6%	6%	1%	1%
Adj. Flow (vph)	37	21	105	16	11	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	121	0	0	253
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.7%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	20	100	15	10	230
Future Vol, veh/h	35	20	100	15	10	230
Conflicting Peds, #/hr	1	1	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	6	6	1	1
Mvmt Flow	37	21	105	16	11	242

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	388	124	0	0	131
Stage 1	123	-	-	-	-
Stage 2	265	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	617	929	-	-	1460
Stage 1	905	-	-	-	-
Stage 2	782	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	605	919	-	-	1446
Mov Cap-2 Maneuver	605	-	-	-	-
Stage 1	896	-	-	-	-
Stage 2	774	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	691	1446
HCM Lane V/C Ratio	-	-	0.084	0.007
HCM Control Delay (s)	-	-	10.7	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Lanes, Volumes, Timings
500: Sherman Ave & Driveway/South D/W

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	1	5	40	1	15	5	95	15	5	260	1
Future Volume (vph)	5	1	5	40	1	15	5	95	15	5	260	1
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		0.938			0.963			0.982				
Flt Protected		0.977			0.966			0.998			0.999	
Satd. Flow (prot)	0	1724	0	0	1750	0	0	1790	0	0	1879	0
Flt Permitted		0.977			0.966			0.998			0.999	
Satd. Flow (perm)	0	1724	0	0	1750	0	0	1790	0	0	1879	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		261			535			1148			317	
Travel Time (s)		5.9			14.6			31.3			8.6	
Confl. Peds. (#/hr)	1		1	1		1	14		3	3		14
Confl. Bikes (#/hr)			1			1			11			17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	6	1	6	44	1	17	6	106	17	6	289	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	62	0	0	129	0	0	296	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			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.5%					ICU Level of Service A						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	5	40	1	15	5	95	15	5	260	1
Future Vol, veh/h	5	1	5	40	1	15	5	95	15	5	260	1
Conflicting Peds, #/hr	1	0	1	1	0	1	14	0	3	3	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	6	1	6	44	1	17	6	106	17	6	289	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	453	454	305	436	446	119	304	0	0	126	0	0
Stage 1	316	316	-	130	130	-	-	-	-	-	-	-
Stage 2	137	138	-	306	316	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	519	503	737	532	509	935	1246	-	-	1467	-	-
Stage 1	697	657	-	876	791	-	-	-	-	-	-	-
Stage 2	869	784	-	706	657	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	498	490	726	521	496	931	1229	-	-	1463	-	-
Mov Cap-2 Maneuver	498	490	-	521	496	-	-	-	-	-	-	-
Stage 1	684	645	-	869	785	-	-	-	-	-	-	-
Stage 2	847	778	-	695	645	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		11.8		0.3		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1229	-	-	580	590	1463	-
HCM Lane V/C Ratio	0.005	-	-	0.021	0.105	0.004	-
HCM Control Delay (s)	7.9	0	-	11.3	11.8	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-

Lanes, Volumes, Timings
600: Sherman Ave & Parking/Marston Ave

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	1	5	1	35	1	70	1	35	270	1
Future Volume (vph)	1	1	1	5	1	35	1	70	1	35	270	1
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		0.955			0.883			0.998				
Flt Protected		0.984			0.994			0.999			0.994	
Satd. Flow (prot)	0	1768	0	0	1619	0	0	1804	0	0	1870	0
Flt Permitted		0.984			0.994			0.999			0.994	
Satd. Flow (perm)	0	1768	0	0	1619	0	0	1804	0	0	1870	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		294			1372			312			1148	
Travel Time (s)		6.7			37.4			8.5			31.3	
Confl. Peds. (#/hr)	2		16	16		2	37		11	11		37
Confl. Bikes (#/hr)			1			1			9			15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	5%	5%	5%	1%	1%	1%
Adj. Flow (vph)	1	1	1	5	1	38	1	76	1	38	293	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	44	0	0	78	0	0	332	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			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection													
Int Delay, s/veh	1.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	1	1	1	5	1	35	1	70	1	35	270	1	
Future Vol, veh/h	1	1	1	5	1	35	1	70	1	35	270	1	
Conflicting Peds, #/hr	2	0	16	16	0	2	37	0	11	11	0	37	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	1	1	1	3	3	3	5	5	5	1	1	1	
Mvmt Flow	1	1	1	5	1	38	1	76	1	38	293	1	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	507	497	347	477	497	90	331	0	0	88	0	0
Stage 1	407	407	-	90	90	-	-	-	-	-	-	-
Stage 2	100	90	-	387	407	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.13	6.53	6.23	4.15	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.527	4.027	3.327	2.245	-	-	2.209	-	-
Pot Cap-1 Maneuver	478	476	698	497	473	965	1212	-	-	1514	-	-
Stage 1	623	599	-	915	818	-	-	-	-	-	-	-
Stage 2	909	822	-	635	596	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	431	441	663	471	438	953	1169	-	-	1498	-	-
Mov Cap-2 Maneuver	431	441	-	471	438	-	-	-	-	-	-	-
Stage 1	601	561	-	905	809	-	-	-	-	-	-	-
Stage 2	869	813	-	604	558	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.4			9.6			0.1			0.9		
HCM LOS	B			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	492	826	1498	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.054	0.025	-	-
HCM Control Delay (s)	8.1	0	-	12.4	9.6	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Lanes, Volumes, Timings
700: Sherman Ave & Baldwin St

AM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	35	35	10	100	175
Future Volume (vph)	1	35	35	10	100	175
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	0.868		0.970			
Flt Protected	0.999					0.982
Satd. Flow (prot)	1540	0	1807	0	0	1847
Flt Permitted	0.999					0.982
Satd. Flow (perm)	1540	0	1807	0	0	1847
Link Speed (mph)	25		25			25
Link Distance (ft)	1334		480			312
Travel Time (s)	36.4		13.1			8.5
Confl. Peds. (#/hr)	3	4		13	13	
Confl. Bikes (#/hr)		1		6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	2%	2%	1%	1%
Adj. Flow (vph)	1	38	38	11	109	190
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	49	0	0	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.7%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	35	35	10	100	175
Future Vol, veh/h	1	35	35	10	100	175
Conflicting Peds, #/hr	3	4	0	13	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	2	2	1	1
Mvmt Flow	1	38	38	11	109	190

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	468	61	0	0	62
Stage 1	57	-	-	-	-
Stage 2	411	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.11
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.209
Pot Cap-1 Maneuver	544	990	-	-	1547
Stage 1	953	-	-	-	-
Stage 2	659	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	493	974	-	-	1528
Mov Cap-2 Maneuver	493	-	-	-	-
Stage 1	942	-	-	-	-
Stage 2	604	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	948	1528
HCM Lane V/C Ratio	-	-	0.041	0.071
HCM Control Delay (s)	-	-	9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2

Lanes, Volumes, Timings
800: E Johnson St & Marston Ave

AM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	25	10	735	1230	25
Future Volume (vph)	10	25	10	735	1230	25
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	70			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.902				0.997	
Flt Protected	0.986		0.950			
Satd. Flow (prot)	1673	0	1752	3505	3461	0
Flt Permitted	0.986		0.950			
Satd. Flow (perm)	1673	0	1752	3505	3461	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1372			261	626	
Travel Time (s)	37.4			7.1	17.1	
Confl. Peds. (#/hr)	1	1	8			8
Confl. Bikes (#/hr)		1				16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	3%	3%	4%	4%
Adj. Flow (vph)	10	26	10	758	1268	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	10	758	1294	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.1% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	25	10	735	1230	25
Future Vol, veh/h	10	25	10	735	1230	25
Conflicting Peds, #/hr	1	1	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	70	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	3	3	4	4
Mvmt Flow	10	26	10	758	1268	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1689	656	1302	0	-	0
Stage 1	1289	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.16	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.23	-	-	-
Pot Cap-1 Maneuver	85	410	522	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	82	406	518	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	218	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.2	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	518	-	191	-	-
HCM Lane V/C Ratio	0.02	-	0.189	-	-
HCM Control Delay (s)	12.1	-	28.2	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Lanes, Volumes, Timings
900: E Johnson St & Baldwin St

AM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Traffic Volume (vph)	50	55	65	225	10	40	30	655	80	125	1125	5
Future Volume (vph)	50	55	65	225	10	40	30	655	80	125	1125	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1769	1769	1900	1769	1769
Storage Length (ft)	0		0	0		50	90		0	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		0.99	0.99		1.00	1.00		1.00	1.00	
Frt		0.949			0.879			0.984				0.999
Flt Protected		0.985		0.950			0.950			0.950		
Satd. Flow (prot)	0	1739	0	1719	1572	0	1752	3203	0	1736	3228	0
Flt Permitted		0.892		0.569			0.192			0.295		
Satd. Flow (perm)	0	1571	0	1019	1572	0	354	3203	0	538	3228	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25				25
Link Distance (ft)		1334			254			313				261
Travel Time (s)		36.4			6.9			8.5				7.1
Confl. Peds. (#/hr)	6		12	12		1	8		4	4		8
Confl. Bikes (#/hr)			1			1			1			8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	52	57	67	232	10	41	31	675	82	129	1160	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	176	0	232	51	0	31	757	0	129	1165	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)		12			12			12				12
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	1.10	1.10	1.00	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
 900: E Johnson St & Baldwin St

AM Peak
 10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	19.0		4.0	19.0	
Minimum Split (s)	10.5	10.5		9.5	9.5		9.5	23.5		8.5	23.5	
Total Split (s)	27.0	27.0		27.0	27.0		10.0	58.0		15.0	63.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		10.0%	58.0%		15.0%	63.0%	
Maximum Green (s)	21.5	21.5		22.5	22.5		5.5	53.5		10.5	58.5	
Yellow Time (s)	3.0	3.0		3.5	3.5		3.0	3.5		3.0	3.5	
All-Red Time (s)	2.5	2.5		1.0	1.0		1.5	1.0		1.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		21.5		22.5	22.5		62.2	57.0		67.4	62.6	
Actuated g/C Ratio		0.22		0.22	0.22		0.62	0.57		0.67	0.63	
v/c Ratio		0.52		1.01	0.14		0.11	0.41		0.29	0.58	
Control Delay		41.1		103.4	32.4		6.2	13.2		7.1	13.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		41.1		103.4	32.4		6.2	13.2		7.1	13.1	
LOS		D		F	C		A	B		A	B	
Approach Delay		41.1			90.6			12.9			12.5	
Approach LOS		D			F			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 43 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 23.3 Intersection LOS: C
 Intersection Capacity Utilization 68.1% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 900: E Johnson St & Baldwin St



Queues
900: E Johnson St & Baldwin St

AM Peak
10/20/2022



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	176	232	51	31	757	129	1165
v/c Ratio	0.52	1.01	0.14	0.11	0.41	0.29	0.58
Control Delay	41.1	103.4	32.4	6.2	13.2	7.1	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	103.4	32.4	6.2	13.2	7.1	13.1
Queue Length 50th (ft)	100	~152	26	6	134	25	233
Queue Length 95th (ft)	169	#306	58	14	185	44	302
Internal Link Dist (ft)	1254		174		233		181
Turn Bay Length (ft)				90		100	
Base Capacity (vph)	337	229	353	298	1825	494	2021
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.01	0.14	0.10	0.41	0.26	0.58

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
 900: E Johnson St & Baldwin St

AM Peak
 10/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕		↕	↕↕	
Traffic Volume (veh/h)	50	55	65	225	10	40	30	655	80	125	1125	5
Future Volume (veh/h)	50	55	65	225	10	40	30	655	80	125	1125	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1826	1826	1826	1856	1728	1728	1841	1714	1714
Adj Flow Rate, veh/h	52	57	67	232	10	41	31	675	82	129	1160	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	5	5	5	3	3	3	4	4	4
Cap, veh/h	129	141	138	318	69	282	308	1707	207	474	1998	9
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.03	0.58	0.58	0.05	0.60	0.60
Sat Flow, veh/h	368	627	611	1224	305	1252	1767	2937	356	1753	3324	14
Grp Volume(v), veh/h	176	0	0	232	0	51	31	377	380	129	568	597
Grp Sat Flow(s),veh/h/ln	1606	0	0	1224	0	1557	1767	1641	1652	1753	1628	1711
Q Serve(g_s), s	4.5	0.0	0.0	11.9	0.0	2.6	0.7	12.5	12.5	2.9	21.4	21.4
Cycle Q Clear(g_c), s	9.2	0.0	0.0	21.1	0.0	2.6	0.7	12.5	12.5	2.9	21.4	21.4
Prop In Lane	0.30		0.38	1.00		0.80	1.00		0.22	1.00		0.01
Lane Grp Cap(c), veh/h	408	0	0	318	0	350	308	954	960	474	979	1028
V/C Ratio(X)	0.43	0.00	0.00	0.73	0.00	0.15	0.10	0.40	0.40	0.27	0.58	0.58
Avail Cap(c_a), veh/h	408	0	0	318	0	350	354	954	960	573	979	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	0.0	39.0	0.0	31.0	9.7	11.4	11.4	8.4	12.2	12.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	8.3	0.0	0.2	0.1	1.2	1.2	0.1	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.0	0.0	10.4	0.0	1.8	0.5	8.3	8.3	1.9	12.7	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	0.0	47.3	0.0	31.2	9.8	12.6	12.6	8.5	14.7	14.6
LnGrp LOS	C	A	A	D	A	C	A	B	B	A	B	B
Approach Vol, veh/h		176			283			788			1294	
Approach Delay, s/veh		34.2			44.4			12.5			14.0	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	62.6		28.0	7.4	64.6		28.0				
Change Period (Y+Rc), s	4.5	4.5		5.5	4.5	4.5		* 5.5				
Max Green Setting (Gmax), s	10.5	53.5		21.5	5.5	58.5		* 23				
Max Q Clear Time (g_c+I1), s	4.9	14.5		11.2	2.7	23.4		23.1				
Green Ext Time (p_c), s	0.1	5.9		0.7	0.0	10.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
100: Fordman Ave & Sherman Ave

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	165	5	5	300	230	185
Future Volume (vph)	165	5	5	300	230	185
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	0.996				0.940	
Flt Protected	0.954		0.950			
Satd. Flow (prot)	1753	0	1770	1863	1768	0
Flt Permitted	0.954		0.950			
Satd. Flow (perm)	1753	0	1770	1863	1768	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	1011			843	605	
Travel Time (s)	27.6			19.2	13.8	
Confl. Peds. (#/hr)	1	3	13			13
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	2%	2%	1%	1%
Adj. Flow (vph)	170	5	5	309	237	191
Shared Lane Traffic (%)						
Lane Group Flow (vph)	175	0	5	309	428	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	165	5	5	300	230	185
Future Vol, veh/h	165	5	5	300	230	185
Conflicting Peds, #/hr	1	3	13	0	0	13
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	170	5	5	309	237	191

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	666	349	441	0	-	0
Stage 1	346	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	423	692	1119	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	411	681	1105	-	-	-
Mov Cap-2 Maneuver	411	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1105	-	416	-	-
HCM Lane V/C Ratio	0.005	-	0.421	-	-
HCM Control Delay (s)	8.3	-	19.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	2	-	-

Lanes, Volumes, Timings
200: Sherman Ave & N Fuller Dr

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	1	1	210	200	10
Future Volume (vph)	10	1	1	210	200	10
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	0.988			0.994		
Flt Protected	0.957					
Satd. Flow (prot)	1648	0	0	1863	1870	0
Flt Permitted	0.957					
Satd. Flow (perm)	1648	0	0	1863	1870	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	561			1072	1011	
Travel Time (s)	15.3			29.2	27.6	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	9%	2%	2%	1%	1%
Adj. Flow (vph)	10	1	1	219	208	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	220	218	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	1	1	210	200	10
Future Vol, veh/h	10	1	1	210	200	10
Conflicting Peds, #/hr	1	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	9	9	2	2	1	1
Mvmt Flow	10	1	1	219	208	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	439	218	222	0	-	0
Stage 1	217	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.12	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.218	-	-	-
Pot Cap-1 Maneuver	562	805	1347	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	801	1342	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1342	-	573	-	-
HCM Lane V/C Ratio	0.001	-	0.02	-	-
HCM Control Delay (s)	7.7	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Sherman Ave & S Fuller Dr

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	200	190	5
Future Volume (vph)	5	5	5	200	190	5
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	0.932			0.997		
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1557	0	0	1879	1876	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1557	0	0	1879	1876	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	539			866	1072	
Travel Time (s)	14.7			23.6	29.2	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	11%	11%	1%	1%	1%	1%
Adj. Flow (vph)	5	5	5	220	209	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	225	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	5	5	200	190	5
Future Vol, veh/h	5	5	5	200	190	5
Conflicting Peds, #/hr	1	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	11	11	1	1	1	1
Mvmt Flow	5	5	5	220	209	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	447	217	218	0	-	0
Stage 1	216	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.51	6.31	4.11	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.209	-	-	-
Pot Cap-1 Maneuver	553	801	1358	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	546	797	1353	-	-	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	648	-	-
HCM Lane V/C Ratio	0.004	-	0.017	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
400: Sherman Ave & North D/W

PM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	25	210	45	15	180
Future Volume (vph)	15	25	210	45	15	180
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	0.915		0.976			
Flt Protected	0.982					0.996
Satd. Flow (prot)	1690	0	1818	0	0	1874
Flt Permitted	0.982					0.996
Satd. Flow (perm)	1690	0	1818	0	0	1874
Link Speed (mph)	25		25			25
Link Distance (ft)	525		317			866
Travel Time (s)	14.3		8.6			23.6
Confl. Peds. (#/hr)	1	1		8	8	
Confl. Bikes (#/hr)		1		32		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	16	27	228	49	16	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	277	0	0	212
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	15	25	210	45	15	180
Future Vol, veh/h	15	25	210	45	15	180
Conflicting Peds, #/hr	1	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	16	27	228	49	16	196

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	490	262	0	0	285
Stage 1	261	-	-	-	-
Stage 2	229	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	539	779	-	-	1283
Stage 1	785	-	-	-	-
Stage 2	811	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	527	772	-	-	1273
Mov Cap-2 Maneuver	527	-	-	-	-
Stage 1	779	-	-	-	-
Stage 2	799	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1273
HCM Lane V/C Ratio	-	-	0.066	0.013
HCM Control Delay (s)	-	-	10.9	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings
500: Sherman Ave & Driveway/South D/W

PM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	1	5	20	1	15	5	235	45	10	180	5
Future Volume (vph)	5	1	5	20	1	15	5	235	45	10	180	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		0.939			0.945			0.979			0.997	
Flt Protected		0.978			0.973			0.999			0.997	
Satd. Flow (prot)	0	1572	0	0	1730	0	0	1840	0	0	1870	0
Flt Permitted		0.978			0.973			0.999			0.997	
Satd. Flow (perm)	0	1572	0	0	1730	0	0	1840	0	0	1870	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		261			535			1148			317	
Travel Time (s)		5.9			14.6			31.3			8.6	
Confl. Peds. (#/hr)	1		1	1		1	4		3	3		4
Confl. Bikes (#/hr)			1			1			29			14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	11%	11%	11%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	5	1	5	22	1	16	5	258	49	11	198	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	39	0	0	312	0	0	214	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			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.1%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	5	20	1	15	5	235	45	10	180	5
Future Vol, veh/h	5	1	5	20	1	15	5	235	45	10	180	5
Conflicting Peds, #/hr	1	0	1	1	0	1	4	0	3	3	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	11	11	11	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	1	5	22	1	16	5	258	49	11	198	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	529	547	206	523	525	287	207	0	0	310	0	0
Stage 1	227	227	-	296	296	-	-	-	-	-	-	-
Stage 2	302	320	-	227	229	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	446	432	812	466	459	754	1370	-	-	1256	-	-
Stage 1	756	700	-	715	670	-	-	-	-	-	-	-
Stage 2	688	636	-	778	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	429	423	808	455	449	751	1365	-	-	1252	-	-
Mov Cap-2 Maneuver	429	423	-	455	449	-	-	-	-	-	-	-
Stage 1	750	690	-	710	665	-	-	-	-	-	-	-
Stage 2	668	632	-	763	707	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		12.1		0.1		0.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1365	-	-	544	544	1252	-
HCM Lane V/C Ratio	0.004	-	-	0.022	0.073	0.009	-
HCM Control Delay (s)	7.6	0	-	11.8	12.1	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Lanes, Volumes, Timings
600: Sherman Ave & Parking/Marston Ave

PM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	5	10	5	10	90	1	185	5	15	170	5
Future Volume (vph)	5	5	10	5	10	90	1	185	5	15	170	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		0.935			0.885			0.996			0.996	
Flt Protected		0.987			0.997						0.996	
Satd. Flow (prot)	0	1736	0	0	1644	0	0	1855	0	0	1866	0
Flt Permitted		0.987			0.997						0.996	
Satd. Flow (perm)	0	1736	0	0	1644	0	0	1855	0	0	1866	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		294			1372			312			1148	
Travel Time (s)		6.7			37.4			8.5			31.3	
Confl. Peds. (#/hr)	3		17	17		3	13		22	22		13
Confl. Bikes (#/hr)			1			1			19			11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	6	6	11	6	11	100	1	206	6	17	189	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	117	0	0	213	0	0	212	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			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection													
Int Delay, s/veh	3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	5	5	10	5	10	90	1	185	5	15	170	5	
Future Vol, veh/h	5	5	10	5	10	90	1	185	5	15	170	5	
Conflicting Peds, #/hr	3	0	17	17	0	3	13	0	22	22	0	13	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	1	1	1	2	2	2	2	2	2	1	1	1	
Mvmt Flow	6	6	11	6	11	100	1	206	6	17	189	6	

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	509	475	222	485	475	234	208	0	0	234	0	0
Stage 1	239	239	-	233	233	-	-	-	-	-	-	-
Stage 2	270	236	-	252	242	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	476	490	820	492	488	805	1363	-	-	1339	-	-
Stage 1	767	709	-	770	712	-	-	-	-	-	-	-
Stage 2	738	712	-	752	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	397	466	797	458	465	786	1346	-	-	1311	-	-
Mov Cap-2 Maneuver	397	466	-	458	465	-	-	-	-	-	-	-
Stage 1	757	690	-	753	696	-	-	-	-	-	-	-
Stage 2	631	696	-	713	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11	0	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1346	-	-	558	715	1311	-
HCM Lane V/C Ratio	0.001	-	-	0.04	0.163	0.013	-
HCM Control Delay (s)	7.7	0	-	11.7	11	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-

Lanes, Volumes, Timings
700: Sherman Ave & Baldwin St

PM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	100	90	10	60	125
Future Volume (vph)	5	100	90	10	60	125
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	0.871		0.986			
Flt Protected	0.998					0.984
Satd. Flow (prot)	1603	0	1855	0	0	1851
Flt Permitted	0.998					0.984
Satd. Flow (perm)	1603	0	1855	0	0	1851
Link Speed (mph)	25		25			25
Link Distance (ft)	1334		480			312
Travel Time (s)	36.4		13.1			8.5
Confl. Peds. (#/hr)	4	3		31	31	
Confl. Bikes (#/hr)		1		16		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	5	106	96	11	64	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	107	0	0	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	100	90	10	60	125
Future Vol, veh/h	5	100	90	10	60	125
Conflicting Peds, #/hr	4	3	0	31	31	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	5	106	96	11	64	133

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	398	136	0	0	138	0
Stage 1	133	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.11	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.209	-
Pot Cap-1 Maneuver	605	910	-	-	1452	-
Stage 1	891	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	556	881	-	-	1409	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	2.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	857	1409
HCM Lane V/C Ratio	-	-	0.13	0.045
HCM Control Delay (s)	-	-	9.8	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Lanes, Volumes, Timings
800: E Johnson St & Marston Ave

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	15	40	1425	935	60
Future Volume (vph)	10	15	40	1425	935	60
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	70			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.917				0.991	
Flt Protected	0.981		0.950			
Satd. Flow (prot)	1692	0	1770	3539	3507	0
Flt Permitted	0.981		0.950			
Satd. Flow (perm)	1692	0	1770	3539	3507	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1372			261	626	
Travel Time (s)	37.4			7.1	17.1	
Confl. Peds. (#/hr)	1	4	24			24
Confl. Bikes (#/hr)		1				30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Adj. Flow (vph)	10	16	42	1484	974	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	42	1484	1037	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	10	15	40	1425	935	60
Future Vol, veh/h	10	15	40	1425	935	60
Conflicting Peds, #/hr	1	4	24	0	0	24
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	70	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	10	16	42	1484	974	63

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1857	547	1061	0	-	0
Stage 1	1030	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.14	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.22	-	-	-
Pot Cap-1 Maneuver	66	484	652	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	471	637	-	-	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	383	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.6	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	637	-	124	-	-
HCM Lane V/C Ratio	0.065	-	0.21	-	-
HCM Control Delay (s)	11	-	41.6	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Lanes, Volumes, Timings
900: E Johnson St & Baldwin St

PM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕		↙	↕	
Traffic Volume (vph)	25	40	30	180	30	60	80	1380	105	75	865	10
Future Volume (vph)	25	40	30	180	30	60	80	1380	105	75	865	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1769	1769	1900	1769	1769
Storage Length (ft)	0		0	0		50	90		0	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		0.99	0.98		1.00	1.00		1.00	1.00	
Frt		0.957		0.900			0.989			0.998		
Flt Protected		0.987		0.950			0.950			0.950		
Satd. Flow (prot)	0	1763	0	1787	1659	0	1770	3253	0	1770	3287	0
Flt Permitted		0.901		0.675			0.275			0.105		
Satd. Flow (perm)	0	1604	0	1260	1659	0	512	3253	0	196	3287	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25		25			25			25		25
Link Distance (ft)		1334		254			313			261		
Travel Time (s)		36.4		6.9			8.5			7.1		
Confl. Peds. (#/hr)	9		7	7		9	2		4	4		2
Confl. Bikes (#/hr)			3			6			1			31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	26	41	31	186	31	62	82	1423	108	77	892	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	186	93	0	82	1531	0	77	902	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)		12		12			12			12		12
Link Offset(ft)		0		0			0			0		0
Crosswalk Width(ft)		16		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	1.10	1.10	1.00	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		94			94			94		94
Detector 2 Size(ft)		6		6			6			6		6
Detector 2 Type		Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
900: E Johnson St & Baldwin St

PM Peak
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	19.0		4.0	19.0	
Minimum Split (s)	10.5	10.5		9.5	9.5		9.5	23.5		8.5	23.5	
Total Split (s)	28.0	28.0		28.0	28.0		12.0	68.0		14.0	70.0	
Total Split (%)	25.5%	25.5%		25.5%	25.5%		10.9%	61.8%		12.7%	63.6%	
Maximum Green (s)	22.5	22.5		23.5	23.5		7.5	63.5		9.5	65.5	
Yellow Time (s)	3.0	3.0		3.5	3.5		3.0	3.5		3.0	3.5	
All-Red Time (s)	2.5	2.5		1.0	1.0		1.5	1.0		1.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		18.9		19.9	19.9		77.5	72.5		77.5	72.5	
Actuated g/C Ratio		0.17		0.18	0.18		0.70	0.66		0.70	0.66	
v/c Ratio		0.36		0.82	0.31		0.19	0.71		0.35	0.42	
Control Delay		42.8		69.9	40.7		5.8	16.1		9.1	10.7	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		42.8		69.9	40.7		5.8	16.1		9.1	10.7	
LOS		D		E	D		A	B		A	B	
Approach Delay		42.8			60.2			15.6			10.5	
Approach LOS		D			E			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 80 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 19.0
 Intersection LOS: B
 Intersection Capacity Utilization 76.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 900: E Johnson St & Baldwin St



Queues
900: E Johnson St & Baldwin St

PM Peak
10/20/2022



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	98	186	93	82	1531	77	902
v/c Ratio	0.36	0.82	0.31	0.19	0.71	0.35	0.42
Control Delay	42.8	69.9	40.7	5.8	16.1	9.1	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	69.9	40.7	5.8	16.1	9.1	10.7
Queue Length 50th (ft)	61	125	56	15	366	14	158
Queue Length 95th (ft)	109	#219	103	30	509	29	221
Internal Link Dist (ft)	1254		174		233		181
Turn Bay Length (ft)				90		100	
Base Capacity (vph)	328	269	354	451	2142	278	2165
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.69	0.26	0.18	0.71	0.28	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
 900: E Johnson St & Baldwin St

PM Peak
 10/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↕		↗	↕	
Traffic Volume (veh/h)	25	40	30	180	30	60	80	1380	105	75	865	10
Future Volume (veh/h)	25	40	30	180	30	60	80	1380	105	75	865	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1741	1741	1870	1741	1741
Adj Flow Rate, veh/h	26	41	31	186	31	62	82	1423	108	77	892	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	89	132	83	278	89	179	474	2091	158	257	2221	25
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.04	0.67	0.67	0.03	0.66	0.66
Sat Flow, veh/h	291	807	508	1322	547	1093	1781	3112	235	1781	3350	38
Grp Volume(v), veh/h	98	0	0	186	0	93	82	753	778	77	441	461
Grp Sat Flow(s),veh/h/ln	1606	0	0	1322	0	1640	1781	1654	1692	1781	1654	1733
Q Serve(g_s), s	0.3	0.0	0.0	9.6	0.0	5.5	1.6	30.2	30.7	1.5	13.5	13.5
Cycle Q Clear(g_c), s	5.8	0.0	0.0	15.4	0.0	5.5	1.6	30.2	30.7	1.5	13.5	13.5
Prop In Lane	0.27		0.32	1.00		0.67	1.00		0.14	1.00		0.02
Lane Grp Cap(c), veh/h	304	0	0	278	0	268	474	1112	1137	257	1097	1149
V/C Ratio(X)	0.32	0.00	0.00	0.67	0.00	0.35	0.17	0.68	0.68	0.30	0.40	0.40
Avail Cap(c_a), veh/h	369	0	0	345	0	350	521	1112	1137	353	1097	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	0.0	0.0	45.0	0.0	40.8	6.0	10.9	11.0	10.5	8.5	8.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.6	0.0	0.8	0.1	3.3	3.3	0.2	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.0	0.0	9.0	0.0	4.2	1.0	16.7	17.2	1.0	8.5	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	0.0	48.6	0.0	41.6	6.0	14.2	14.3	10.7	9.6	9.6
LnGrp LOS	D	A	A	D	A	D	A	B	B	B	A	A
Approach Vol, veh/h		98			279			1613			979	
Approach Delay, s/veh		41.4			46.2			13.8			9.7	
Approach LOS		D			D			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	78.4		23.5	9.1	77.4		23.5				
Change Period (Y+Rc), s	4.5	4.5		5.5	4.5	4.5		* 5.5				
Max Green Setting (Gmax), s	9.5	63.5		22.5	7.5	65.5		* 24				
Max Q Clear Time (g_c+I1), s	3.5	32.7		7.8	3.6	15.5		17.4				
Green Ext Time (p_c), s	0.0	15.3		0.4	0.0	7.6		0.6				

Intersection Summary

HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
100: Fordman Ave & Sherman Ave

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	155	5	5	300	230	170
Future Volume (vph)	155	5	5	300	230	170
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	0.996			0.943		
Flt Protected	0.954		0.950			
Satd. Flow (prot)	1753	0	1770	1863	1774	0
Flt Permitted	0.954		0.950			
Satd. Flow (perm)	1753	0	1770	1863	1774	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	1011			843	605	
Travel Time (s)	27.6			19.2	13.8	
Confl. Peds. (#/hr)	1	3	13			13
Confl. Bikes (#/hr)	1					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	2%	2%	1%	1%
Adj. Flow (vph)	160	5	5	309	237	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	0	5	309	412	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop		Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	155	5	5	300	230	170
Future Vol, veh/h	155	5	5	300	230	170
Conflicting Peds, #/hr	1	3	13	0	0	13
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	160	5	5	309	237	175

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	658	341	425	0	-	0
Stage 1	338	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	428	699	1134	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	416	688	1120	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1120	-	421	-	-
HCM Lane V/C Ratio	0.005	-	0.392	-	-
HCM Control Delay (s)	8.2	-	19	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.8	-	-

Lanes, Volumes, Timings
200: Sherman Ave & N Fuller Dr

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	1	1	200	185	10
Future Volume (vph)	10	1	1	200	185	10
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	0.988				0.993	
Flt Protected	0.957					
Satd. Flow (prot)	1648	0	0	1863	1868	0
Flt Permitted	0.957					
Satd. Flow (perm)	1648	0	0	1863	1868	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	561			1072	1011	
Travel Time (s)	15.3			29.2	27.6	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	9%	2%	2%	1%	1%
Adj. Flow (vph)	10	1	1	208	193	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	209	203	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
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	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	1	1	200	185	10
Future Vol, veh/h	10	1	1	200	185	10
Conflicting Peds, #/hr	1	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	9	9	2	2	1	1
Mvmt Flow	10	1	1	208	193	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	413	203	207	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.12	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.218	-	-	-
Pot Cap-1 Maneuver	582	820	1364	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	577	816	1359	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1359	-	593	-	-
HCM Lane V/C Ratio	0.001	-	0.019	-	-
HCM Control Delay (s)	7.7	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Sherman Ave & S Fuller Dr

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	190	175	5
Future Volume (vph)	5	5	5	190	175	5
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	0.932				0.997	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1557	0	0	1879	1876	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1557	0	0	1879	1876	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	539			866	1072	
Travel Time (s)	14.7			23.6	29.2	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	11%	11%	1%	1%	1%	1%
Adj. Flow (vph)	5	5	5	209	192	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	214	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	5	5	190	175	5
Future Vol, veh/h	5	5	5	190	175	5
Conflicting Peds, #/hr	1	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	11	11	1	1	1	1
Mvmt Flow	5	5	5	209	192	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	419	200	201	0	0
Stage 1	199	-	-	-	-
Stage 2	220	-	-	-	-
Critical Hdwy	6.51	6.31	4.11	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.209	-	-
Pot Cap-1 Maneuver	574	819	1377	-	-
Stage 1	813	-	-	-	-
Stage 2	796	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	567	815	1372	-	-
Mov Cap-2 Maneuver	567	-	-	-	-
Stage 1	806	-	-	-	-
Stage 2	793	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1372	-	669	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Control Delay (s)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
400: Sherman Ave & North D/W

PM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	25	195	0	0	170
Future Volume (vph)	10	25	195	0	0	170
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	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1677	0	1863	0	0	1881
Flt Permitted	0.986					
Satd. Flow (perm)	1677	0	1863	0	0	1881
Link Speed (mph)	25		25			25
Link Distance (ft)	525		317			866
Travel Time (s)	14.3		8.6			23.6
Confl. Peds. (#/hr)	1	1		8	8	
Confl. Bikes (#/hr)		1		32		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	11	27	212	0	0	185
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	212	0	0	185
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.3%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	25	195	0	0	170
Future Vol, veh/h	10	25	195	0	0	170
Conflicting Peds, #/hr	1	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	11	27	212	0	0	185

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	406	221	0	0	220
Stage 1	220	-	-	-	-
Stage 2	186	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	603	821	-	-	1355
Stage 1	819	-	-	-	-
Stage 2	848	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	598	814	-	-	1345
Mov Cap-2 Maneuver	598	-	-	-	-
Stage 1	812	-	-	-	-
Stage 2	847	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	738	1345
HCM Lane V/C Ratio	-	-	0.052	-
HCM Control Delay (s)	-	-	10.1	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings
500: Sherman Ave & Driveway/South D/W

PM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Volume (vph)	5	1	5	0	0	0	5	190	1	1	175	5	
Future Volume (vph)	5	1	5	0	0	0	5	190	1	1	175	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	0.939							0.999		0.997			
Flt Protected	0.978							0.999					
Satd. Flow (prot)	0	1572	0	0	1881	0	0	1877	0	0	1876	0	
Flt Permitted	0.978							0.999					
Satd. Flow (perm)	0	1572	0	0	1881	0	0	1877	0	0	1876	0	
Link Speed (mph)	30							25		25			
Link Distance (ft)	261							1148		317			
Travel Time (s)	5.9							31.3		8.6			
Confl. Peds. (#/hr)	1			1	1			1	4	3	3	4	
Confl. Bikes (#/hr)			1						1	29		14	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	11%	11%	11%	1%	1%	1%	1%	1%	1%	1%	1%	1%	
Adj. Flow (vph)	5	1	5	0	0	0	5	209	1	1	192	5	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	11	0	0	0	0	0	215	0	0	198	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		Free		Free	
Intersection Summary													
Area Type:	Other												
Control Type:	Unsignalized												
Intersection Capacity Utilization	23.9%					ICU Level of Service A							
Analysis Period (min)	15												

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	5	0	0	0	5	190	1	1	175	5
Future Vol, veh/h	5	1	5	0	0	0	5	190	1	1	175	5
Conflicting Peds, #/hr	1	0	1	1	0	1	4	0	3	3	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	11	11	11	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	1	5	0	0	0	5	209	1	1	192	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	422	424	200	424	426	214	201	0	0	213	0	0
Stage 1	201	201	-	223	223	-	-	-	-	-	-	-
Stage 2	221	223	-	201	203	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	527	508	819	542	522	829	1377	-	-	1363	-	-
Stage 1	781	718	-	782	721	-	-	-	-	-	-	-
Stage 2	761	703	-	803	735	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	522	502	815	533	516	826	1372	-	-	1359	-	-
Mov Cap-2 Maneuver	522	502	-	533	516	-	-	-	-	-	-	-
Stage 1	775	714	-	777	716	-	-	-	-	-	-	-
Stage 2	757	698	-	795	731	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.9		0		0.2		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1372	-	-	621	-	1359	-	-
HCM Lane V/C Ratio	0.004	-	-	0.019	-	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.9	0	7.7	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Lanes, Volumes, Timings
600: Sherman Ave & Parking/Marston Ave

PM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	5	10	5	10	45	1	140	5	10	150	5
Future Volume (vph)	5	5	10	5	10	45	1	140	5	10	150	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		0.935			0.899			0.995			0.996	
Flt Protected		0.987			0.996						0.997	
Satd. Flow (prot)	0	1736	0	0	1668	0	0	1853	0	0	1868	0
Flt Permitted		0.987			0.996						0.997	
Satd. Flow (perm)	0	1736	0	0	1668	0	0	1853	0	0	1868	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		294			1372			312			1148	
Travel Time (s)		6.7			37.4			8.5			31.3	
Confl. Peds. (#/hr)	3		17	17		3	13		22	22		13
Confl. Bikes (#/hr)			1			1			19			11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	6	6	11	6	11	50	1	156	6	11	167	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	67	0	0	163	0	0	184	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			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	10	5	10	45	1	140	5	10	150	5
Future Vol, veh/h	5	5	10	5	10	45	1	140	5	10	150	5
Conflicting Peds, #/hr	3	0	17	17	0	3	13	0	22	22	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	2	2	2	2	2	2	1	1	1
Mvmt Flow	6	6	11	6	11	50	1	156	6	11	167	6

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	400	391	200	401	391	184	186	0	0	184	0	0
Stage 1	205	205	-	183	183	-	-	-	-	-	-	-
Stage 2	195	186	-	218	208	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	562	546	843	560	545	858	1388	-	-	1397	-	-
Stage 1	799	734	-	819	748	-	-	-	-	-	-	-
Stage 2	809	748	-	784	730	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	508	523	819	524	522	838	1371	-	-	1368	-	-
Mov Cap-2 Maneuver	508	523	-	524	522	-	-	-	-	-	-	-
Stage 1	789	719	-	801	732	-	-	-	-	-	-	-
Stage 2	746	732	-	748	715	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	10.9		10.4			0.1		0.5		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1371	-	-	633	728	1368	-	-
HCM Lane V/C Ratio	0.001	-	-	0.035	0.092	0.008	-	-
HCM Control Delay (s)	7.6	0	-	10.9	10.4	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Lanes, Volumes, Timings
700: Sherman Ave & Baldwin St

PM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	60	85	10	45	120
Future Volume (vph)	5	60	85	10	45	120
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	0.875		0.985			
Flt Protected	0.996					0.987
Satd. Flow (prot)	1608	0	1853	0	0	1857
Flt Permitted	0.996					0.987
Satd. Flow (perm)	1608	0	1853	0	0	1857
Link Speed (mph)	25		25			25
Link Distance (ft)	1334		480			312
Travel Time (s)	36.4		13.1			8.5
Confl. Peds. (#/hr)	4	3		31	31	
Confl. Bikes (#/hr)		1		16		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	5	64	90	11	48	128
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	0	101	0	0	176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.3%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	60	85	10	45	120
Future Vol, veh/h	5	60	85	10	45	120
Conflicting Peds, #/hr	4	3	0	31	31	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	5	64	90	11	48	128

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	355	130	0	0	132	0
Stage 1	127	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.11	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.209	-
Pot Cap-1 Maneuver	641	917	-	-	1459	-
Stage 1	896	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	597	887	-	-	1416	-
Mov Cap-2 Maneuver	597	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	855	1416
HCM Lane V/C Ratio	-	-	0.081	0.034
HCM Control Delay (s)	-	-	9.6	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Lanes, Volumes, Timings
800: E Johnson St & Marston Ave

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	10	30	1415	935	25
Future Volume (vph)	10	10	30	1415	935	25
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	70			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.932				0.996	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1711	0	1770	3539	3525	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1711	0	1770	3539	3525	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1372			261	626	
Travel Time (s)	37.4			7.1	17.1	
Confl. Peds. (#/hr)	1	4	24			24
Confl. Bikes (#/hr)		1				30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Adj. Flow (vph)	10	10	31	1474	974	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	31	1474	1000	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	30	1415	935	25
Future Vol, veh/h	10	10	30	1415	935	25
Conflicting Peds, #/hr	1	4	24	0	0	24
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	70	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	10	10	31	1474	974	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1811	528	1024	0	-	0
Stage 1	1011	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.14	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.22	-	-	-
Pot Cap-1 Maneuver	71	498	674	-	-	-
Stage 1	315	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	485	659	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.1	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	659	-	115	-	-
HCM Lane V/C Ratio	0.047	-	0.181	-	-
HCM Control Delay (s)	10.7	-	43.1	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Lanes, Volumes, Timings
900: E Johnson St & Baldwin St

PM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Traffic Volume (vph)	15	40	15	180	30	60	40	1370	105	75	860	10
Future Volume (vph)	15	40	15	180	30	60	40	1370	105	75	860	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1769	1769	1900	1769	1769
Storage Length (ft)	0		0	0		50	90		0	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		0.99	0.98		1.00	1.00		1.00	1.00	
Frt		0.971		0.900			0.989			0.998		
Flt Protected		0.990		0.950			0.950			0.950		
Satd. Flow (prot)	0	1799	0	1787	1659	0	1770	3253	0	1770	3287	0
Flt Permitted		0.929		0.745			0.288			0.108		
Satd. Flow (perm)	0	1684	0	1389	1659	0	536	3253	0	201	3287	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25		25			25			25		25
Link Distance (ft)		1334		254			313			261		
Travel Time (s)		36.4		6.9			8.5			7.1		
Confl. Peds. (#/hr)	9		7	7		9	2		4	4		2
Confl. Bikes (#/hr)			3			6			1			31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	15	41	15	186	31	62	41	1412	108	77	887	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	0	186	93	0	41	1520	0	77	897	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)		12		12			12			12		12
Link Offset(ft)		0		0			0			0		0
Crosswalk Width(ft)		16		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	1.10	1.10	1.00	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		94			94			94		94
Detector 2 Size(ft)		6		6			6			6		6
Detector 2 Type		Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												

Queues
900: E Johnson St & Baldwin St

PM Peak
10/20/2022



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	71	186	93	41	1520	77	897
v/c Ratio	0.26	0.78	0.33	0.09	0.70	0.33	0.40
Control Delay	40.9	64.5	41.6	5.1	15.3	8.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	64.5	41.6	5.1	15.3	8.5	9.2
Queue Length 50th (ft)	44	126	58	7	345	13	146
Queue Length 95th (ft)	83	199	103	18	501	29	213
Internal Link Dist (ft)	1254		174		233		181
Turn Bay Length (ft)				90		100	
Base Capacity (vph)	344	296	354	471	2170	284	2268
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.63	0.26	0.09	0.70	0.27	0.40
Intersection Summary							

HCM 6th Signalized Intersection Summary
900: E Johnson St & Baldwin St

PM Peak
10/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	15	40	15	180	30	60	40	1370	105	75	860	10
Future Volume (veh/h)	15	40	15	180	30	60	40	1370	105	75	860	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1741	1741	1870	1741	1741
Adj Flow Rate, veh/h	15	41	15	186	31	62	41	1412	108	77	887	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	71	169	54	280	81	163	479	2134	162	269	2299	26
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.69	0.69	0.03	0.69	0.69
Sat Flow, veh/h	213	1135	361	1338	546	1092	1781	3110	237	1781	3349	38
Grp Volume(v), veh/h	71	0	0	186	0	93	41	748	772	77	438	459
Grp Sat Flow(s),veh/h/ln	1709	0	0	1338	0	1637	1781	1654	1692	1781	1654	1733
Q Serve(g_s), s	0.0	0.0	0.0	9.9	0.0	5.6	0.7	28.5	29.0	1.4	12.4	12.4
Cycle Q Clear(g_c), s	3.8	0.0	0.0	13.7	0.0	5.6	0.7	28.5	29.0	1.4	12.4	12.4
Prop In Lane	0.21		0.21	1.00		0.67	1.00		0.14	1.00		0.02
Lane Grp Cap(c), veh/h	295	0	0	280	0	244	479	1135	1161	269	1136	1190
V/C Ratio(X)	0.24	0.00	0.00	0.67	0.00	0.38	0.09	0.66	0.66	0.29	0.39	0.39
Avail Cap(c_a), veh/h	386	0	0	366	0	350	543	1135	1161	364	1136	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	0.0	0.0	45.3	0.0	42.2	5.2	9.9	10.0	9.5	7.4	7.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	2.9	0.0	1.0	0.0	3.0	3.0	0.2	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	0.0	0.0	8.9	0.0	4.3	0.5	15.7	16.2	1.0	7.9	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	0.0	48.1	0.0	43.2	5.2	12.9	13.0	9.7	8.3	8.3
LnGrp LOS	D	A	A	D	A	D	A	B	B	A	A	A
Approach Vol, veh/h		71			279			1561			974	
Approach Delay, s/veh		41.9			46.5			12.7			8.4	
Approach LOS		D			D			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	80.0		21.9	8.1	80.0		21.9				
Change Period (Y+Rc), s	4.5	4.5		5.5	4.5	4.5		* 5.5				
Max Green Setting (Gmax), s	9.5	63.5		22.5	7.5	65.5		* 24				
Max Q Clear Time (g_c+I1), s	3.4	31.0		5.8	2.7	14.4		15.7				
Green Ext Time (p_c), s	0.0	15.5		0.3	0.0	7.5		0.7				

Intersection Summary

HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
100: Fordman Ave & Sherman Ave

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	165	5	5	300	230	185
Future Volume (vph)	165	5	5	300	230	185
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	0.996				0.940	
Flt Protected	0.954		0.950			
Satd. Flow (prot)	1753	0	1770	1863	1768	0
Flt Permitted	0.954		0.950			
Satd. Flow (perm)	1753	0	1770	1863	1768	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	1011			843	605	
Travel Time (s)	27.6			19.2	13.8	
Confl. Peds. (#/hr)	1	3	13			13
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	2%	2%	1%	1%
Adj. Flow (vph)	170	5	5	309	237	191
Shared Lane Traffic (%)						
Lane Group Flow (vph)	175	0	5	309	428	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	165	5	5	300	230	185
Future Vol, veh/h	165	5	5	300	230	185
Conflicting Peds, #/hr	1	3	13	0	0	13
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	170	5	5	309	237	191

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	666	349	441	0	-	0
Stage 1	346	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	423	692	1119	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	411	681	1105	-	-	-
Mov Cap-2 Maneuver	411	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1105	-	416	-	-
HCM Lane V/C Ratio	0.005	-	0.421	-	-
HCM Control Delay (s)	8.3	-	19.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	2	-	-

Lanes, Volumes, Timings
200: Sherman Ave & N Fuller Dr

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	1	1	210	200	10
Future Volume (vph)	10	1	1	210	200	10
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	0.988			0.994		
Flt Protected	0.957					
Satd. Flow (prot)	1648	0	0	1863	1870	0
Flt Permitted	0.957					
Satd. Flow (perm)	1648	0	0	1863	1870	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	561			1072	1011	
Travel Time (s)	15.3			29.2	27.6	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	9%	2%	2%	1%	1%
Adj. Flow (vph)	10	1	1	219	208	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	220	218	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	210	200	10
Future Vol, veh/h	10	1	1	210	200	10
Conflicting Peds, #/hr	1	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	9	9	2	2	1	1
Mvmt Flow	10	1	1	219	208	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	439	218	222	0	-	0
Stage 1	217	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.12	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.218	-	-	-
Pot Cap-1 Maneuver	562	805	1347	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	801	1342	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1342	-	573	-	-
HCM Lane V/C Ratio	0.001	-	0.02	-	-
HCM Control Delay (s)	7.7	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Sherman Ave & S Fuller Dr

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	200	190	5
Future Volume (vph)	5	5	5	200	190	5
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	0.932				0.997	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1557	0	0	1879	1876	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1557	0	0	1879	1876	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	539			866	1072	
Travel Time (s)	14.7			23.6	29.2	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	11%	11%	1%	1%	1%	1%
Adj. Flow (vph)	5	5	5	220	209	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	225	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	5	5	200	190	5
Future Vol, veh/h	5	5	5	200	190	5
Conflicting Peds, #/hr	1	1	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	11	11	1	1	1	1
Mvmt Flow	5	5	5	220	209	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	447	217	218	0	-	0
Stage 1	216	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.51	6.31	4.11	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.209	-	-	-
Pot Cap-1 Maneuver	553	801	1358	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	546	797	1353	-	-	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	648	-	-
HCM Lane V/C Ratio	0.004	-	0.017	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
400: Sherman Ave & North D/W

PM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	25	210	45	15	180
Future Volume (vph)	15	25	210	45	15	180
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	0.915		0.976			
Flt Protected	0.982					0.996
Satd. Flow (prot)	1690	0	1818	0	0	1874
Flt Permitted	0.982					0.996
Satd. Flow (perm)	1690	0	1818	0	0	1874
Link Speed (mph)	25		25			25
Link Distance (ft)	525		317			866
Travel Time (s)	14.3		8.6			23.6
Confl. Peds. (#/hr)	1	1		8	8	
Confl. Bikes (#/hr)		1		32		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	16	27	228	49	16	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	277	0	0	212
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	15	25	210	45	15	180
Future Vol, veh/h	15	25	210	45	15	180
Conflicting Peds, #/hr	1	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	16	27	228	49	16	196

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	490	262	0	0	285
Stage 1	261	-	-	-	-
Stage 2	229	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	539	779	-	-	1283
Stage 1	785	-	-	-	-
Stage 2	811	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	527	772	-	-	1273
Mov Cap-2 Maneuver	527	-	-	-	-
Stage 1	779	-	-	-	-
Stage 2	799	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1273
HCM Lane V/C Ratio	-	-	0.066	0.013
HCM Control Delay (s)	-	-	10.9	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings
500: Sherman Ave & Driveway/South D/W

PM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	1	5	20	1	15	5	235	45	10	180	5
Future Volume (vph)	5	1	5	20	1	15	5	235	45	10	180	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		0.939			0.945			0.979			0.997	
Flt Protected		0.978			0.973			0.999			0.997	
Satd. Flow (prot)	0	1572	0	0	1730	0	0	1840	0	0	1870	0
Flt Permitted		0.978			0.973			0.999			0.997	
Satd. Flow (perm)	0	1572	0	0	1730	0	0	1840	0	0	1870	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		261			535			1148			317	
Travel Time (s)		5.9			14.6			31.3			8.6	
Confl. Peds. (#/hr)	1		1	1		1	4		3	3		4
Confl. Bikes (#/hr)			1			1			29			14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	11%	11%	11%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	5	1	5	22	1	16	5	258	49	11	198	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	39	0	0	312	0	0	214	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			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.1%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	5	20	1	15	5	235	45	10	180	5
Future Vol, veh/h	5	1	5	20	1	15	5	235	45	10	180	5
Conflicting Peds, #/hr	1	0	1	1	0	1	4	0	3	3	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	11	11	11	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	1	5	22	1	16	5	258	49	11	198	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	529	547	206	523	525	287	207	0	0	310	0	0
Stage 1	227	227	-	296	296	-	-	-	-	-	-	-
Stage 2	302	320	-	227	229	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	446	432	812	466	459	754	1370	-	-	1256	-	-
Stage 1	756	700	-	715	670	-	-	-	-	-	-	-
Stage 2	688	636	-	778	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	429	423	808	455	449	751	1365	-	-	1252	-	-
Mov Cap-2 Maneuver	429	423	-	455	449	-	-	-	-	-	-	-
Stage 1	750	690	-	710	665	-	-	-	-	-	-	-
Stage 2	668	632	-	763	707	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		12.1		0.1		0.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1365	-	-	544	544	1252	-	-
HCM Lane V/C Ratio	0.004	-	-	0.022	0.073	0.009	-	-
HCM Control Delay (s)	7.6	0	-	11.8	12.1	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Lanes, Volumes, Timings
600: Sherman Ave & Parking/Marston Ave

PM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	5	10	15	10	90	1	185	5	15	170	5
Future Volume (vph)	5	5	10	15	10	90	1	185	5	15	170	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		0.935			0.895			0.996			0.996	
Flt Protected		0.987			0.993						0.996	
Satd. Flow (prot)	0	1736	0	0	1655	0	0	1855	0	0	1866	0
Flt Permitted		0.987			0.993						0.996	
Satd. Flow (perm)	0	1736	0	0	1655	0	0	1855	0	0	1866	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		294			1372			312			1148	
Travel Time (s)		6.7			37.4			8.5			31.3	
Confl. Peds. (#/hr)	3		17	17		3	13		22	22		13
Confl. Bikes (#/hr)			1			1			19			11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	6	6	11	17	11	100	1	206	6	17	189	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	128	0	0	213	0	0	212	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			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	10	15	10	90	1	185	5	15	170	5
Future Vol, veh/h	5	5	10	15	10	90	1	185	5	15	170	5
Conflicting Peds, #/hr	3	0	17	17	0	3	13	0	22	22	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	2	2	2	2	2	2	1	1	1
Mvmt Flow	6	6	11	17	11	100	1	206	6	17	189	6

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	509	475	222	485	475	234	208	0	0	234	0	0
Stage 1	239	239	-	233	233	-	-	-	-	-	-	-
Stage 2	270	236	-	252	242	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	476	490	820	492	488	805	1363	-	-	1339	-	-
Stage 1	767	709	-	770	712	-	-	-	-	-	-	-
Stage 2	738	712	-	752	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	397	466	797	458	465	786	1346	-	-	1311	-	-
Mov Cap-2 Maneuver	397	466	-	458	465	-	-	-	-	-	-	-
Stage 1	757	690	-	753	696	-	-	-	-	-	-	-
Stage 2	631	696	-	713	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11.5	0	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1346	-	-	558	681	1311	-
HCM Lane V/C Ratio	0.001	-	-	0.04	0.188	0.013	-
HCM Control Delay (s)	7.7	0	-	11.7	11.5	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-

Lanes, Volumes, Timings
700: Sherman Ave & Baldwin St

PM Peak
10/20/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	100	90	10	70	125
Future Volume (vph)	5	100	90	10	70	125
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	0.871		0.986			
Flt Protected	0.998					0.982
Satd. Flow (prot)	1603	0	1855	0	0	1847
Flt Permitted	0.998					0.982
Satd. Flow (perm)	1603	0	1855	0	0	1847
Link Speed (mph)	25		25			25
Link Distance (ft)	1334		480			312
Travel Time (s)	36.4		13.1			8.5
Confl. Peds. (#/hr)	4	3		31	31	
Confl. Bikes (#/hr)		1		16		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	5	106	96	11	74	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	107	0	0	207
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	31.2%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	100	90	10	70	125
Future Vol, veh/h	5	100	90	10	70	125
Conflicting Peds, #/hr	4	3	0	31	31	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	5	106	96	11	74	133

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	418	136	0	0	138	0
Stage 1	133	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.11	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.209	-
Pot Cap-1 Maneuver	590	910	-	-	1452	-
Stage 1	891	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	537	881	-	-	1409	-
Mov Cap-2 Maneuver	537	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	855	1409
HCM Lane V/C Ratio	-	-	0.131	0.053
HCM Control Delay (s)	-	-	9.8	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2

Lanes, Volumes, Timings
800: E Johnson St & Marston Ave

PM Peak
10/20/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	15	40	1435	935	60
Future Volume (vph)	0	15	40	1435	935	60
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	70			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865				0.991	
Flt Protected			0.950			
Satd. Flow (prot)	1627	0	1770	3539	3507	0
Flt Permitted			0.950			
Satd. Flow (perm)	1627	0	1770	3539	3507	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1372			261	626	
Travel Time (s)	37.4			7.1	17.1	
Confl. Peds. (#/hr)	1	4	24			24
Confl. Bikes (#/hr)		1				30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Adj. Flow (vph)	0	16	42	1495	974	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	42	1495	1037	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.9%
	ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	0	15	40	1435	935	60
Future Vol, veh/h	0	15	40	1435	935	60
Conflicting Peds, #/hr	1	4	24	0	0	24
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	70	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	0	16	42	1495	974	63

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1863	547	1061	0	-	0
Stage 1	1030	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.82	6.92	4.14	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	2.22	-	-	-
Pot Cap-1 Maneuver	65	484	652	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	471	637	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	381	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	637	-	471	-	-
HCM Lane V/C Ratio	0.065	-	0.033	-	-
HCM Control Delay (s)	11	-	12.9	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

Lanes, Volumes, Timings
900: E Johnson St & Baldwin St

PM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Traffic Volume (vph)	35	40	30	180	30	60	80	1380	105	75	865	10
Future Volume (vph)	35	40	30	180	30	60	80	1380	105	75	865	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1769	1769	1900	1769	1769
Storage Length (ft)	0		0	0		50	90		0	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		0.99	0.98		1.00	1.00		1.00	1.00	
Frt		0.961			0.900			0.989				0.998
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1766	0	1787	1659	0	1770	3253	0	1770	3287	0
Flt Permitted		0.869		0.658			0.275			0.105		
Satd. Flow (perm)	0	1554	0	1228	1659	0	512	3253	0	196	3287	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25				25
Link Distance (ft)		1334			254			313				261
Travel Time (s)		36.4			6.9			8.5				7.1
Confl. Peds. (#/hr)	9		7	7		9	2		4	4		2
Confl. Bikes (#/hr)			3			6			1			31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	36	41	31	186	31	62	82	1423	108	77	892	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	0	186	93	0	82	1531	0	77	902	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)		12			12			12				12
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	1.10	1.10	1.00	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
900: E Johnson St & Baldwin St

PM Peak
10/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	19.0		4.0	19.0	
Minimum Split (s)	10.5	10.5		9.5	9.5		9.5	23.5		8.5	23.5	
Total Split (s)	28.0	28.0		28.0	28.0		12.0	68.0		14.0	70.0	
Total Split (%)	25.5%	25.5%		25.5%	25.5%		10.9%	61.8%		12.7%	63.6%	
Maximum Green (s)	22.5	22.5		23.5	23.5		7.5	63.5		9.5	65.5	
Yellow Time (s)	3.0	3.0		3.5	3.5		3.0	3.5		3.0	3.5	
All-Red Time (s)	2.5	2.5		1.0	1.0		1.5	1.0		1.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		19.1		20.1	20.1		77.3	72.2		77.3	72.3	
Actuated g/C Ratio		0.17		0.18	0.18		0.70	0.66		0.70	0.66	
v/c Ratio		0.40		0.83	0.31		0.19	0.72		0.35	0.42	
Control Delay		43.9		71.8	40.5		5.8	16.3		9.1	10.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		43.9		71.8	40.5		5.8	16.3		9.1	10.8	
LOS		D		E	D		A	B		A	B	
Approach Delay		43.9			61.4			15.8			10.6	
Approach LOS		D			E			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 80 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 19.4 Intersection LOS: B
 Intersection Capacity Utilization 76.6% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 900: E Johnson St & Baldwin St



Queues
900: E Johnson St & Baldwin St

PM Peak
10/20/2022



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	108	186	93	82	1531	77	902
v/c Ratio	0.40	0.83	0.31	0.19	0.72	0.35	0.42
Control Delay	43.9	71.8	40.5	5.8	16.3	9.1	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	71.8	40.5	5.8	16.3	9.1	10.8
Queue Length 50th (ft)	67	125	56	15	372	14	160
Queue Length 95th (ft)	119	#224	103	30	509	29	221
Internal Link Dist (ft)	1254		174		233		181
Turn Bay Length (ft)				90		100	
Base Capacity (vph)	317	262	354	449	2135	278	2159
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.71	0.26	0.18	0.72	0.28	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
 900: E Johnson St & Baldwin St

PM Peak
 10/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕		↕	↕↕	
Traffic Volume (veh/h)	35	40	30	180	30	60	80	1380	105	75	865	10
Future Volume (veh/h)	35	40	30	180	30	60	80	1380	105	75	865	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1741	1741	1870	1741	1741
Adj Flow Rate, veh/h	36	41	31	186	31	62	82	1423	108	77	892	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	108	119	74	277	95	191	465	2057	155	251	2185	24
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.04	0.66	0.66	0.03	0.65	0.65
Sat Flow, veh/h	370	681	423	1324	547	1095	1781	3112	235	1781	3350	38
Grp Volume(v), veh/h	108	0	0	186	0	93	82	753	778	77	441	461
Grp Sat Flow(s),veh/h/ln	1474	0	0	1324	0	1642	1781	1654	1692	1781	1654	1733
Q Serve(g_s), s	2.4	0.0	0.0	8.8	0.0	5.5	1.6	31.2	31.7	1.6	13.9	13.9
Cycle Q Clear(g_c), s	7.8	0.0	0.0	16.7	0.0	5.5	1.6	31.2	31.7	1.6	13.9	13.9
Prop In Lane	0.33		0.29	1.00		0.67	1.00		0.14	1.00		0.02
Lane Grp Cap(c), veh/h	300	0	0	277	0	286	465	1094	1119	251	1079	1130
V/C Ratio(X)	0.36	0.00	0.00	0.67	0.00	0.33	0.18	0.69	0.70	0.31	0.41	0.41
Avail Cap(c_a), veh/h	348	0	0	329	0	351	512	1094	1119	346	1079	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	0.0	44.8	0.0	39.8	6.4	11.6	11.7	11.2	9.1	9.1
Incr Delay (d2), s/veh	0.7	0.0	0.0	4.1	0.0	0.7	0.1	3.6	3.6	0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	9.1	0.0	4.1	1.0	17.3	17.9	1.1	8.8	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	0.0	0.0	48.9	0.0	40.4	6.5	15.1	15.3	11.5	10.2	10.2
LnGrp LOS	D	A	A	D	A	D	A	B	B	B	B	B
Approach Vol, veh/h		108			279			1613			979	
Approach Delay, s/veh		41.2			46.1			14.8			10.3	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	77.2		24.7	9.1	76.2		24.7				
Change Period (Y+Rc), s	4.5	4.5		5.5	4.5	4.5		* 5.5				
Max Green Setting (Gmax), s	9.5	63.5		22.5	7.5	65.5		* 24				
Max Q Clear Time (g_c+I1), s	3.6	33.7		9.8	3.6	15.9		18.7				
Green Ext Time (p_c), s	0.0	15.0		0.4	0.0	7.6		0.5				

Intersection Summary

HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

