



Bear Residential Development Traffic Impact Analysis

City of Madison
Dane County, Wisconsin

July 7, 2023



TRAFFIC IMPACT ANALYSIS

DATE: July 7, 2023

TO: Nick Orthmann
Bear Development, LLC

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

SUBJECT: **Bear Residential Development Traffic Impact Analysis**
East Washington Avenue at Melvin Court/Rethke Avenue
City of Madison, WI

INTRODUCTION

Bear Development LLC is proposing a residential development to be located on the northwest corner of the East Washington Avenue (USH 151) intersection with Melvin Court/Rethke Avenue in the City of Madison, Jefferson County, Wisconsin (Exhibit 1). Access to the site is proposed via one full access driveway located along Melvin Court immediately north of USH 151 (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:

- East Washington Avenue (USH 151) with Melvin Court/Rethke Avenue (traffic signal control)
- East Washington Avenue (USH 151) with Carpenter Street (one-way stop control)
- Ridgeway Avenue with Melvin Court (three-way stop control)
- Ridgeway Avenue with Carpenter Street (three-way stop control)
- Melvin Court with proposed residential access driveways (one-way stop 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

East Washington Avenue (USH 151) is a six-lane divided northeast/southwest principal arterial highway through the project limits. The posted speed limit on East Washington Avenue is 35

miles per hour (mph). According to WisDOT, the Year 2022 annual average daily traffic (AADT) volumes on East Washington Avenue were approximately 28,300 vehicles per day (vpd) northeast of the proposed development and 37,100-vpd to the southwest. Sidewalks and bicycle lanes currently exist along both sides of East Washington Avenue through the project limits. The City of Madison plans to reconfigure the median lane within the East Washington Avenue cross section to provide for dedicated bus lanes along the corridor during the non-commuter peak hours as described further in this report.

Melvin Court is a two-lane north/south local residential street that intersects East Washington Avenue from the north with Rethke Avenue intersecting from the south. The regulatory speed limit on Melvin Court is 25-mph. There are no WisDOT AADT volumes currently available on Melvin Court. Sidewalks exist along both sides of Melvin Court from East Washington Avenue through Ridgeway Avenue.

Rethke Avenue is a two-lane north/south local street providing access to commercial uses to the south that intersects East Washington Avenue from the south with Melvin Court intersecting from the north. The regulatory speed limit on Rethke Avenue is 25-mph. There are no WisDOT AADT volumes currently available on Rethke Avenue. Sidewalks exist along both sides of Rethke Avenue within the limits of the study area.

Carpenter Street is a two-lane north/south local residential street that intersects East Washington Avenue from the north with a regulatory speed limit of 25-mph. There are no WisDOT AADT volumes currently available on Carpenter Street. No sidewalks exist along Carpenter Street within the limits of the study area.

Ridgeway Avenue is a two-lane northeast/southwest local residential street with a regulatory speed limit of 25-mph. There are no WisDOT AADT volumes currently available on Ridgeway Avenue. No sidewalks exist along Ridgeway Avenue within the limits of the study area.

DATA COLLECTION

Existing Traffic Counts

The City of Madison provided a 12-hour (6:00 a.m. -6:00 p.m.) turning movement traffic count conducted in early-December of 2021 at the East Washington Avenue intersection with Melvin Court/Rethke Avenue. To supplement this count, TADI conducted additional turning movement traffic counts at the adjacent study area intersections in mid-June of 2023 during the weekday morning (6:30-8:00 a.m.) and weekday afternoon (3:00-6:00 p.m.) peak periods.

Based on the turning movement traffic counts at the 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, showing calculated peak hour factors and percent heavy trucks, is included in Appendix A.

PROPOSED DEVELOPMENT

Site Description

The proposed development is expected to include a five-story building on the west and south portions of the site. The conceptual footprint of the first floor for the proposed residential development is shown on Exhibit 2. The proposed five-story building is expected to include the following:

- Apartments (Mid-Rise) – 192 units

Surface and underground parking are also included within the site. Access to the site is proposed via one full access driveway along Melvin Court, located immediately north of USH 151. The residential development is planned to be constructed and operational in the next two years 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 trips or pass-by trips. Linked trips occur when a motorist visits one or more tenants or land use within a development site. Pass-by trips occur when motorists already on the highway system stop at the site prior to continuing on their intended route.

The trip generation table developed for the proposed residential development is shown on Exhibit 5. As shown, the proposed development is expected to generate about 870 total trips over a typical weekday, with 75 new trips (15 in/60 out) expected during the weekday AM peak hour and 75 trips (45 in/30 out) expected during the weekday PM peak hour.

As previously stated, the City of Madison is working to implement a Bus Rapid Transit (BRT) system with a bus lane located within the median lane along East Washington Avenue through intersections with Melvin Court and Carpenter Avenue. A BRT station is planned within the median of East Washington Avenue at the Melvin Court intersection. During the 7:00-9:00 a.m. commuter peak period, the "bus only" lane will be accessible for all motor vehicles traveling westbound and during 4:00-6:00 p.m. commuter peak period, the "bus only" lane will be accessible for all motor vehicles traveling eastbound. A conceptual plan showing the planned BRT modifications within the limits of the study area is included in Appendix B.

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.

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.

- 50% to/from the west-on-East Washington Avenue
- 40% to/from the east-on-East Washington Avenue
- 5% to/from the south on STH 30 Off-Ramp
- 5% to/from the north on STH 30 Off-Ramp

Traffic Assignment

The proposed residential development new trips were assigned to the study intersections based on the above trip distributions. The traffic assignment is shown on Exhibit 6A.

Due to the future implementation of a BRT along East Washington Avenue, the eastbound left-turn lane (and left-turn movement) is proposed to be removed from the intersection of East Washington Avenue & Melvin Court, requiring the redistribution of existing left-turn volumes. The redistributed left-turn volumes currently utilizing Melvin Court are shown on Exhibit 6B.

The new trips (Exhibit 6A) were added to the Existing traffic volumes (Exhibit 4) and to the redistributed trips (Exhibit 6B) 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. For three-way stop-controlled intersections, since the Synchro model doesn't report operations for this condition, the Sim Traffic analysis model was utilized. 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 C.

Existing Traffic Operations

Table 1 shows the results of the weekday morning and weekday evening peak hour operational analysis at the study area intersections. The study intersections were evaluated using the BRT planned geometrics and traffic control as shown on Exhibit 3 and in the appendix, and the Existing traffic volumes shown in Exhibit 4.

Table 1
Year 2023 Existing Traffic Peak Hour Operating Conditions
With Planned 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: Ridgeway Avenue & Melvin Court <i>Three-Way Stop Control</i>	AM	Lanes->	1			1			1			1			A 3
		LOS	A			A			*			A			
		Delay	3			6			*			4.1			
	PM	Queue	25'			25'			*			25'			
		LOS	A			A			*			A			A 2
		Delay	3.5			3			*			5.1			
Queue	25'			25'			*			25'					
Node 200: Ridgeway Avenue & Carpenter Street <i>Three-Way Stop Control</i>	AM	Lanes->	1			1			1			1			A 3.2
		LOS	A			A			*			A			
		Delay	2.4			5.4			*			4.6			
	PM	Queue	25'			25'			*			25'			
		LOS	A			A			*			A			A 2.3
		Delay	4.2			1.2			*			5.5			
Queue	25'			25'			*			25'					
Node 300: East Washington Avenue & Rethke Avenue/Melvin Court <i>Traffic Signal Control</i>	AM	Lanes->	1	3	1	3	1	1	1	1	1	1	A 5.5		
		LOS	A	A	C	A	C	C	C	C	C	C			
		Delay	5.6	6.2	27.3	4.1	20	20.1	20	20.1	20	20.1			
	PM	Queue	25'	105'	25'	165'	35'	35'	45'	45'	40'	40'	A 6.8		
		LOS	A	A	C	A	C	C	C	C	C	C			
		Delay	5.7	8	27.8	4	20.4	20.3	20.4	20.4	20.3	20.3			
Node 400: East Washington Avenue & Carpenter Street/Royal Pets Driveway <i>Two-Way Stop Control</i>	AM	Lanes->	1	3	1	3	1	1	1	1	1	1	- -		
		LOS	C	*	B	*	E	E	E	D	D	D			
		Delay	20.9	*	11.9	*	43.8	30.9	43.8	43.8	30.9	30.9			
	PM	v/c	-	-	-	-	0.03	0.03	0.03	0.03	-	-	- -		
		Queue	25'	*	25'	*	25'	25'	25'	25'	25'	25'			
		LOS	C	*	C	*	F	F	F	D	D	D			
PM	Delay	15.9	*	19.8	*	56.6	32	56.6	56.6	32	32	- -			
	v/c	-	-	-	-	0.14	0.14	0.14	0.14	-	-				
	Queue	25'	*	25'	*	25'	25'	25'	25'	25'	25'				

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
 Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Table 1, all turning movements at the existing study area intersections are currently operating acceptably at LOS D or better during the peak hours under the Existing (balanced) traffic volumes developed for this study except the northbound movements at the East Washington Avenue intersection with Carpenter Street which are currently operating at LOS E during the AM peak hour and LOS F during the PM peak hour.

Full Build Traffic Operations

The proposed site access driveway was 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 and the BRT planned geometrics and traffic control implemented. The study intersections were evaluated using the Full Build traffic volumes shown in Exhibit 7.

Table 2
Full Build Traffic Peak Hour Operating Conditions
With Planned 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: Ridgeway Avenue & Melvin Court <i>Three-Way Stop Control</i>	Lanes->														
	AM	LOS	A			A			*			A			2.6
		Delay	3.5			4.1			*			5.1			
		Queue	25'			25'			*			25'			
	PM	LOS	A			A			*			A			2.3
		Delay	2.7			2.2			*			5.7			
Queue		25'			25'			*			25'				
Node 200: Ridgeway Avenue & Carpenter Street <i>Three-Way Stop Control</i>	Lanes->														
	AM	LOS	A			A			*			A			2.8
		Delay	2.8			2.7			*			5			
		Queue	25'			25'			*			25'			
	PM	LOS	A			A			*			A			2.3
		Delay	2.5			0.1			*			3.7			
Queue		25'			25'			*			25'				
Node 300: East Washington Avenue & Rethke Avenue/Melvin Court <i>Traffic Signal Control</i>	Lanes->														
	AM	LOS	-	3	1	3	1	1	1	1	1	1	1	6.6	
		Delay	-	7.3	28.5	4.6	20	20.9	20	20.9	20	20.9	20		
		Queue	-	125'	25'	110'	40'	80'	40'	80'	40'	80'	40'		
	PM	LOS	-	A	C	A	C	C	C	C	C	C	C	7.6	
		Delay	-	8.4	28.4	5.1	20.4	20.7	20.4	20.7	20.4	20.7	20.4		
Queue		-	195'	25'	150'	50'	65'	50'	65'	50'	65'	50'			
Node 400: East Washington Avenue & Carpenter Street/Royal Pets Driveway <i>Two-Way Stop Control</i>	Lanes->														
	AM	LOS	C	*	A	*	F	F	F	F	E	E	E	-	
		Delay	21.7	*	9.3	*	50.2	50.2	50.2	50.2	40.2	40.2	40.2		
		v/c	-	*	-	*	0.04	0.04	0.04	0.04	0.19	0.19	0.19		
		Queue	25'	*	25'	*	25'	25'	25'	25'	25'	25'	25'		
	PM	LOS	B	*	C	*	F	F	F	F	E	E	E	-	
Delay		11.1	*	20	*	83.4	83.4	83.4	83.4	37	37	37			
Queue		25'	*	25'	*	25'	25'	25'	25'	25'	25'	25'			
Node 500: Melvin Court & Proposed Driveway <i>One-Way Stop Control</i>	Lanes->														
	AM	LOS	A			-			A			-			-
		Delay	8.7			-			7.4			-			
		Queue	25'			-			25'			-			
	PM	LOS	A			-			A			-			-
		Delay	8.7			-			7.4			-			
Queue		25'			-			25'			-				

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
 Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Table 2, 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 peak hours under the Full Build traffic volumes except the northbound and southbound movements at the East Washington Avenue intersection with Carpenter Street which are expected to operate at LOS E/F during the AM and PM peak hours. The northbound and southbound movements are expected to have higher delays, but the queue lengths are expected to be about 1 vehicle and the volume to capacity ratios (v/c) on both stop-controlled approaches are shown to be less than 1/5th capacity at any time and with gaps created by the existing traffic signal located to the southwest at the Melvin Court intersection, this intersection is expected to operate better than reflected in the modeling software under the full build traffic condition.

RECOMMENDATION MODIFICATIONS

Additional modifications, beyond the City of Madison's BRT project modifications, are not 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. *Modifications are for jurisdictional consideration and are not legally binding. The City of Madison reserves the right to determine alternative solutions.*

Node 100: Ridgeway Avenue & Melvin Court

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

Node 200: Ridgeway Avenue & Carpenter Street

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

Node 300: East Washington Avenue & Rethke Avenue/Melvin Court

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

Node 400: East Washington Avenue & Carpenter Street/Royal Pets Driveway

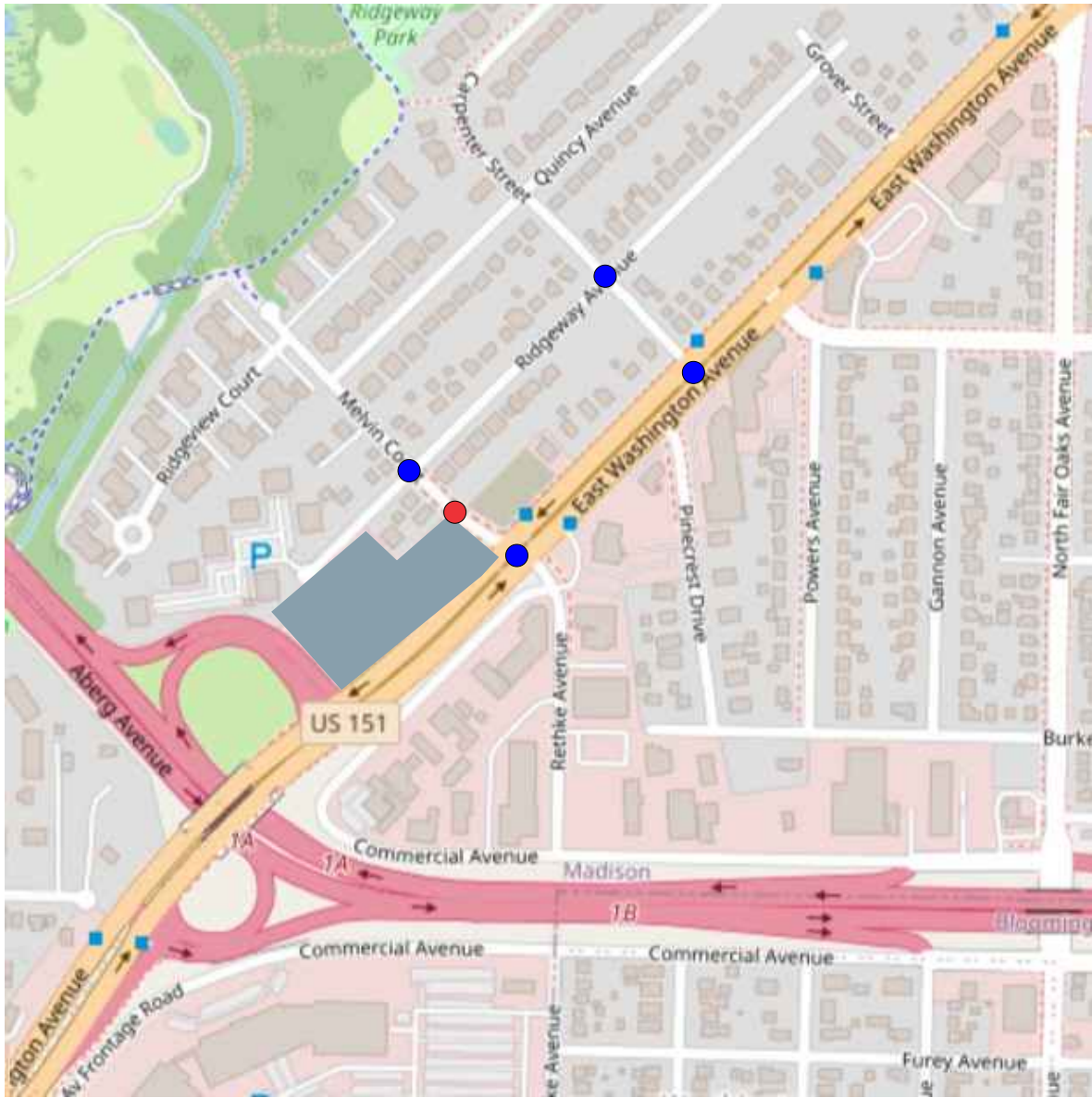
- *Background Traffic:* No modifications
- *Full Build Traffic:* No modifications

Node 500: Melvin Court & Proposed Driveway

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

CONCLUSION

Based on the projected traffic volumes and with the recommended modifications as shown on Exhibit 8, the site driveway connection is expected to operate acceptably with stop control on the development site approach under full build conditions. All movements at the study area intersections are expected to operate safely and efficiently with the planned geometric and traffic control conditions depicted in this TIA through the opening year and with full buildout and full occupancy of the proposed development.



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LEGEND

- Study Area Intersection
- Proposed Driveway Location
- Proposed Development Site

RIDGEWAY AVENUE



EAST WASHINGTON AVENUE

3100 EAST WASHINGTON

FIRST FLOOR SITE PLAN
 SCALE: 1/16" = 1'-0"
 JUNE 26, 2023
 Engberg Anderson Project No. 233606.00









SD 2.0



EXHIBIT 2
 CONCEPTUAL SITE PLAN

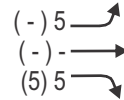
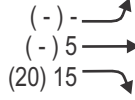
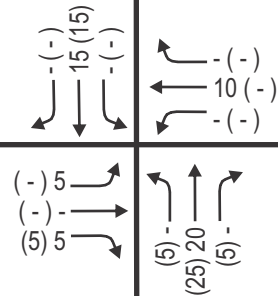
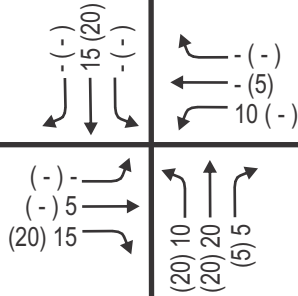
MADISON, WISCONSIN

LEGEND

-  Traffic Signal
-  Stop Sign
-  Existing Lane Configuration
-  Existing Turn Bay Length (In Feet)
-  Distance Between Intersections (in Feet)
-  Divided Roadway Median



Ridgeway Ave



Melvin Court

Carpenter Street

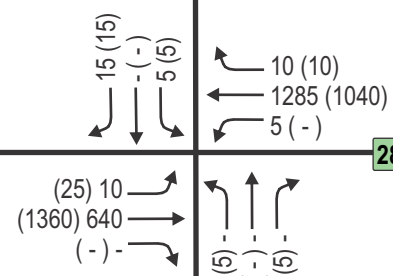
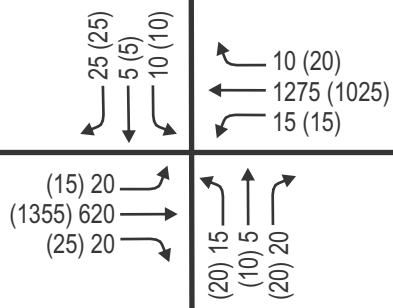
Proposed Driveway



LEGEND

- XX Weekday AM Peak Hour (7:30-8:30AM)
- (XX) Weekday PM Peak Hour (4:15-5:15PM)
- Fewer than 3 vehicles per hour
- X,XXX 2022 Annual Average Daily Traffic (AADT)

Washington Ave



28,300



**EXHIBIT 4
YEAR 2023 EXISTING TRAFFIC VOLUMES
BALANCED**

MADISON, WISCONSIN

**Exhibit 5
On-Site Trip Generation Table¹**

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) (Not Close to Rail Transit)	221	192 Units	870 (4.54)	15 (23%)	60 (77%)	75 FCE	45 (61%)	30 (39%)	75 FCE
Total New Trips			870	15	60	75	45	30	75

¹ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.

TRIP DISTRIBUTION (New Trips)

West on E Washington Ave	50%	440	10	25	25	15
East on E Washington Ave	40%	350	5	25	20	15
South on STH 30 Ramp	5%	40	0	5	0	0
North on STH 30 Ramp	5%	40	0	5	0	0
	100%	870	15	60	45	30

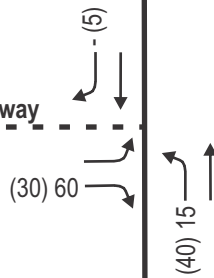
Ridgeway Ave



Melvin Court

Carpenter Street

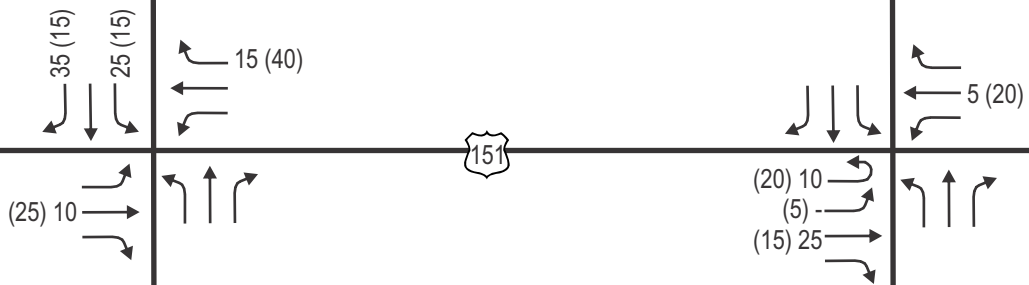
Proposed Driveway



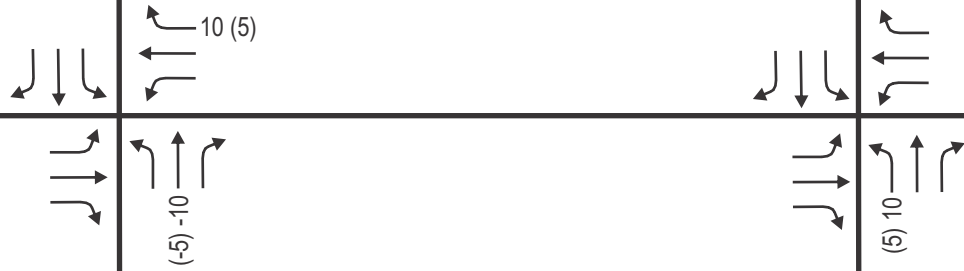
LEGEND

- XX Weekday AM Peak Hour (7:30-8:30AM)
- (XX) Weekday PM Peak Hour (4:15-5:15PM)
- Fewer than 3 vehicles per hour

Washington Ave



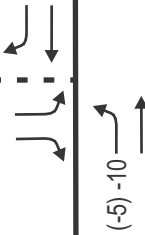
Ridgeway Ave



Melvin Court

Carpenter Street

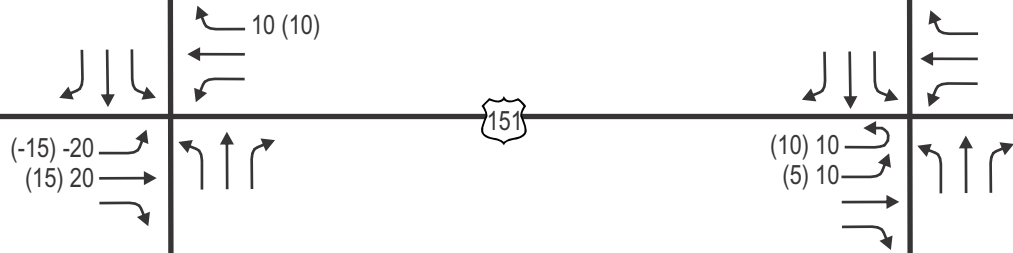
Proposed Driveway



LEGEND

- XX Weekday AM Peak Hour (7:30-8:30AM)
- (XX) Weekday PM Peak Hour (4:15-5:15PM)
- Fewer than 3 vehicles per hour

Washington Ave



NOT TO SCALE

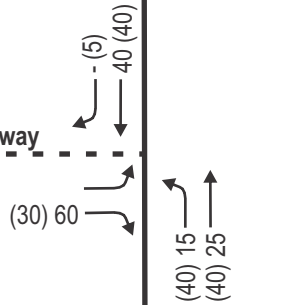
Ridgeway Ave



Melvin Court

Carpenter Street

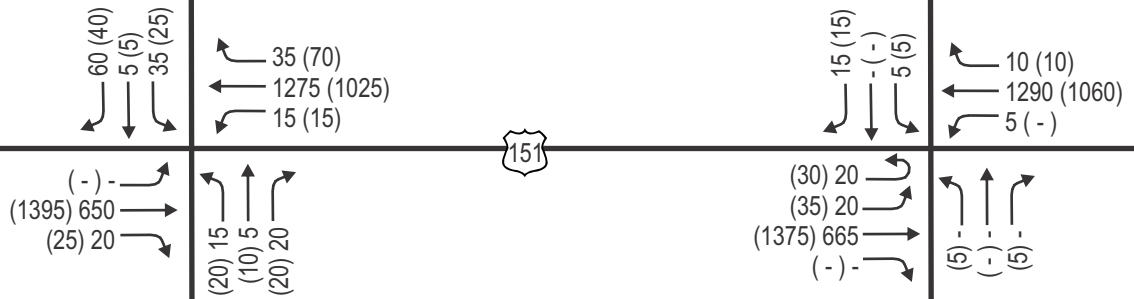
Proposed Driveway



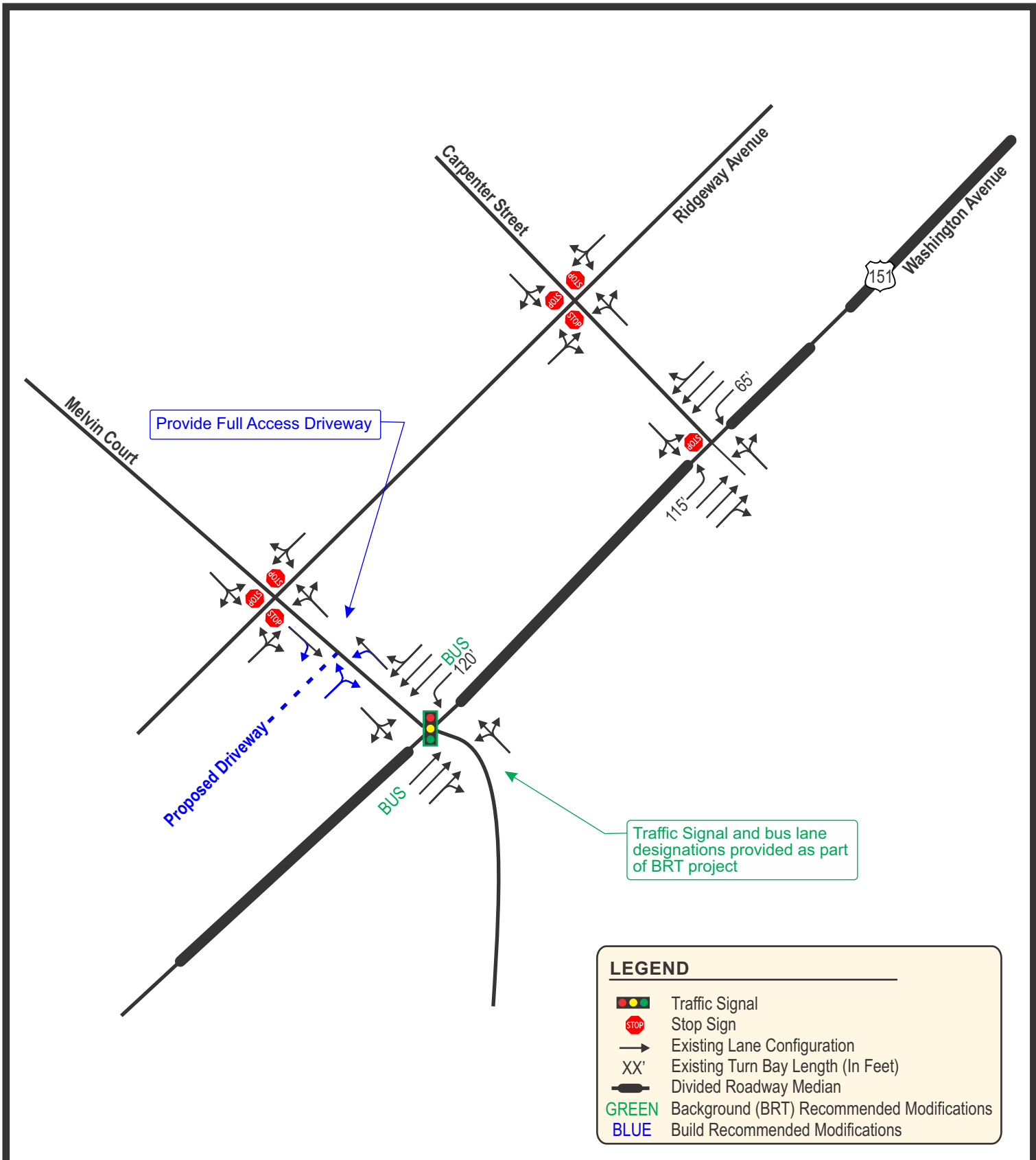
LEGEND

- XX Weekday AM Peak Hour (7:30-8:30AM)
- (XX) Weekday PM Peak Hour (4:15-5:15PM)
- Fewer than 3 vehicles per hour

Washington Ave



NOT TO SCALE



Appendix A

Traffic

Existing Turning Movement Counts

Intersection Traffic Volume Report

Count Basics		Version 2023.06.1		Page 1 of 13	
Start Date:	Monday, June 19, 2023	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

Major St: Ridgeway Avenue
 Minor St: Melvin Court
 Intersection of: Ridgeway Avenue & Melvin Court

IX_ID:

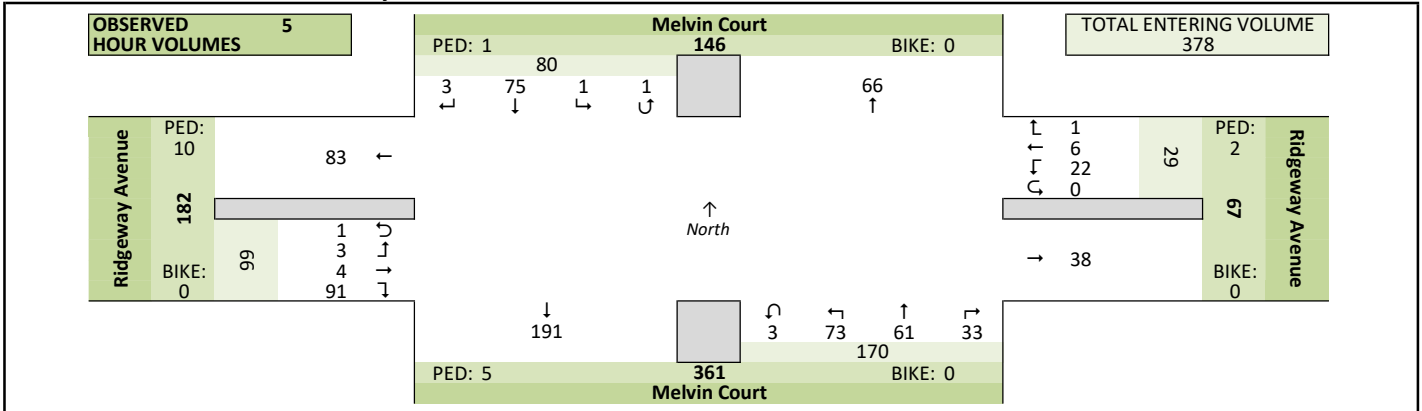
Site Information

Municipality	City of Madison		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	Melvin Court		
East Leg	Ridgeway Avenue		
South Leg	Melvin Court		
West Leg	Ridgeway Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

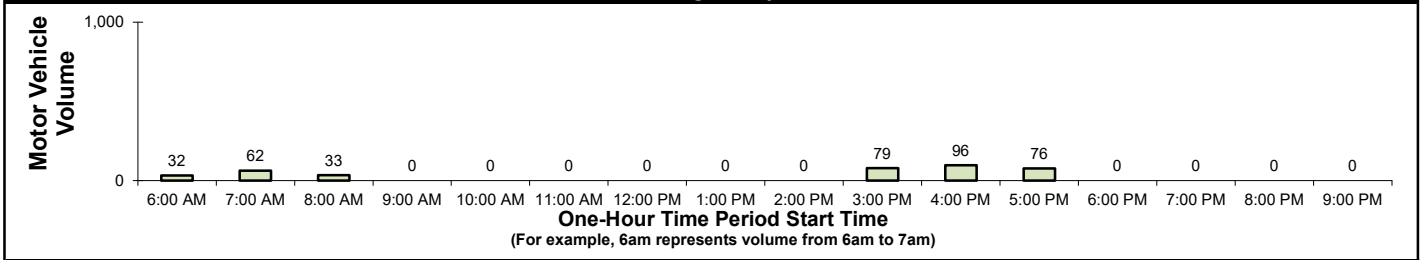
Count Information

Hrs Counted:	06:30 AM-08:30 AM and 03:00 PM-06:00 PM		
1st Day of Count	Monday, June 19, 2023	Weather	
AM Peak Period	Tuesday, June 20, 2023	Clear & Dry	
Midday Peak Period	Tuesday, June 20, 2023	Clear & Dry	
PM Peak Period	Monday, June 19, 2023	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	0.876	Count Expansion Factor	2.709
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Dani Ruffalo	
	Midday Peak Period	None	
	PM Peak Period	Jane Fait	
Comments	2021 DOT Daily & Seasonal Factors		

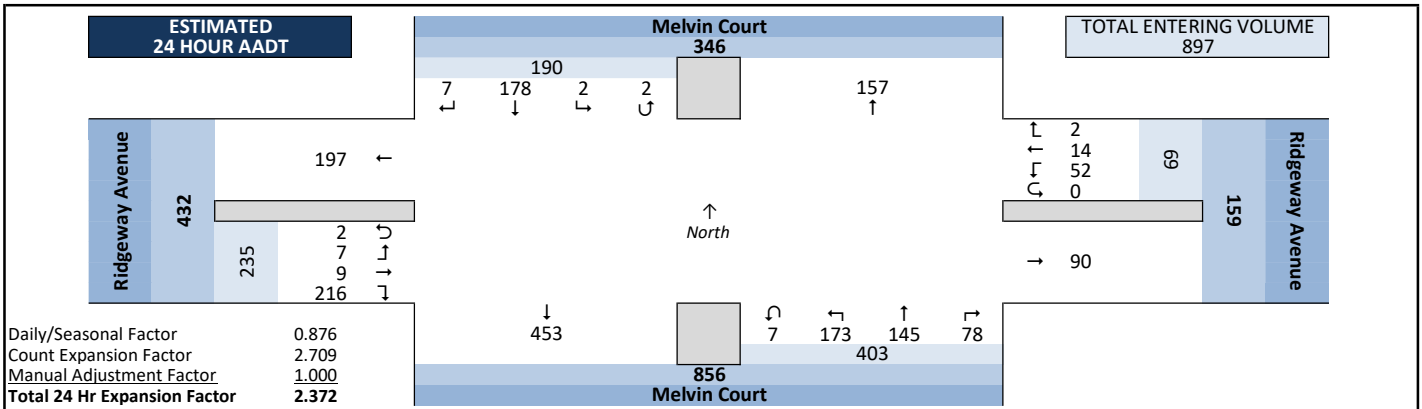
Observed 5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

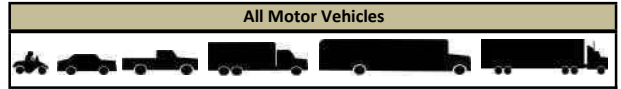


Intersection Traffic Volume Report

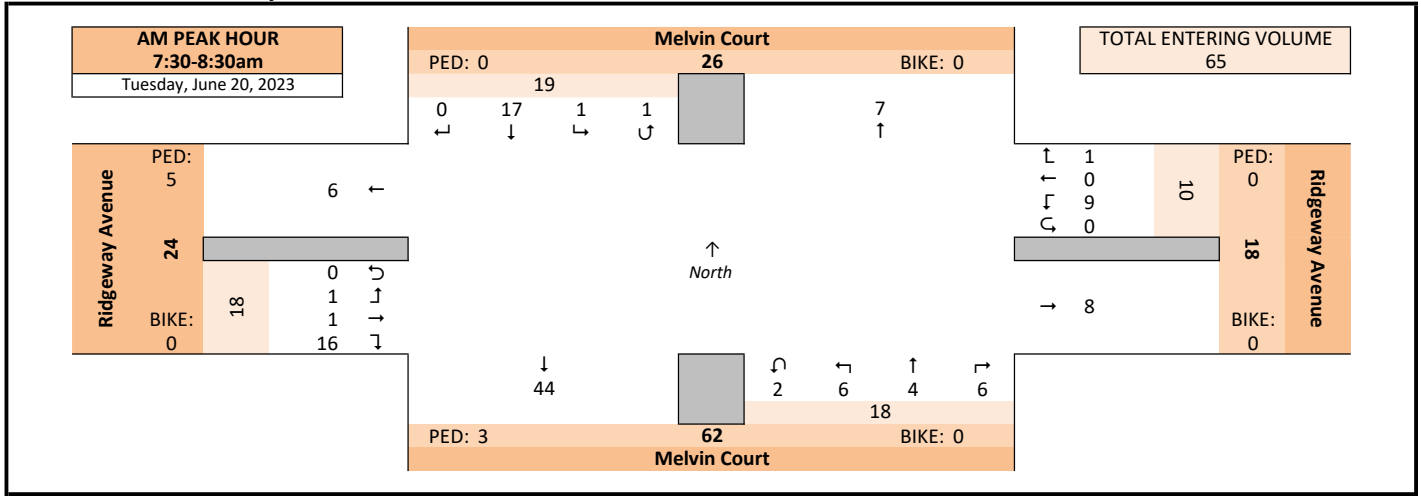
Count Basics		Page 2 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

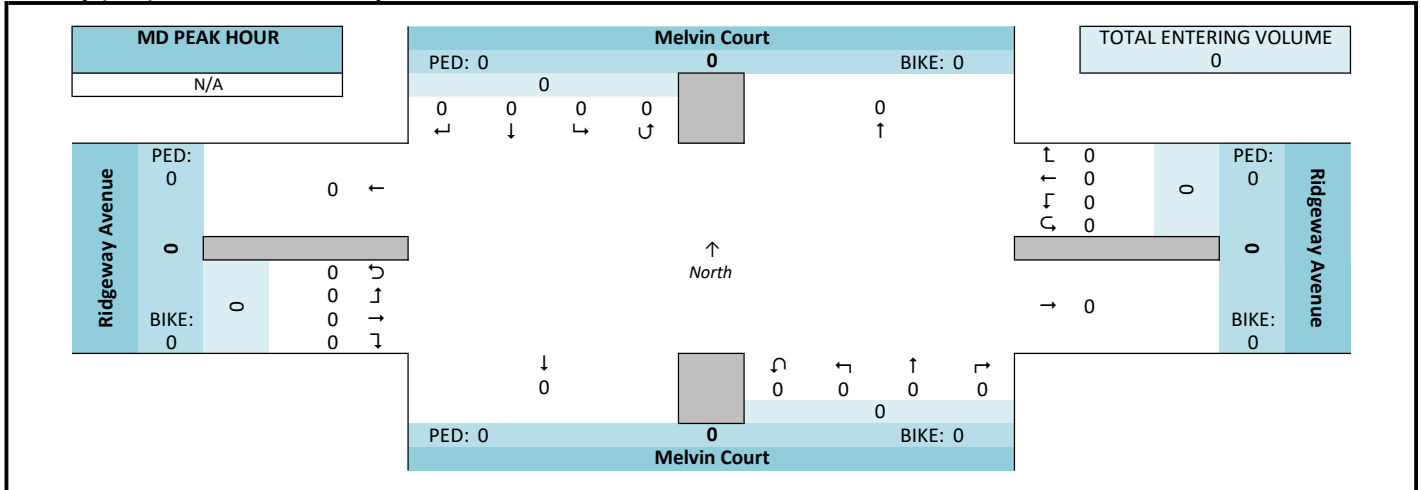
Ridgeway Avenue & Melvin Court



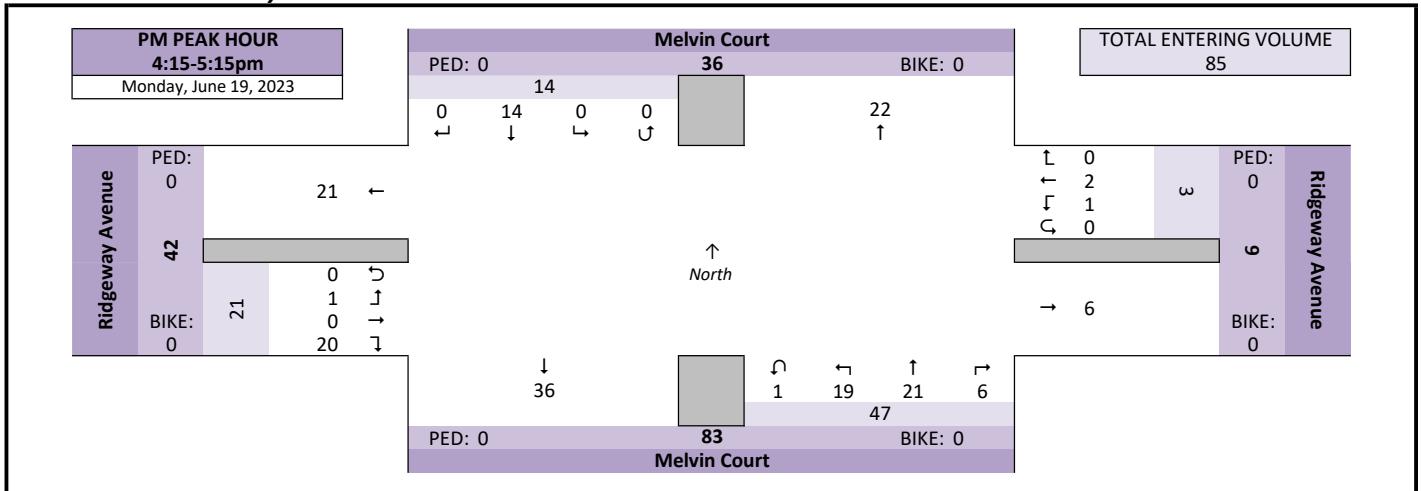
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

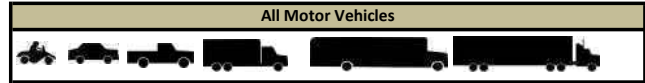


Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

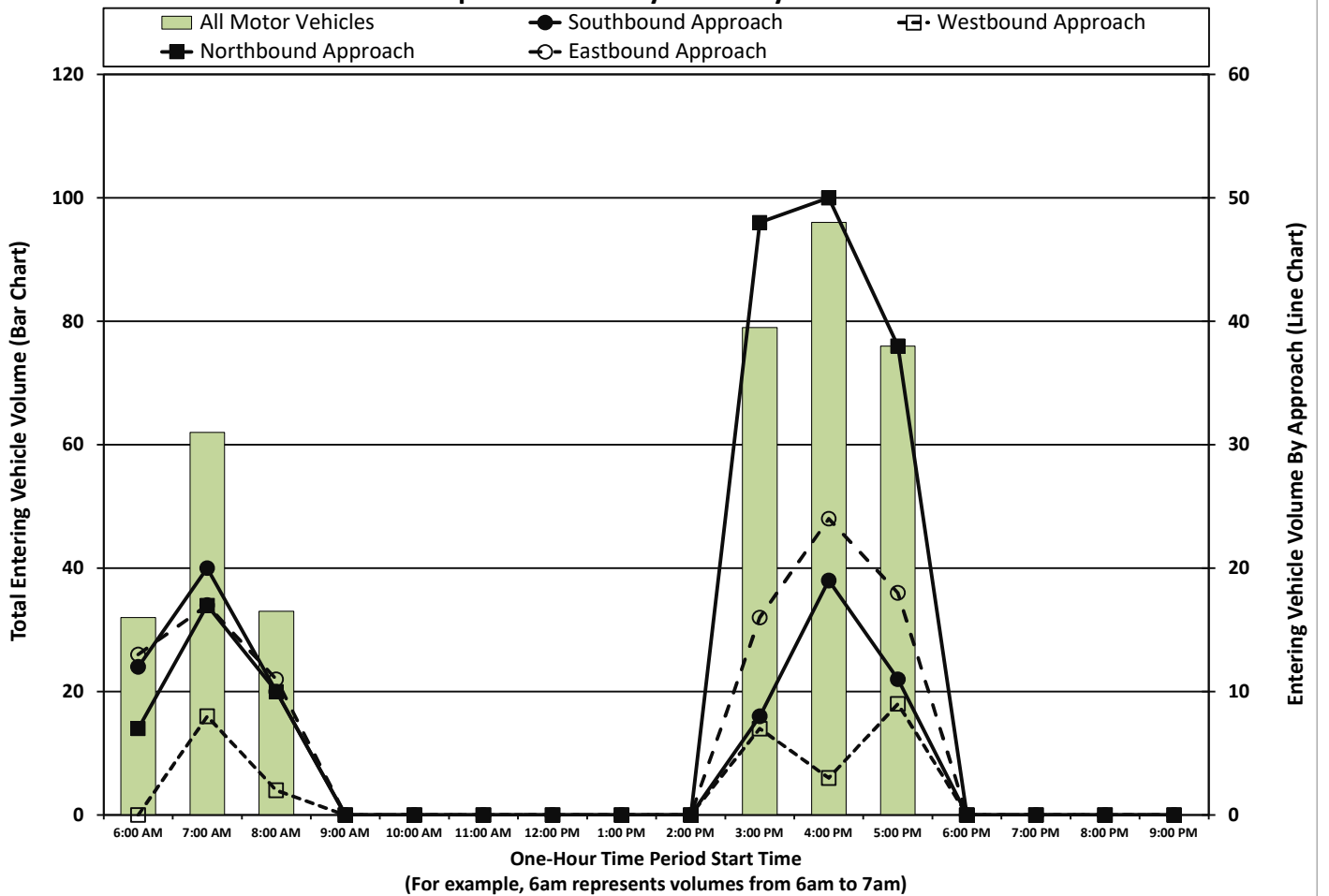
Ridgeway Avenue & Melvin Court



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Melvin Court					From East Ridgeway Avenue					From South Melvin Court					From West Ridgeway 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	1	11	0	0	12	0	0	0	0	0	3	2	2	0	7	11	1	0	1	13	32	13	19
	7:00 AM	0	20	0	0	20	1	0	7	0	8	2	6	8	1	17	16	0	1	0	17	62	25	37
	8:00 AM	0	8	1	1	10	0	0	2	0	2	5	2	2	1	10	10	1	0	0	11	33	13	20
	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	1	7	0	0	8	0	2	5	0	7	9	17	22	0	48	13	2	1	0	16	79	23	56
	4:00 PM	0	19	0	0	19	0	1	2	0	3	6	21	22	1	50	24	0	0	0	24	96	27	69
	5:00 PM	1	10	0	0	11	0	3	6	0	9	8	13	17	0	38	17	0	1	0	18	76	27	49
	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	3	75	1	1	80	1	6	22	0	29	33	61	73	3	170	91	4	3	1	99	378	128	250

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		Page 5 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Ridgeway Avenue & Melvin Court



15-Minute Motor Vehicle Data

15-Minute Time Period	From North Melvin Court					From East Ridgeway Avenue					From South Melvin Court					From West Ridgeway Avenue					15-Min Totals	Hourly Sum	PHF	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
	Start Time																							
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	1	8	0	0	9	0	0	0	0	0	0	2	0	0	2	7	0	0	1	8	19	62	0.82	
6:45 AM	0	3	0	0	3	0	0	0	0	0	3	0	2	0	5	4	1	0	0	5	13	63	0.79	
7:00 AM	0	5	0	0	5	0	0	0	0	0	1	1	1	0	3	4	0	0	0	4	12	62	0.78	
7:15 AM	0	6	0	0	6	0	0	0	0	0	0	3	3	0	6	6	0	0	0	6	18	65	0.81	
7:30 AM	0	5	0	0	5	1	0	5	0	6	1	1	2	1	5	3	0	1	0	4	20	65	0.81	
7:45 AM	0	4	0	0	4	0	0	2	0	2	0	1	2	0	3	3	0	0	0	3	12			
8:00 AM	0	2	1	1	4	0	0	2	0	2	2	2	0	0	4	5	0	0	0	5	15			
8:15 AM	0	6	0	0	6	0	0	0	0	0	3	0	2	1	6	5	1	0	0	6	18			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	2	0	0	2	0	0	3	0	3	3	4	5	0	12	2	1	0	0	3	20	79	0.90	
3:15 PM	1	2	0	0	3	0	1	0	0	1	0	2	8	0	10	7	0	1	0	8	22	90	0.73	
3:30 PM	0	0	0	0	0	0	1	1	0	2	3	7	7	0	17	2	1	0	0	3	22	84	0.68	
3:45 PM	0	3	0	0	3	0	0	1	0	1	3	4	2	0	9	2	0	0	0	2	15	91	0.73	
4:00 PM	0	5	0	0	5	0	0	1	0	1	2	7	9	0	18	7	0	0	0	7	31	96	0.77	
4:15 PM	0	3	0	0	3	0	0	1	0	1	1	2	4	0	7	5	0	0	0	5	16	85	0.73	
4:30 PM	0	7	0	0	7	0	0	0	0	0	1	9	3	0	13	9	0	0	0	9	29	85	0.73	
4:45 PM	0	4	0	0	4	0	1	0	0	1	2	3	6	1	12	3	0	0	0	3	20	74	0.93	
5:00 PM	0	0	0	0	0	0	1	0	0	1	2	7	6	0	15	3	0	1	0	4	20	76	0.86	
5:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	5	0	6	4	0	0	0	4	16			
5:30 PM	1	4	0	0	5	0	0	2	0	2	2	2	2	0	6	5	0	0	0	5	18			
5:45 PM	0	0	0	0	0	0	2	4	0	6	4	3	4	0	11	5	0	0	0	5	22			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	3	75	1	1	80	1	6	22	0	29	33	61	73	3	170	91	4	3	1	99	378			

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North Melvin Court					From East Ridgeway Avenue					From South Melvin Court					From West Ridgeway Avenue					Total Hourly Volume	PHF	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	Start Time																						
AM 7:30 AM	0	17	1	1	19	1	0	9	0	10	6	4	6	2	18	16	1	1	0	18	65	0.81	
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	14	0	0	14	0	2	1	0	3	6	21	19	1	47	20	0	1	0	21	85	0.73	

Intersection Traffic Volume Report

Count Basics			<i>Page 6 of 13</i>		
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session		
Total Number of Hours Counted:	5	Non-Holiday	No Special Events		

15-Minute Automobile Data

Ridgeway Avenue & Melvin Court



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Melvin Court					Ridgeway Avenue					Melvin Court					Ridgeway 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	6	0	0	1	7	17	60
6:45 AM	0	3	0	0	3	0	0	0	0	0	3	0	2	0	5	4	1	0	0	5	13	60
7:00 AM	0	5	0	0	5	0	0	0	0	0	1	1	1	0	3	4	0	0	0	4	12	59
7:15 AM	0	6	0	0	6	0	0	0	0	0	0	3	3	0	6	6	0	0	0	6	18	62
7:30 AM	0	5	0	0	5	1	0	3	0	4	0	1	2	1	4	3	0	1	0	4	17	61
7:45 AM	0	4	0	0	4	0	0	2	0	2	0	1	2	0	3	3	0	0	0	3	12	
8:00 AM	0	2	1	1	4	0	0	2	0	2	2	2	0	0	4	5	0	0	0	5	15	
8:15 AM	0	5	0	0	5	0	0	0	0	0	3	0	2	1	6	5	1	0	0	6	17	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	2	0	0	2	0	0	3	0	3	3	4	5	0	12	1	1	0	0	2	19	76
3:15 PM	1	2	0	0	3	0	0	0	0	0	2	8	0	10	7	0	0	0	7	20	88	
3:30 PM	0	0	0	0	0	0	1	1	0	2	3	7	7	0	17	2	1	0	0	3	22	82
3:45 PM	0	3	0	0	3	0	0	1	0	1	3	4	2	0	9	2	0	0	0	2	15	89
4:00 PM	0	5	0	0	5	0	0	1	0	1	2	7	9	0	18	7	0	0	0	7	31	94
4:15 PM	0	3	0	0	3	0	0	1	0	1	1	2	3	0	6	4	0	0	0	4	14	83
4:30 PM	0	7	0	0	7	0	0	0	0	0	1	9	3	0	13	9	0	0	0	9	29	85
4:45 PM	0	4	0	0	4	0	1	0	0	1	2	3	6	1	12	3	0	0	0	3	20	74
5:00 PM	0	0	0	0	0	0	1	0	0	1	2	7	6	0	15	3	0	1	0	4	20	74
5:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	5	0	6	4	0	0	0	4	16	
5:30 PM	1	4	0	0	5	0	0	2	0	2	2	2	2	0	6	5	0	0	0	5	18	
5:45 PM	0	0	0	0	0	0	2	4	0	6	4	3	3	0	10	4	0	0	0	4	20	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	2	74	1	1	78	1	5	20	0	26	32	61	71	3	167	87	4	2	1	94	365	

Peak Hour Automobile Volume Summary

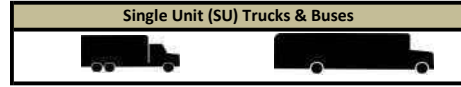
Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Melvin Court					Ridgeway Avenue					Melvin Court					Ridgeway Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	16	1	1	18	1	1	7	0	8	5	4	6	2	17	16	1	1	0	18	61
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	14	0	0	14	0	2	1	0	3	6	21	18	1	46	19	0	1	0	20	83

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

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

Ridgeway Avenue & Melvin Court



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
	Melvin Court					Ridgeway Avenue					Melvin Court					Ridgeway 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	1	0	0	2	0	1	2	0	3	1	0	2	0	3	4	0	1	0	5	13	

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	Melvin Court					Ridgeway Avenue					Melvin Court					Ridgeway 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	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	4	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	

Intersection Traffic Volume Report

Count Basics			<i>Page 9 of 13</i>
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Ridgeway Avenue & Melvin Court



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum		
	Melvin Court					Ridgeway Avenue					Melvin Court					Ridgeway 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	2	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	3	4	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	3
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	2	2	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	2	2	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	2	2	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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	0	0
Totals	1	1	0	0	2	0	1	2	0	3	1	0	2	0	3	4	0	1	0	5	13			

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume		
	Melvin Court					Ridgeway Avenue					Melvin Court					Ridgeway 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	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	4	4
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
PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	2	2

Intersection Traffic Volume Report

Count Basics		Page 11 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Ridgeway Avenue & Melvin Court



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
	Melvin Court			Ridgeway Avenue			Melvin Court			Ridgeway 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	1	0	1	0	0	0	0	0	0	0	0	0	1	7
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	3	10
7:15 AM	0	0	0	0	0	0	1	0	1	2	0	2	3	7
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	8
7:45 AM	0	0	0	0	0	0	2	0	2	1	0	1	3	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	1	0	1	3	0	3	4	
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	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	
5:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	
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	2	0	2	5	0	5	10	0	10	18	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Page 12 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Ridgeway Avenue & Melvin Court



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
	Melvin Court			Ridgeway Avenue			Melvin Court			Ridgeway 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	1
6:15 AM	0		0	0		0	0		0	0		0	0	4
6:30 AM	1		1	0		0	0		0	0		0	1	7
6:45 AM	0		0	0		0	0		0	0		0	0	7
7:00 AM	0		0	0		0	0		0	3		3	3	10
7:15 AM	0		0	0		0	1		1	2		2	3	7
7:30 AM	0		0	0		0	0		0	1		1	1	8
7:45 AM	0		0	0		0	2		2	1		1	3	7
8:00 AM	0		0	0		0	0		0	0		0	0	4
8:15 AM	0		0	0		0	1		1	3		3	4	4
8:30 AM	0		0	0		0	0		0	0		0	0	0
8:45 AM	0		0	0		0	0		0	0		0	0	0
9:00 AM	0		0	0		0	0		0	0		0	0	0
9:15 AM	0		0	0		0	0		0	0		0	0	0
9:30 AM	0		0	0		0	0		0	0		0	0	0
9:45 AM	0		0	0		0	0		0	0		0	0	0
10:00 AM	0		0	0		0	0		0	0		0	0	0
10:15 AM	0		0	0		0	0		0	0		0	0	0
10:30 AM	0		0	0		0	0		0	0		0	0	0
10:45 AM	0		0	0		0	0		0	0		0	0	0
11:00 AM	0		0	0		0	0		0	0		0	0	0
11:15 AM	0		0	0		0	0		0	0		0	0	0
11:30 AM	0		0	0		0	0		0	0		0	0	0
11:45 AM	0		0	0		0	0		0	0		0	0	0
12:00 PM	0		0	0		0	0		0	0		0	0	0
12:15 PM	0		0	0		0	0		0	0		0	0	0
12:30 PM	0		0	0		0	0		0	0		0	0	0
12:45 PM	0		0	0		0	0		0	0		0	0	0
1:00 PM	0		0	0		0	0		0	0		0	0	0
1:15 PM	0		0	0		0	0		0	0		0	0	0
1:30 PM	0		0	0		0	0		0	0		0	0	0
1:45 PM	0		0	0		0	0		0	0		0	0	0
2:00 PM	0		0	0		0	0		0	0		0	0	0
2:15 PM	0		0	0		0	0		0	0		0	0	0
2:30 PM	0		0	0		0	0		0	0		0	0	1
2:45 PM	0		0	0		0	0		0	0		0	0	1
3:00 PM	0		0	0		0	0		0	0		0	0	1
3:15 PM	0		0	0		0	1		1	0		0	1	1
3:30 PM	0		0	0		0	0		0	0		0	0	0
3:45 PM	0		0	0		0	0		0	0		0	0	0
4:00 PM	0		0	0		0	0		0	0		0	0	0
4:15 PM	0		0	0		0	0		0	0		0	0	0
4:30 PM	0		0	0		0	0		0	0		0	0	0
4:45 PM	0		0	0		0	0		0	0		0	0	1
5:00 PM	0		0	0		0	0		0	0		0	0	2
5:15 PM	0		0	0		0	0		0	0		0	0	2
5:30 PM	0		0	1		1	0		0	0		0	1	2
5:45 PM	0		0	1		1	0		0	0		0	1	1
6:00 PM	0		0	0		0	0		0	0		0	0	0
6:15 PM	0		0	0		0	0		0	0		0	0	0
6:30 PM	0		0	0		0	0		0	0		0	0	0
6:45 PM	0		0	0		0	0		0	0		0	0	0
7:00 PM	0		0	0		0	0		0	0		0	0	0
7:15 PM	0		0	0		0	0		0	0		0	0	0
7:30 PM	0		0	0		0	0		0	0		0	0	0
7:45 PM	0		0	0		0	0		0	0		0	0	0
8:00 PM	0		0	0		0	0		0	0		0	0	0
8:15 PM	0		0	0		0	0		0	0		0	0	0
8:30 PM	0		0	0		0	0		0	0		0	0	0
8:45 PM	0		0	0		0	0		0	0		0	0	0
9:00 PM	0		0	0		0	0		0	0		0	0	0
9:15 PM	0		0	0		0	0		0	0		0	0	0
9:30 PM	0		0	0		0	0		0	0		0	0	0
9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals	1	0	1	2	0	2	5	0	5	10	0	10	18	

Intersection Traffic Volume Report

Count Basics		Version 2023.06.1		Page 1 of 13	
Start Date:	Monday, June 19, 2023	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

Major St: Ridgeway Avenue
 Minor St: Carpenter Street
 Intersection of: Ridgeway Avenue & Carpenter Street

IX_ID:

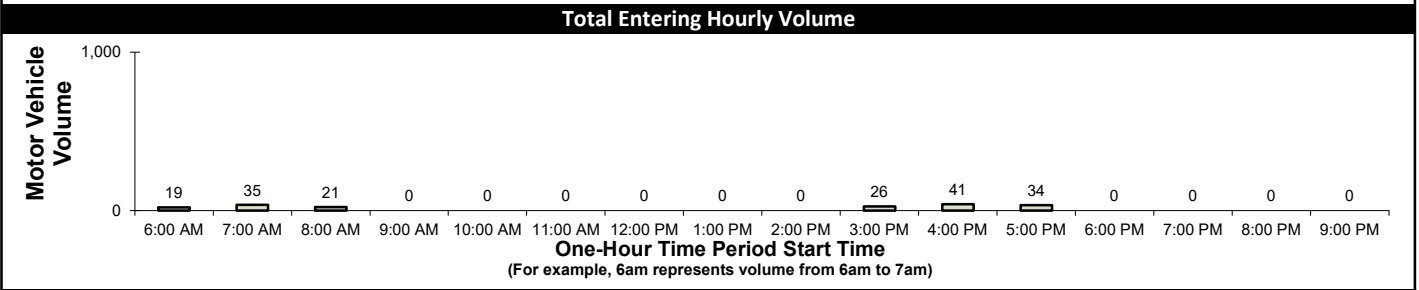
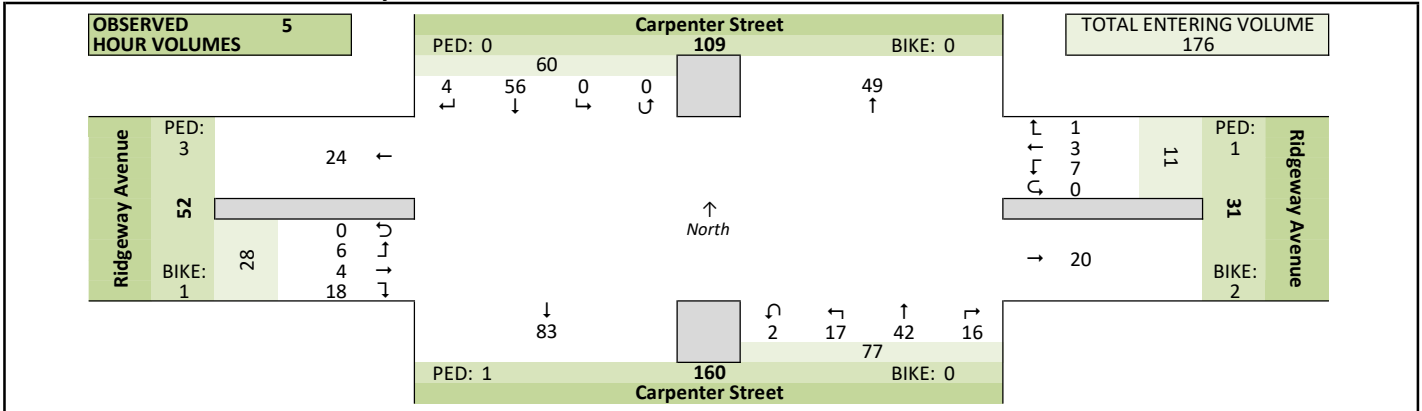
Site Information

Municipality	City of Madison		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	Carpenter Street		
East Leg	Ridgeway Avenue		
South Leg	Carpenter Street		
West Leg	Ridgeway Avenue		
Special Considerations	Schools In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

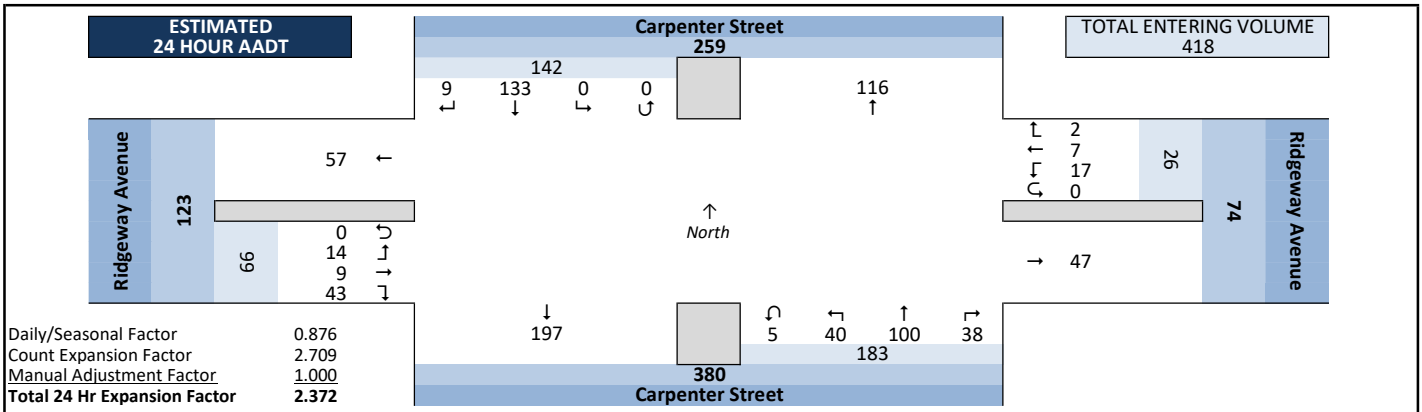
Count Information

Hrs Counted:	06:30 AM-08:30 AM and 03:00 PM-06:00 PM		
1st Day of Count	Monday, June 19, 2023	Weather	
AM Peak Period	Tuesday, June 20, 2023	Clear & Dry	
Midday Peak Period	Tuesday, June 20, 2023	Clear & Dry	
PM Peak Period	Monday, June 19, 2023	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	0.876	Count Expansion Factor	2.709
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	LuAnn Gaertner	
	Midday Peak Period	None	
	PM Peak Period	Wendy Picard	
Comments	2021 DOT Daily & Seasonal Factors		

Observed 5 Hour Volume Summary



Estimated 24 Hour AADT

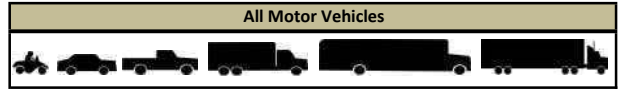


Intersection Traffic Volume Report

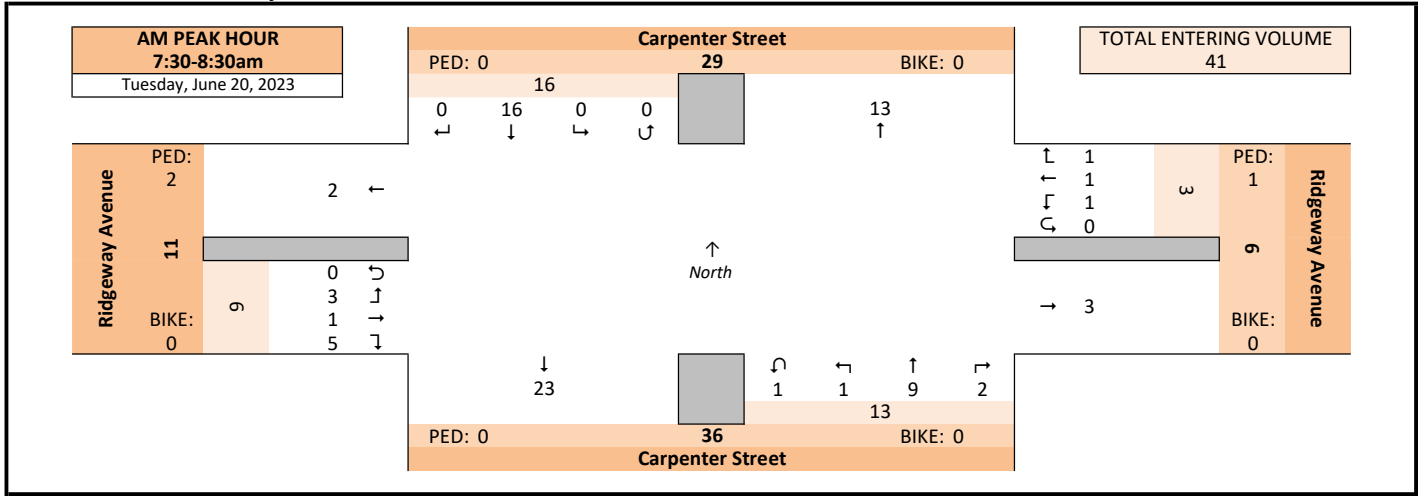
Count Basics		Page 2 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

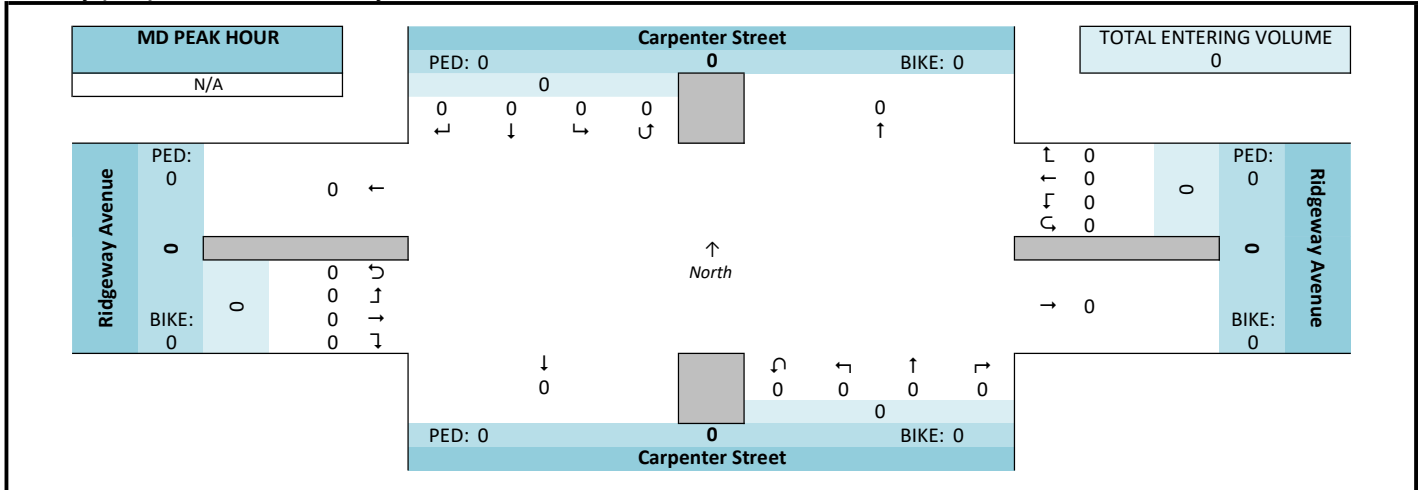
Ridgeway Avenue & Carpenter Street



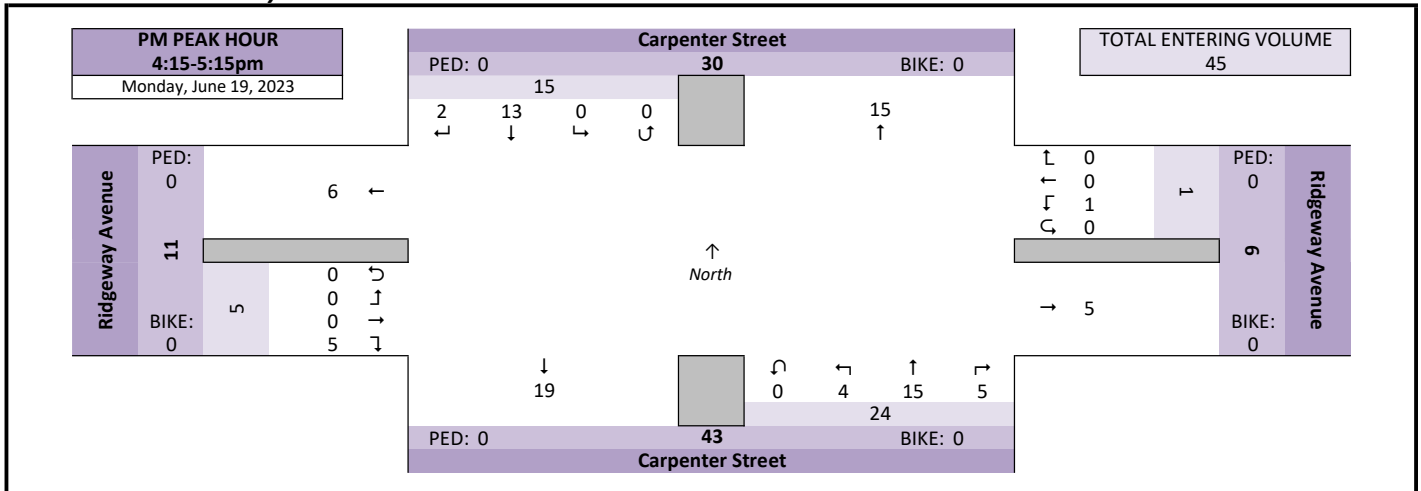
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

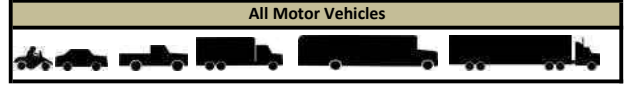


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Ridgeway Avenue & Carpenter Street



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, June 20, 2023		From North					From East					From South					From West					Totals					
AM Peak Hour		Carpenter Street					Ridgeway Avenue					Carpenter Street					Ridgeway Avenue										
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
7:30 AM		0	5	0	0	5	1	0	0	0	1	1	2	1	1	5	0	0	0	0	0	0	0	0	0	0	11
7:45 AM		0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	2	1	0	0	0	3	2	0	0	0	9
8:00 AM		0	3	0	0	3	0	1	1	0	2	0	3	0	0	3	2	0	0	0	0	2	0	0	0	2	10
8:15 AM		0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	1	0	3	0	0	4	0	0	0	4	11
Peak Hour Volume		0	16	0	0	16	1	1	1	0	3	2	9	1	1	13	5	1	3	0	0	9	0	0	0	9	41
Rounded Hourly Volume		0	15	0	0	15	0	0	0	0	0	0	10	0	0	10	5	0	5	0	0	10	0	0	0	10	35
% Single Unit Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	22.2	100.0	0.0	30.8	20.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	12.2	
% 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	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	50.0	22.2	100.0	0.0	30.8	20.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	12.2	
Peak Hour Factor (PHF)		0.00	0.80	0.00	0.00	0.80	0.25	0.25	0.25	0.00	0.37	0.50	0.75	0.25	0.25	0.65	0.62	0.25	0.25	0.00	0.00	0.56	0.25	0.25	0.00	0.93	

N/A		From North					From East					From South					From West					Totals					
MD Peak Hour		Carpenter Street					Ridgeway Avenue					Carpenter Street					Ridgeway Avenue										
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
% Heavy Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Monday, June 19, 2023		From North					From East					From South					From West					Totals					
PM Peak Hour		Carpenter Street					Ridgeway Avenue					Carpenter Street					Ridgeway Avenue										
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
4:15 PM		1	5	0	0	6	0	0	1	0	1	3	6	1	0	10	2	0	0	0	0	2	0	0	0	2	19
4:30 PM		0	3	0	0	3	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	8
4:45 PM		1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	2	0	0	0	0	2	0	0	0	2	8
5:00 PM		0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	1	0	0	0	0	1	0	0	0	1	10
Peak Hour Volume		2	13	0	0	15	0	0	1	0	1	5	15	4	0	24	5	0	0	0	0	5	0	0	0	5	45
Rounded Hourly Volume		0	15	0	0	15	0	0	0	0	0	5	15	5	0	25	5	0	0	0	0	5	0	0	0	5	45
% Single Unit Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Heavy Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)		0.50	0.65	0.00	0.00	0.62	0.00	0.00	0.25	0.00	0.25	0.42	0.62	1.00	0.00	0.60	0.62	0.00	0.00	0.00	0.00	0.62	0.00	0.00	0.00	0.59	

Peak Hour Pedestrian and Bicyclist Volumes

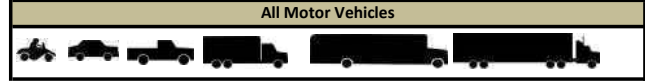
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Carpenter Street			Ridgeway Avenue			Carpenter Street			Ridgeway Avenue			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist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

Intersection Traffic Volume Report

Count Basics		Page 4 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

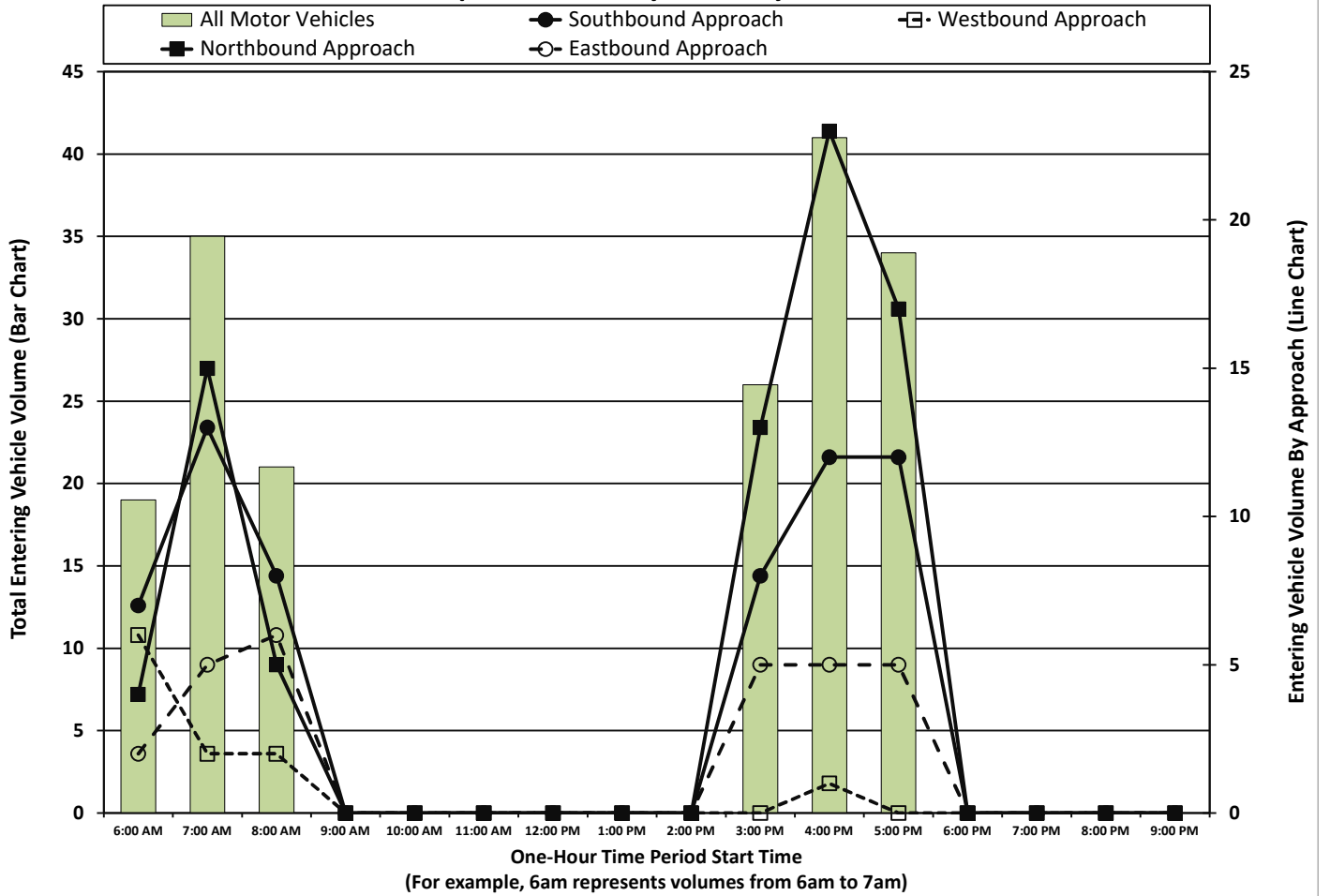
Ridgeway Avenue & Carpenter Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Carpenter Street					From East Ridgeway Avenue					From South Carpenter Street					From West Ridgeway Avenue					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
	E/W	N/S																						
AM	6:00 AM	0	7	0	0	7	0	2	4	0	6	2	2	0	0	4	0	1	1	0	2	19	8	11
	7:00 AM	1	12	0	0	13	1	0	1	0	2	3	7	4	1	15	3	1	1	0	5	35	7	28
	8:00 AM	0	8	0	0	8	0	1	1	0	2	0	5	0	0	5	3	0	3	0	6	21	8	13
	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	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	1	7	0	0	8	0	0	0	0	0	3	4	5	1	13	2	2	1	0	5	26	5	21
	4:00 PM	2	10	0	0	12	0	0	1	0	1	7	13	3	0	23	5	0	0	0	5	41	6	35
	5:00 PM	0	12	0	0	12	0	0	0	0	0	1	11	5	0	17	5	0	0	0	5	34	5	29
	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		4	56	0	0	60	1	3	7	0	11	16	42	17	2	77	18	4	6	0	28	176	39	137

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Ridgeway Avenue & Carpenter Street



15-Minute Motor Vehicle Data

15-Minute Time Period	From North Carpenter Street					From East Ridgeway Avenue					From South Carpenter Street					From West Ridgeway Avenue					15-Min Totals	Hourly Sum	PHF	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
	Start Time																							
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	0	5	0	0	5	0	0	2	0	2	2	1	0	0	3	0	1	0	0	1	1	11	34	0.77
6:45 AM	0	2	0	0	2	0	2	2	0	4	0	1	0	0	1	0	0	1	0	1	0	8	34	0.77
7:00 AM	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	1	0	1	0	2	7	35	0.80	
7:15 AM	1	3	0	0	4	0	0	0	0	0	1	1	2	0	4	0	0	0	0	0	8	38	0.86	
7:30 AM	0	5	0	0	5	1	0	0	0	1	1	2	1	1	5	0	0	0	0	0	11	41	0.93	
7:45 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	2	1	0	0	3	9			
8:00 AM	0	3	0	0	3	0	1	1	0	2	0	3	0	0	3	2	0	0	0	2	10			
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	1	0	3	0	4	11			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	4	26	0.72	
3:15 PM	1	4	0	0	5	0	0	0	0	0	0	0	2	0	2	0	0	0	0	7	28	0.78		
3:30 PM	0	1	0	0	1	0	0	0	0	0	2	2	1	0	5	1	2	0	0	3	9	40	0.53	
3:45 PM	0	1	0	0	1	0	0	0	0	0	1	2	1	1	5	0	0	0	0	6	39	0.51		
4:00 PM	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	1	0	0	0	1	6	41	0.54	
4:15 PM	1	5	0	0	6	0	0	1	0	1	3	6	1	0	10	2	0	0	0	2	19	45	0.59	
4:30 PM	0	3	0	0	3	0	0	0	0	0	2	2	1	0	5	0	0	0	0	8	34	0.85		
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	8	37	0.84	
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	1	0	0	1	10	34	0.77		
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	3	0	0	0	3	8			
5:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	2	0	6	0	0	0	0	11				
5:45 PM	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	5			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	4	56	0	0	60	1	3	7	0	11	16	42	17	2	77	18	4	6	0	28	176			

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North Carpenter Street					From East Ridgeway Avenue					From South Carpenter Street					From West Ridgeway Avenue					Total Hourly Volume	PHF	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	Start Time																						
AM 7:30 AM	0	16	0	0	16	1	1	1	0	3	2	9	1	1	13	5	1	3	0	9	41	0.93	
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	2	13	0	0	15	0	0	1	0	1	5	15	4	0	24	5	0	0	0	5	45	0.59	

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Automobile Data

Ridgeway Avenue & Carpenter Street



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Carpenter Street					Ridgeway Avenue					Carpenter Street					Ridgeway 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	5	0	0	5	0	0	2	0	2	2	1	0	0	3	3	0	1	0	0	1	11	30
6:45 AM	0	2	0	0	2	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	6	28
7:00 AM	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	1	0	1	0	2	7	29	
7:15 AM	1	3	0	0	4	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	6	31	
7:30 AM	0	5	0	0	5	1	0	0	0	1	1	1	0	1	3	0	0	0	0	0	9	36	
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	7		
8:00 AM	0	3	0	0	3	0	1	1	0	2	0	2	0	0	2	2	0	0	0	2	9		
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	1	0	3	0	4	11		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	4	25	
3:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	6	27	
3:30 PM	0	1	0	0	1	0	0	0	0	0	2	2	1	0	5	1	2	0	0	3	9	40	
3:45 PM	0	1	0	0	1	0	0	0	0	0	1	2	1	1	5	0	0	0	0	0	6	39	
4:00 PM	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	1	0	0	0	1	6	41	
4:15 PM	1	5	0	0	6	0	0	1	0	1	3	6	1	0	10	2	0	0	0	2	19	45	
4:30 PM	0	3	0	0	3	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	8	34	
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	8	36	
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	10	33	
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	3	0	0	0	3	8		
5:30 PM	0	4	0	0	4	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	10		
5:45 PM	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	5		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	3	55	0	0	58	1	2	7	0	10	15	39	15	2	71	17	4	5	0	26	165		

Peak Hour Automobile Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Carpenter Street					Ridgeway Avenue					Carpenter Street					Ridgeway 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	16	0	0	16	1	1	1	0	3	1	7	0	1	9	4	1	3	0	8	36
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	2	13	0	0	15	0	0	1	0	1	5	15	4	0	24	5	0	0	0	5	45

Intersection Traffic Volume Report

Count Basics		Page 11 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Ridgeway Avenue & Carpenter 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
	Carpenter Street			Ridgeway Avenue			Carpenter Street			Ridgeway 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	0	0	0	0	0	0	0	0	0	0	0	0	3
6:45 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	
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	1	1	0	0	0	0	0	0	1	2
3:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	1	2	3	1	0	1	3	1	4	8	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Page 12 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Ridgeway Avenue & Carpenter 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
	Carpenter Street			Ridgeway Avenue			Carpenter Street			Ridgeway 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	2
6:15 AM	0		0	0		0	0		0	0		0	0	2
6:30 AM	0		0	0		0	0		0	0		0	0	2
6:45 AM	0		0	0		0	0	1		1	1	1	2	2
7:00 AM	0		0	0		0	0		0	0		0	0	1
7:15 AM	0		0	0		0	0		0	0		0	0	1
7:30 AM	0		0	0		0	0		0	0		0	0	3
7:45 AM	0		0	1		1	0		0	0		0	1	3
8:00 AM	0		0	0		0	0		0	0		0	0	2
8:15 AM	0		0	0		0	0		0	2		2	2	2
8:30 AM	0		0	0		0	0		0	0		0	0	0
8:45 AM	0		0	0		0	0		0	0		0	0	0
9:00 AM	0		0	0		0	0		0	0		0	0	0
9:15 AM	0		0	0		0	0		0	0		0	0	0
9:30 AM	0		0	0		0	0		0	0		0	0	0
9:45 AM	0		0	0		0	0		0	0		0	0	0
10:00 AM	0		0	0		0	0		0	0		0	0	0
10:15 AM	0		0	0		0	0		0	0		0	0	0
10:30 AM	0		0	0		0	0		0	0		0	0	0
10:45 AM	0		0	0		0	0		0	0		0	0	0
11:00 AM	0		0	0		0	0		0	0		0	0	0
11:15 AM	0		0	0		0	0		0	0		0	0	0
11:30 AM	0		0	0		0	0		0	0		0	0	0
11:45 AM	0		0	0		0	0		0	0		0	0	0
12:00 PM	0		0	0		0	0		0	0		0	0	0
12:15 PM	0		0	0		0	0		0	0		0	0	0
12:30 PM	0		0	0		0	0		0	0		0	0	0
12:45 PM	0		0	0		0	0		0	0		0	0	0
1:00 PM	0		0	0		0	0		0	0		0	0	0
1:15 PM	0		0	0		0	0		0	0		0	0	0
1:30 PM	0		0	0		0	0		0	0		0	0	0
1:45 PM	0		0	0		0	0		0	0		0	0	0
2:00 PM	0		0	0		0	0		0	0		0	0	0
2:15 PM	0		0	0		0	0		0	0		0	0	0
2:30 PM	0		0	0		0	0		0	0		0	0	0
2:45 PM	0		0	0		0	0		0	0		0	0	0
3:00 PM	0		0	0		0	0		0	0		0	0	0
3:15 PM	0		0	0		0	0		0	0		0	0	0
3:30 PM	0		0	0		0	0		0	0		0	0	0
3:45 PM	0		0	0		0	0		0	0		0	0	0
4:00 PM	0		0	0		0	0		0	0		0	0	0
4:15 PM	0		0	0		0	0		0	0		0	0	0
4:30 PM	0		0	0		0	0		0	0		0	0	0
4:45 PM	0		0	0		0	0		0	0		0	0	0
5:00 PM	0		0	0		0	0		0	0		0	0	0
5:15 PM	0		0	0		0	0		0	0		0	0	0
5:30 PM	0		0	0		0	0		0	0		0	0	0
5:45 PM	0		0	0		0	0		0	0		0	0	0
6:00 PM	0		0	0		0	0		0	0		0	0	0
6:15 PM	0		0	0		0	0		0	0		0	0	0
6:30 PM	0		0	0		0	0		0	0		0	0	0
6:45 PM	0		0	0		0	0		0	0		0	0	0
7:00 PM	0		0	0		0	0		0	0		0	0	0
7:15 PM	0		0	0		0	0		0	0		0	0	0
7:30 PM	0		0	0		0	0		0	0		0	0	0
7:45 PM	0		0	0		0	0		0	0		0	0	0
8:00 PM	0		0	0		0	0		0	0		0	0	0
8:15 PM	0		0	0		0	0		0	0		0	0	0
8:30 PM	0		0	0		0	0		0	0		0	0	0
8:45 PM	0		0	0		0	0		0	0		0	0	0
9:00 PM	0		0	0		0	0		0	0		0	0	0
9:15 PM	0		0	0		0	0		0	0		0	0	0
9:30 PM	0		0	0		0	0		0	0		0	0	0
9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals	0	0	0	1	0	1	1	0	1	3	0	3	5	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Ridgeway Avenue & Carpenter Street



15-Minute Bicycle Data

15-Minute Time Period	From North				From East				From South				From West				15-Min Totals	Hourly Sum			
	Carpenter Street				Ridgeway Avenue				Carpenter Street				Ridgeway Avenue								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right			Thru	Left	U-Tn
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
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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				
	Carpenter Street				Ridgeway Avenue				Carpenter Street				Ridgeway Avenue								
	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

File Name:
 Start Date:
 Start Time:
 Site Code:
 Comment 1: East Washington at Melvin Court
 Comment 2: 12/7/2021
 Comment 3:
 Comment 4: All Vehicles

Start Time	From North			From East			From South			From West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
6:00 AM	6	0	0	0	0	0	0	0	0	2	51	0
6:15 AM	5	1	3	0	3	1	0	2	0	7	39	3
6:30 AM	5	0	1	0	1	3	0	1	0	7	58	0
6:45 AM	5	0	4	0	3	4	0	5	0	5	71	1
7:00 AM	9	1	5	1	209	1	1	4	2	4	62	6
7:15 AM	12	0	1	0	245	5	0	4	0	5	117	0
7:30 AM	3	0	6	1	336	5	0	2	1	8	126	1
7:45 AM	12	0	3	0	319	2	0	4	2	5	163	4
8:00 AM	6	2	1	1	307	7	1	4	0	5	162	3
8:15 AM	4	1	0	0	313	2	3	4	1	4	169	7
8:30 AM	3	0	1	0	293	2	1	0	0	1	197	4
8:45 AM	2	1	3	0	255	6	0	1	0	4	136	5
9:00 AM	6	0	2	0	221	6	0	4	1	2	157	3
9:15 AM	1	1	1	0	187	2	0	1	0	4	146	0
9:30 AM	4	1	4	0	221	2	0	3	1	6	145	2
9:45 AM	7	1	1	0	199	3	0	3	0	2	153	5
10:00 AM	4	2	2	0	178	5	0	2	4	11	137	3
10:15 AM	4	2	3	0	190	3	0	3	8	6	173	6
10:30 AM	7	0	2	1	211	3	2	2	3	3	171	6
10:45 AM	7	0	1	0	232	7	0	3	1	6	167	2
11:00 AM	5	2	4	0	180	0	0	0	1	1	186	9
11:15 AM	6	0	4	0	204	4	0	2	1	3	198	5
11:30 AM	8	1	1	1	210	1	0	7	1	3	208	1
11:45 AM	2	0	4	0	179	8	0	9	1	8	215	9
12:00 PM	3	0	1	0	269	1	0	5	0	4	265	3
12:15 PM	6	0	2	0	235	3	2	7	2	6	211	4
12:30 PM	2	0	0	0	247	1	0	5	1	9	227	1
12:45 PM	7	1	1	0	245	7	0	6	8	6	222	6
1:00 PM	1	2	2	0	266	7	0	9	3	3	248	5
1:15 PM	3	1	1	0	216	4	1	4	0	3	197	3
1:30 PM	1	1	2	0	230	3	0	3	0	4	225	2
1:45 PM	7	0	0	0	242	2	0	1	6	2	230	5
2:00 PM	6	0	0	0	236	0	1	4	5	1	225	8
2:15 PM	7	0	0	0	220	1	0	8	0	2	224	4
2:30 PM	5	0	6	0	251	2	0	3	2	4	238	1
2:45 PM	6	1	5	0	232	4	0	3	2	2	245	3
3:00 PM	4	0	0	0	241	4	0	3	2	5	256	11
3:15 PM	3	0	4	0	217	1	1	3	1	4	290	7
3:30 PM	8	1	3	0	255	5	0	7	6	2	281	7
3:45 PM	7	0	4	0	243	4	2	2	3	0	301	12
4:00 PM	7	1	6	0	272	3	1	10	3	4	361	7
4:15 PM	6	0	2	0	225	6	1	3	2	2	319	5
4:30 PM	3	1	1	0	276	3	0	7	5	0	332	8
4:45 PM	11	4	3	1	254	2	0	6	6	1	318	8
5:00 PM	3	0	3	0	255	3	0	3	3	0	387	6
5:15 PM	5	0	6	0	238	4	0	3	5	0	350	8
5:30 PM	4	1	5	0	254	3	0	3	0	1	306	11
5:45 PM	12	0	3	0	234	3	0	4	4	0	276	10

Intersection Traffic Volume Report

Count Basics		Version 2023.06.1		Page 1 of 13	
Start Date:	Monday, June 19, 2023	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

Major St: USH 151 - Washington Ave
Minor St: Carpenter Street
Intersection of: USH 151 - Washington Ave & Carpenter Street IX_ID:

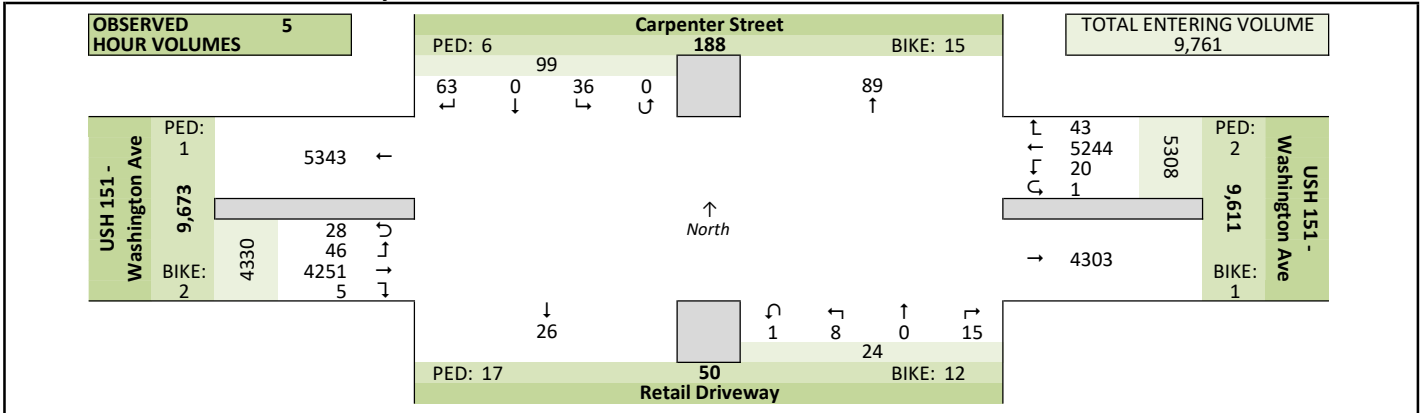
Site Information

Municipality	City of Madison		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Carpenter Street		
East Leg	USH 151 - Washington Ave		
South Leg	Retail Driveway		
West Leg	USH 151 - Washington Ave		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

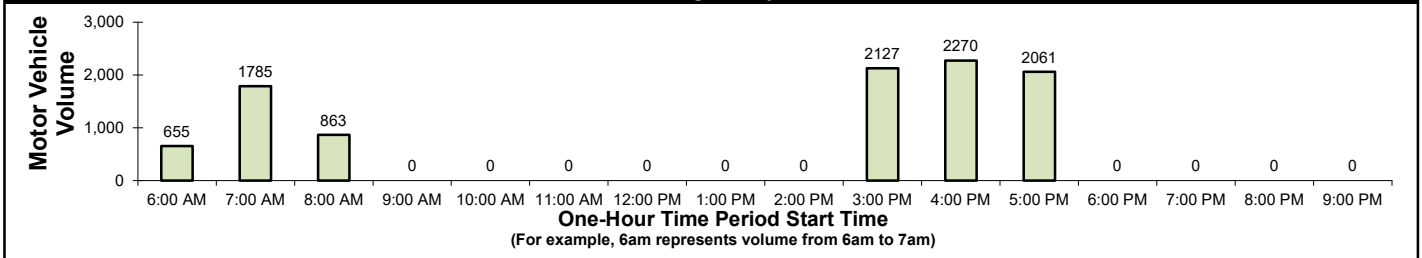
Count Information

Hrs Counted:	06:30 AM-08:30 AM and 03:00 PM-06:00 PM		
1st Day of Count	Monday, June 19, 2023	Weather	
AM Peak Period	Tuesday, June 20, 2023	Clear & Dry	
Midday Peak Period	Tuesday, June 20, 2023	Clear & Dry	
PM Peak Period	Monday, June 19, 2023	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	0.876	Count Expansion Factor	2.709
Company Name	TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period	Wendy Picard	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein	
Comments	2021 DOT Daily & Seasonal Factors		

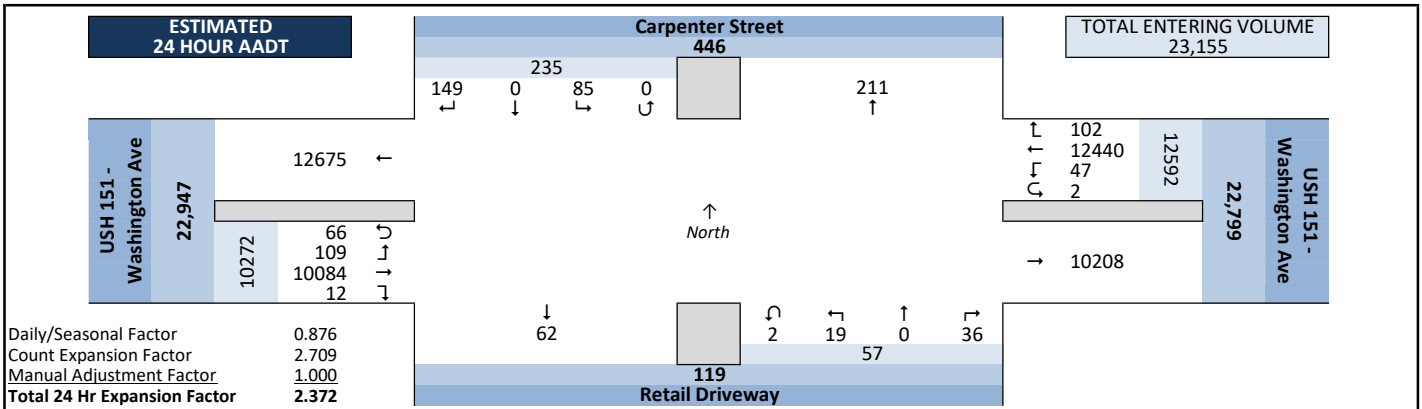
Observed 5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

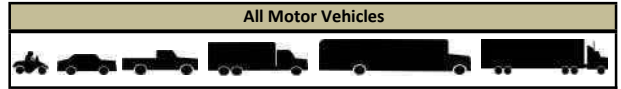


Intersection Traffic Volume Report

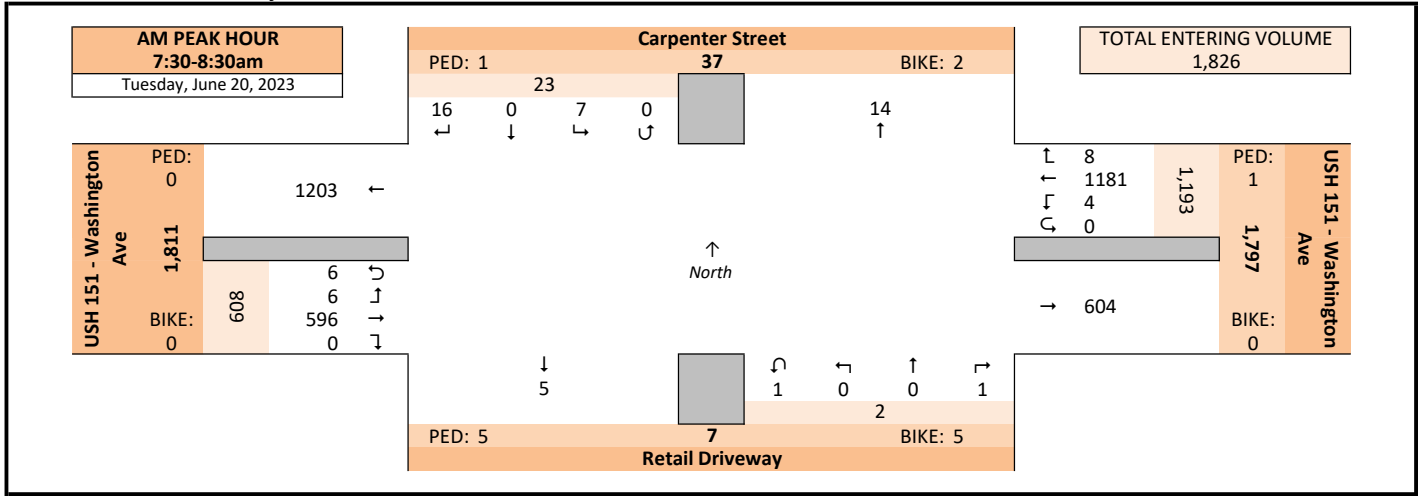
Count Basics			Page 2 of 13
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

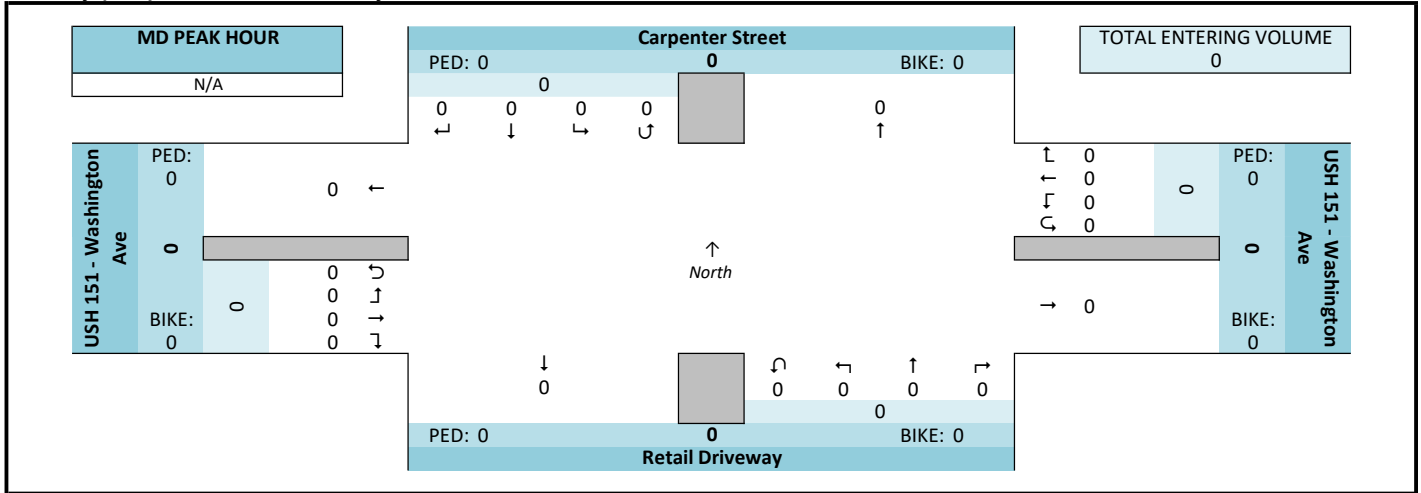
USH 151 - Washington Ave & Carpenter Street



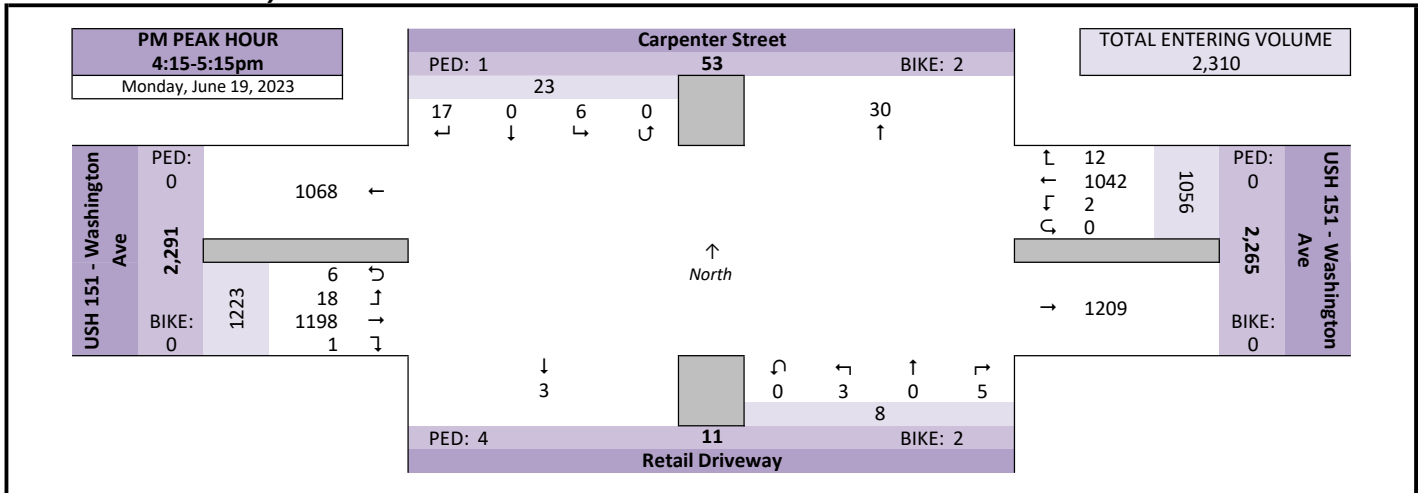
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

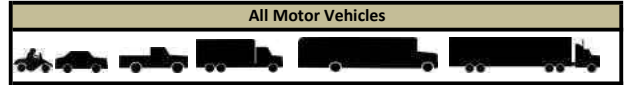


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Peak Hour Volume Summary

USH 151 - Washington Ave & Carpenter Street



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, June 20, 2023		From North Carpenter Street					From East USH 151 - Washington Ave					From South Retail Driveway					From West USH 151 - Washington Ave					Totals	
AM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Start Time																							
7:30 AM		5	0	2	0	7	4	306	0	0	310	0	0	0	0	0	0	0	139	2	3	144	461
7:45 AM		4	0	1	0	5	2	307	1	0	310	0	0	0	1	1	0	0	184	2	0	186	502
8:00 AM		3	0	2	0	5	2	257	2	0	261	0	0	0	0	0	0	0	138	0	0	138	404
8:15 AM		4	0	2	0	6	0	311	1	0	312	1	0	0	0	1	0	0	135	2	3	140	459
Peak Hour Volume		16	0	7	0	23	8	1181	4	0	1193	1	0	0	1	2	0	0	596	6	6	608	1826
Rounded Hourly Volume		15	0	5	0	20	10	1180	5	0	1195	0	0	0	0	0	0	0	595	5	5	605	1820
% Single Unit Trucks		0.0	0.0	14.3	0.0	4.3	50.0	3.6	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.6	3.8
% Heavy Trucks		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	0.0	0.0	0.3	0.0	0.0	0.3	0.2
% Trucks (Total)		0.0	0.0	14.3	0.0	4.3	50.0	3.7	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.9	4.0
Peak Hour Factor (PHF)		0.80	0.00	0.87	0.00	0.82	0.50	0.95	0.50	0.00	0.96	0.25	0.00	0.00	0.25	0.50	0.00	0.81	0.75	0.50	0.82	0.91	

N/A		From North Carpenter Street					From East USH 151 - Washington Ave					From South Retail Driveway					From West USH 151 - Washington Ave					Totals
Midday (MD) Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
Start Time																						
12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Volume		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rounded Hourly Volume		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single Unit Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Heavy Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak Hour Factor (PHF)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, June 19, 2023		From North Carpenter Street					From East USH 151 - Washington Ave					From South Retail Driveway					From West USH 151 - Washington Ave					Totals	
PM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Start Time																							
4:15 PM		4	0	4	0	8	6	279	1	0	286	1	0	1	0	2	0	291	6	1	298	594	
4:30 PM		3	0	0	0	3	1	248	0	0	249	1	0	1	0	2	0	269	5	1	275	529	
4:45 PM		6	0	0	0	6	2	240	1	0	243	2	0	1	0	3	1	344	3	2	350	602	
5:00 PM		4	0	2	0	6	3	275	0	0	278	1	0	0	0	1	0	294	4	2	300	585	
Peak Hour Volume		17	0	6	0	23	12	1042	2	0	1056	5	0	3	0	8	1	1198	18	6	1223	2310	
Rounded Hourly Volume		15	0	5	0	20	10	1040	0	0	1050	5	0	5	0	10	0	1200	20	5	1225	2305	
% Single Unit Trucks		0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	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	0.0
% Trucks (Total)		0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	1.3
Peak Hour Factor (PHF)		0.71	0.00	0.37	0.00	0.72	0.50	0.93	0.50	0.00	0.92	0.62	0.00	0.75	0.00	0.67	0.25	0.87	0.75	0.75	0.87	0.96	

Peak Hour Pedestrian and Bicyclist Volumes

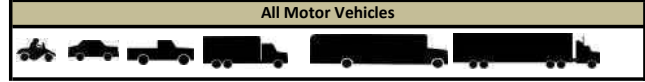
	Crossing North Approach Carpenter Street			Crossing East Approach USH 151 - Washington Ave			Crossing South Approach Retail Driveway			Crossing West Approach USH 151 - Washington Ave			Total Ped & Bike Volume
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
15-Minute Start Time													
7:30 AM	0	1	1	1	0	1	0	2	2	0	0	0	4
7:45 AM	0	0	0	0	0	0	2	1	3	0	0	0	3
8:00 AM	0	0	0	0	0	0	2	1	3	0	0	0	3
8:15 AM	1	1	2	0	0	0	1	1	2	0	0	0	4
Total	1	2	3	1	0	1	5	5	10	0	0	0	14
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	1	0	0	0	2	0	2	0	0	0	3
4:30 PM	0	1	1	0	0	0	1	0	1	0	0	0	2
4:45 PM	0	1	1	0	0	0	1	1	2	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
Total	1	2	3	0	0	0	4	2	6	0	0	0	9

Intersection Traffic Volume Report

Count Basics		Page 4 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

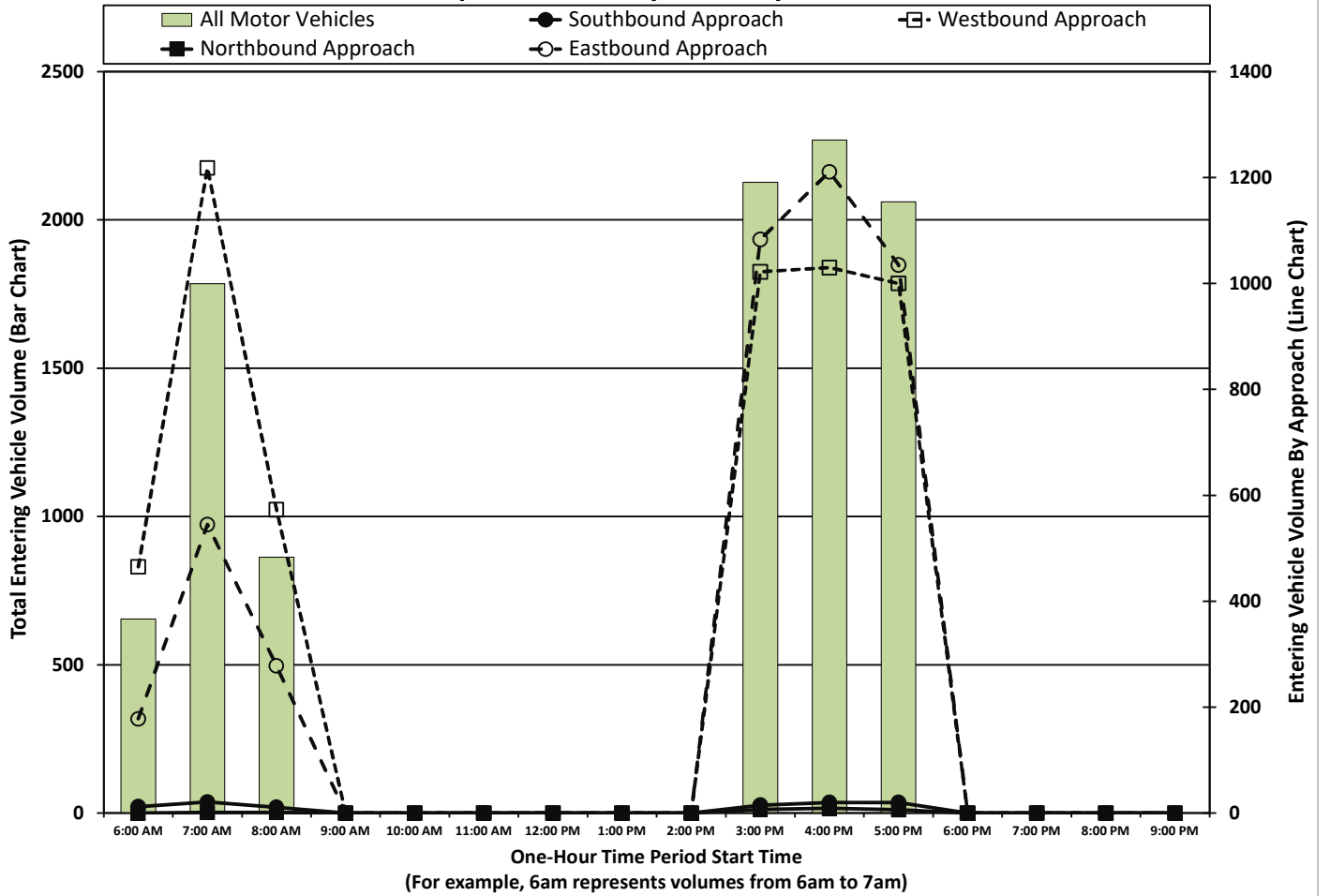
USH 151 - Washington Ave & Carpenter Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Carpenter Street					From East USH 151 - Washington Ave					From South Retail Driveway					From West USH 151 - Washington Ave					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				
	Start Time																							
AM	6:00 AM	9	0	3	0	12	2	461	2	0	465	0	0	0	0	0	0	175	2	1	178	655	643	12
	7:00 AM	13	0	8	0	21	13	1202	3	0	1218	0	0	0	1	1	0	533	6	6	545	1785	1763	22
	8:00 AM	7	0	4	0	11	2	568	3	0	573	1	0	0	0	1	0	273	2	3	278	863	851	12
	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	7	0	8	0	15	8	1007	7	0	1022	5	0	2	0	7	3	1064	7	9	1083	2127	2105	22
	4:00 PM	14	0	6	0	20	9	1017	3	1	1030	5	0	4	0	9	1	1188	17	5	1211	2270	2241	29
	5:00 PM	13	0	7	0	20	9	989	2	0	1000	4	0	2	0	6	1	1018	12	4	1035	2061	2035	26
	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	63	0	36	0	99	43	5244	20	1	5308	15	0	8	1	24	5	4251	46	28	4330	9761	9638	123	

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

USH 151 - Washington Ave & Carpenter Street



15-Minute Motor Vehicle Data

15-Minute Time Period	From North Carpenter Street					From East USH 151 - Washington Ave					From South Retail Driveway					From West USH 151 - Washington Ave					15-Min Totals	Hourly Sum	PHF	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
	Start Time																							
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	7	0	1	0	8	1	229	1	0	231	0	0	0	0	0	0	85	2	0	0	87	326	1477	0.82
6:45 AM	2	0	2	0	4	1	232	1	0	234	0	0	0	0	0	0	90	0	1	0	91	329	1612	0.87
7:00 AM	0	0	4	0	4	3	263	1	0	267	0	0	0	0	0	0	96	2	1	0	99	370	1785	0.89
7:15 AM	4	0	1	0	5	4	326	1	0	331	0	0	0	0	0	0	114	0	2	0	116	452	1819	0.91
7:30 AM	5	0	2	0	7	4	306	0	0	310	0	0	0	0	0	0	139	2	3	0	144	461	1826	0.91
7:45 AM	4	0	1	0	5	2	307	1	0	310	0	0	0	1	1	0	184	2	0	0	186	502		
8:00 AM	3	0	2	0	5	2	257	2	0	261	0	0	0	0	0	0	138	0	0	0	138	404		
8:15 AM	4	0	2	0	6	0	311	1	0	312	1	0	0	0	1	0	135	2	3	0	140	459		
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	1	0	2	0	3	1	246	3	0	250	2	0	1	0	3	0	249	0	3	0	252	508	2127	0.97
3:15 PM	3	0	1	0	4	2	267	3	0	272	0	0	0	0	0	0	273	0	2	0	275	551	2164	0.98
3:30 PM	1	0	2	0	3	2	249	1	0	252	0	0	0	0	0	1	257	5	3	0	266	521	2207	0.93
3:45 PM	2	0	3	0	5	3	245	0	0	248	3	0	1	0	4	2	285	2	1	0	290	547	2215	0.93
4:00 PM	1	0	2	0	3	0	250	1	1	252	1	0	1	0	2	0	284	3	1	0	288	545	2270	0.94
4:15 PM	4	0	4	0	8	6	279	1	0	286	1	0	1	0	2	0	291	6	1	0	298	594	2310	0.96
4:30 PM	3	0	0	0	3	1	248	0	0	249	1	0	1	0	2	0	269	5	1	0	275	529	2246	0.93
4:45 PM	6	0	0	0	6	2	240	1	0	243	2	0	1	0	3	1	344	3	2	0	350	602	2238	0.93
5:00 PM	4	0	2	0	6	3	275	0	0	278	1	0	0	0	1	0	294	4	2	0	300	585	2061	0.88
5:15 PM	3	0	3	0	6	1	231	1	0	233	3	0	0	0	3	1	283	2	2	0	288	530		
5:30 PM	3	0	2	0	5	4	269	0	0	273	0	0	1	0	1	0	239	3	0	0	242	521		
5:45 PM	3	0	0	0	3	1	214	1	0	216	0	0	1	0	1	0	202	3	0	0	205	425		
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	63	0	36	0	99	43	5244	20	1	5308	15	0	8	1	24	5	4251	46	28	0	4330	9761		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North Carpenter Street					From East USH 151 - Washington Ave					From South Retail Driveway					From West USH 151 - Washington Ave					Total Hourly Volume	PHF		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
	Start Time																							
AM 7:30 AM	16	0	7	0	23	8	1181	4	0	1193	1	0	0	1	2	0	596	6	6	0	608	1826	0.91	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM 4:15 PM	17	0	6	0	23	12	1042	2	0	1056	5	0	3	0	8	1	1198	18	6	0	1223	2310	0.96	

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Automobile Data

USH 151 - Washington Ave & Carpenter Street



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Carpenter Street					USH 151 - Washington Ave					Retail Driveway					USH 151 - Washington Ave						
	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
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	7	0	1	0	8	1	217	1	0	219	0	0	0	0	0	0	79	2	0	81	308	1401
6:45 AM	2	0	2	0	4	1	216	1	0	218	0	0	0	0	0	0	84	0	1	85	307	1537
7:00 AM	0	0	4	0	4	3	250	1	0	254	0	0	0	0	0	0	90	2	1	93	351	1709
7:15 AM	4	0	1	0	5	2	317	1	0	320	0	0	0	0	0	0	108	0	2	110	435	1745
7:30 AM	5	0	2	0	7	2	295	0	0	297	0	0	0	0	0	0	135	2	3	140	444	1753
7:45 AM	4	0	0	0	4	1	295	1	0	297	0	0	0	1	1	0	175	2	0	177	479	
8:00 AM	3	0	2	0	5	1	247	2	0	250	0	0	0	0	0	0	132	0	0	132	387	
8:15 AM	4	0	2	0	6	0	300	1	0	301	1	0	0	0	1	0	130	2	3	135	443	
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	1	0	2	0	3	1	242	3	0	246	2	0	1	0	3	0	243	0	3	246	498	2084
3:15 PM	3	0	1	0	4	2	259	3	0	264	0	0	0	0	0	0	265	0	2	267	535	2120
3:30 PM	1	0	2	0	3	2	247	1	0	250	0	0	0	0	0	1	253	5	3	262	515	2172
3:45 PM	2	0	3	0	5	3	239	0	0	242	3	0	1	0	4	2	280	2	1	285	536	2180
4:00 PM	1	0	2	0	3	0	246	1	1	248	1	0	1	0	2	0	277	3	1	281	534	2239
4:15 PM	4	0	4	0	8	6	274	1	0	281	1	0	1	0	2	0	289	6	1	296	587	2280
4:30 PM	3	0	0	0	3	1	243	0	0	244	1	0	1	0	2	0	268	5	1	274	523	2218
4:45 PM	6	0	0	0	6	2	237	1	0	240	2	0	1	0	3	1	340	3	2	346	595	2206
5:00 PM	4	0	2	0	6	3	273	0	0	276	1	0	0	0	1	0	286	4	2	292	575	2026
5:15 PM	3	0	3	0	6	1	229	1	0	231	3	0	0	0	3	1	280	2	2	285	525	
5:30 PM	3	0	1	0	4	4	263	0	0	267	0	0	1	0	1	0	236	3	0	239	511	
5:45 PM	3	0	0	0	3	1	210	1	0	212	0	0	1	0	1	0	196	3	0	199	415	
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	63	0	34	0	97	37	5099	20	1	5157	15	0	8	1	24	5	4146	46	28	4225	9503	

Peak Hour Automobile Volume Summary

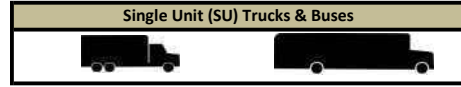
Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Carpenter Street					USH 151 - Washington Ave					Retail Driveway					USH 151 - Washington Ave					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	16	0	6	0	22	4	1137	4	0	1145	1	0	0	1	2	0	572	6	6	584	1753
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	17	0	6	0	23	12	1027	2	0	1041	5	0	3	0	8	1	1183	18	6	1208	2280

Intersection Traffic Volume Report

Count Basics			<i>Page 7 of 13</i>
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

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

USH 151 - Washington Ave & Carpenter 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	
	Carpenter Street					USH 151 - Washington Ave					Retail Driveway					USH 151 - Washington Ave							
	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	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	5	0	0	0	5	17	69
6:45 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	5	0	0	0	5	20	69
7:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	4	0	0	0	4	17	71
7:15 AM	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	0	5	0	0	0	5	15	70
7:30 AM	0	0	0	0	0	2	11	0	0	13	0	0	0	0	0	0	4	0	0	0	4	17	70
7:45 AM	0	0	1	0	1	1	12	0	0	13	0	0	0	0	0	0	8	0	0	0	8	22	
8:00 AM	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	5	0	0	0	5	16	
8:15 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	5	0	0	0	5	15	
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	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	0	6	10	42
3:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	0	8	15	43
3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6	35
3:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	0	5	11	35
4:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	0	7	11	31
4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	0	2	7	30
4:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	0	1	6	28
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	7	31
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	0	8	10	34
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5	
5:30 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	3	0	0	0	3	9	
5:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	0	6	10	
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	0	2	0	2	6	140	0	0	146	0	0	0	0	0	0	98	0	0	98	246		

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	Carpenter Street					USH 151 - Washington Ave					Retail Driveway					USH 151 - Washington Ave						
	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	1	0	1	4	43	0	0	47	0	0	0	0	0	0	22	0	0	0	22	70
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	15	0	0	0	15	30

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

USH 151 - Washington Ave & Carpenter Street



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Carpenter Street					USH 151 - Washington Ave					Retail Driveway					USH 151 - Washington Ave						
	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
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	6	0	0	0	6	18
6:45 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	6	0	0	0	6	22
7:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	6	0	0	0	6	19
7:15 AM	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	0	6	0	0	0	6	17
7:30 AM	0	0	0	0	0	2	11	0	0	13	0	0	0	0	0	0	4	0	0	0	4	17
7:45 AM	0	0	1	0	1	1	12	0	0	13	0	0	0	0	0	0	9	0	0	0	9	23
8:00 AM	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	6	0	0	0	6	17
8:15 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	5	0	0	0	5	16
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	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	0	6	10
3:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	0	8	16
3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
3:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	0	5	11
4:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	0	7	11
4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	0	2	7
4:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	0	1	6
4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	7
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	0	8	10
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5
5:30 PM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	3	0	0	0	3	10
5:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	0	6	10
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	0	2	0	2	6	145	0	0	151	0	0	0	0	0	0	105	0	0	105	258	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	Carpenter Street					USH 151 - Washington Ave					Retail Driveway					USH 151 - Washington Ave						
	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	1	0	1	4	44	0	0	48	0	0	0	0	0	0	24	0	0	0	24	73
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	15	0	0	0	15	30

Intersection Traffic Volume Report

Count Basics		Page 11 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

USH 151 - Washington Ave & Carpenter 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
	Carpenter Street			USH 151 - Washington Ave			Retail Driveway			USH 151 - Washington Ave				
	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	0	0	0	0	10
6:45 AM	0	1	1	0	0	0	1	0	1	0	0	0	2	14
7:00 AM	0	1	1	0	0	0	1	0	1	0	0	0	2	15
7:15 AM	3	3	6	0	0	0	0	0	0	0	0	0	6	16
7:30 AM	0	1	1	1	0	1	2	1	3	0	0	0	4	14
7:45 AM	0	0	0	0	0	0	2	1	3	0	0	0	3	
8:00 AM	0	0	0	0	0	0	2	1	3	0	0	0	3	
8:15 AM	1	1	2	0	0	0	1	1	2	0	0	0	4	
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	0	1	1	1	8
3:15 PM	1	0	1	0	1	1	0	1	1	0	0	0	3	11
3:30 PM	0	1	1	0	0	0	0	1	1	0	0	0	2	11
3:45 PM	0	1	1	0	0	0	0	1	1	0	0	0	2	11
4:00 PM	0	0	0	0	0	0	3	1	4	0	0	0	4	12
4:15 PM	1	0	1	0	0	0	2	0	2	0	0	0	3	9
4:30 PM	0	1	1	0	0	0	1	0	1	0	0	0	2	9
4:45 PM	0	1	1	0	0	0	1	1	2	0	0	0	3	10
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	12
5:15 PM	0	0	0	0	0	0	2	0	2	0	1	1	3	
5:30 PM	0	1	1	0	0	0	0	1	1	1	0	1	3	
5:45 PM	0	3	3	1	0	1	1	0	1	0	0	0	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	15	21	2	1	3	17	12	29	1	2	3	56	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Page 12 of 13	
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

USH 151 - Washington Ave & Carpenter 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
	Carpenter Street			USH 151 - Washington Ave			Retail Driveway			USH 151 - Washington Ave				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0		0	0		0	0		0	0		0	0	1
6:15 AM	0		0	0		0	0		0	0		0	0	2
6:30 AM	0		0	0		0	0		0	0		0	0	5
6:45 AM	0		0	0		0	1		1	0		0	1	6
7:00 AM	0		0	0		0	1		1	0		0	1	7
7:15 AM	3		3	0		0	0		0	0		0	3	8
7:30 AM	0		0	1		1	0		0	0		0	1	7
7:45 AM	0		0	0		0	2		2	0		0	2	6
8:00 AM	0		0	0		0	2		2	0		0	2	4
8:15 AM	1		1	0		0	1		1	0		0	2	2
8:30 AM	0		0	0		0	0		0	0		0	0	0
8:45 AM	0		0	0		0	0		0	0		0	0	0
9:00 AM	0		0	0		0	0		0	0		0	0	0
9:15 AM	0		0	0		0	0		0	0		0	0	0
9:30 AM	0		0	0		0	0		0	0		0	0	0
9:45 AM	0		0	0		0	0		0	0		0	0	0
10:00 AM	0		0	0		0	0		0	0		0	0	0
10:15 AM	0		0	0		0	0		0	0		0	0	0
10:30 AM	0		0	0		0	0		0	0		0	0	0
10:45 AM	0		0	0		0	0		0	0		0	0	0
11:00 AM	0		0	0		0	0		0	0		0	0	0
11:15 AM	0		0	0		0	0		0	0		0	0	0
11:30 AM	0		0	0		0	0		0	0		0	0	0
11:45 AM	0		0	0		0	0		0	0		0	0	0
12:00 PM	0		0	0		0	0		0	0		0	0	0
12:15 PM	0		0	0		0	0		0	0		0	0	0
12:30 PM	0		0	0		0	0		0	0		0	0	0
12:45 PM	0		0	0		0	0		0	0		0	0	0
1:00 PM	0		0	0		0	0		0	0		0	0	0
1:15 PM	0		0	0		0	0		0	0		0	0	0
1:30 PM	0		0	0		0	0		0	0		0	0	0
1:45 PM	0		0	0		0	0		0	0		0	0	0
2:00 PM	0		0	0		0	0		0	0		0	0	0
2:15 PM	0		0	0		0	0		0	0		0	0	0
2:30 PM	0		0	0		0	0		0	0		0	0	1
2:45 PM	0		0	0		0	0		0	0		0	0	1
3:00 PM	0		0	0		0	0		0	0		0	0	1
3:15 PM	1		1	0		0	0		0	0		0	1	4
3:30 PM	0		0	0		0	0		0	0		0	0	6
3:45 PM	0		0	0		0	0		0	0		0	0	7
4:00 PM	0		0	0		0	3		3	0		0	3	8
4:15 PM	1		1	0		0	2		2	0		0	3	5
4:30 PM	0		0	0		0	1		1	0		0	1	4
4:45 PM	0		0	0		0	1		1	0		0	1	4
5:00 PM	0		0	0		0	0		0	0		0	0	5
5:15 PM	0		0	0		0	2		2	0		0	2	5
5:30 PM	0		0	0		0	0		0	1		1	1	3
5:45 PM	0		0	1		1	1		1	0		0	2	2
6:00 PM	0		0	0		0	0		0	0		0	0	0
6:15 PM	0		0	0		0	0		0	0		0	0	0
6:30 PM	0		0	0		0	0		0	0		0	0	0
6:45 PM	0		0	0		0	0		0	0		0	0	0
7:00 PM	0		0	0		0	0		0	0		0	0	0
7:15 PM	0		0	0		0	0		0	0		0	0	0
7:30 PM	0		0	0		0	0		0	0		0	0	0
7:45 PM	0		0	0		0	0		0	0		0	0	0
8:00 PM	0		0	0		0	0		0	0		0	0	0
8:15 PM	0		0	0		0	0		0	0		0	0	0
8:30 PM	0		0	0		0	0		0	0		0	0	0
8:45 PM	0		0	0		0	0		0	0		0	0	0
9:00 PM	0		0	0		0	0		0	0		0	0	0
9:15 PM	0		0	0		0	0		0	0		0	0	0
9:30 PM	0		0	0		0	0		0	0		0	0	0
9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals	6	0	6	2	0	2	17	0	17	1	0	1	26	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Monday, June 19, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

USH 151 - Washington Ave & Carpenter Street



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Carpenter Street					USH 151 - Washington Ave					Retail Driveway					USH 151 - Washington Ave						
	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
6:15 AM					0					0					0					0	0	0
6:30 AM					0					0					0					0	0	0
6:45 AM					0					0					0					0	0	0
7:00 AM					0					0					0					0	0	0
7:15 AM					0					0					0					0	0	0
7:30 AM					0					0					0					0	0	0
7:45 AM					0					0					0					0	0	0
8:00 AM					0					0					0					0	0	0
8:15 AM					0					0					0					0	0	0
8:30 AM					0					0					0					0	0	0
8:45 AM					0					0					0					0	0	0
9:00 AM					0					0					0					0	0	0
9:15 AM					0					0					0					0	0	0
9:30 AM					0					0					0					0	0	0
9:45 AM					0					0					0					0	0	0
10:00 AM					0					0					0					0	0	0
10:15 AM					0					0					0					0	0	0
10:30 AM					0					0					0					0	0	0
10:45 AM					0					0					0					0	0	0
11:00 AM					0					0					0					0	0	0
11:15 AM					0					0					0					0	0	0
11:30 AM					0					0					0					0	0	0
11:45 AM					0					0					0					0	0	0
12:00 PM					0					0					0					0	0	0
12:15 PM					0					0					0					0	0	0
12:30 PM					0					0					0					0	0	0
12:45 PM					0					0					0					0	0	0
1:00 PM					0					0					0					0	0	0
1:15 PM					0					0					0					0	0	0
1:30 PM					0					0					0					0	0	0
1:45 PM					0					0					0					0	0	0
2:00 PM					0					0					0					0	0	0
2:15 PM					0					0					0					0	0	0
2:30 PM					0					0					0					0	0	0
2:45 PM					0					0					0					0	0	0
3:00 PM					0					0					0					0	0	0
3:15 PM					0					0					0					0	0	0
3:30 PM					0					0					0					0	0	0
3:45 PM					0					0					0					0	0	0
4:00 PM					0					0					0					0	0	0
4:15 PM					0					0					0					0	0	0
4:30 PM					0					0					0					0	0	0
4:45 PM					0					0					0					0	0	0
5:00 PM					0					0					0					0	0	0
5:15 PM					0					0					0					0	0	0
5:30 PM					0					0					0					0	0	0
5:45 PM					0					0					0					0	0	0
6:00 PM					0					0					0					0	0	0
6:15 PM					0					0					0					0	0	0
6:30 PM					0					0					0					0	0	0
6:45 PM					0					0					0					0	0	0
7:00 PM					0					0					0					0	0	0
7:15 PM					0					0					0					0	0	0
7:30 PM					0					0					0					0	0	0
7:45 PM					0					0					0					0	0	0
8:00 PM					0					0					0					0	0	0
8:15 PM					0					0					0					0	0	0
8:30 PM					0					0					0					0	0	0
8:45 PM					0					0					0					0	0	0
9:00 PM					0					0					0					0	0	0
9:15 PM					0					0					0					0	0	0
9:30 PM					0					0					0					0	0	0
9:45 PM					0					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	0

Peak Hour Bicycle Turning Movement Volume Summary

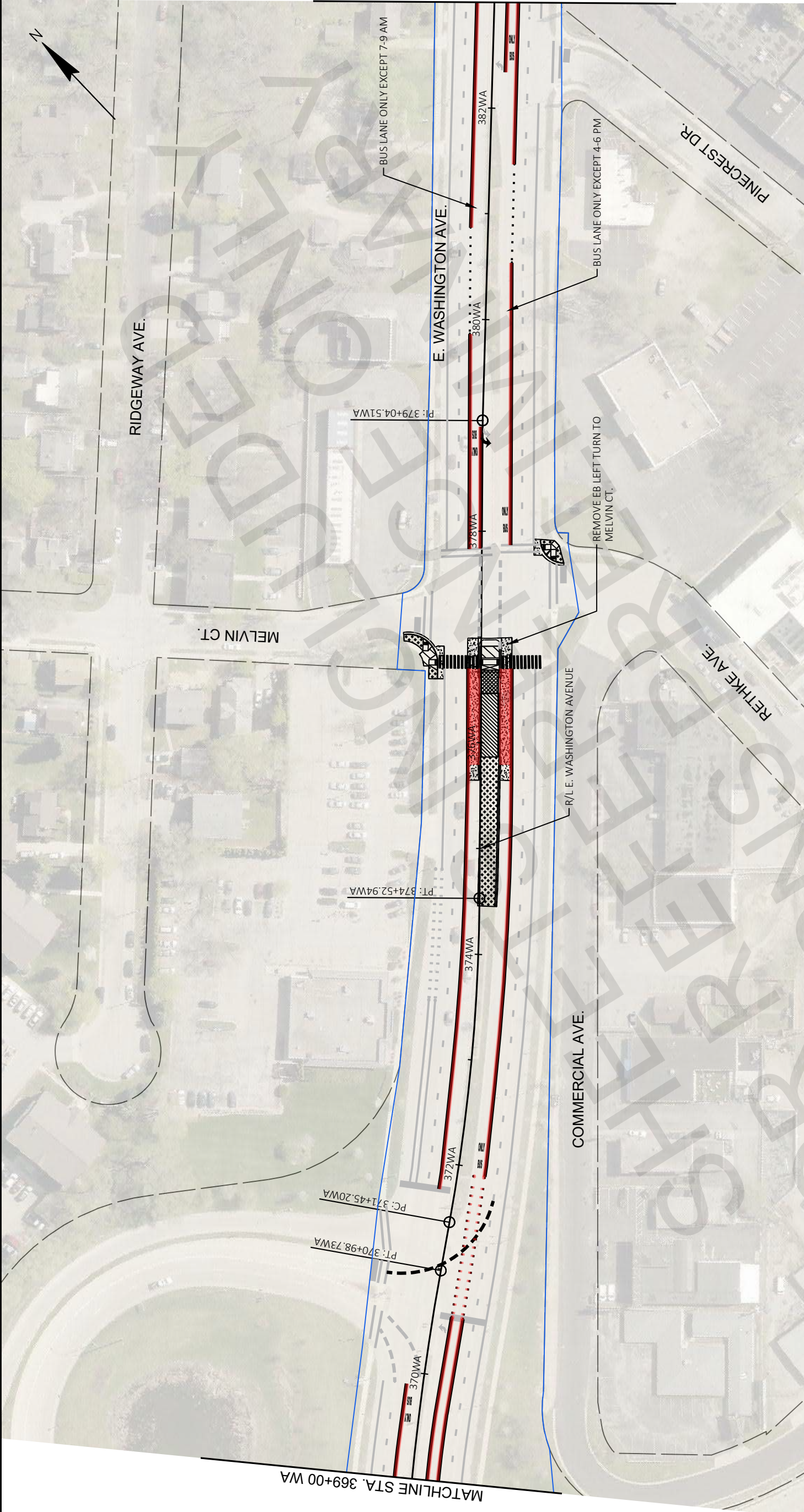
Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Carpenter Street					USH 151 - Washington Ave					Retail Driveway					USH 151 - Washington Ave					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	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

Appendix B
BRT Conceptual Modifications

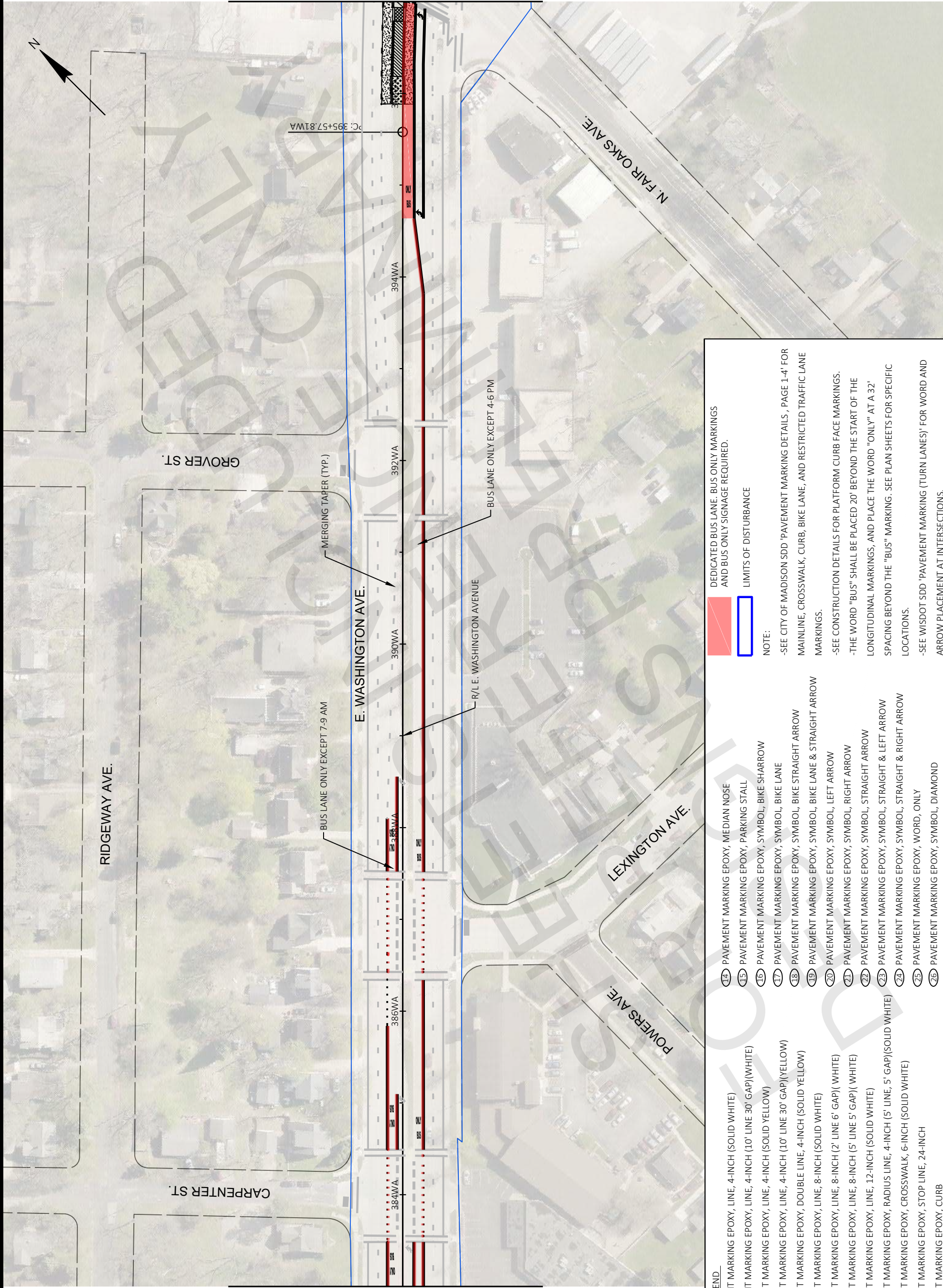
MARK	REVISION	DATE	BY

60631225P
 CITY OF MADISON, DANE COUNTY, WI
 CONTRACT NO: 60631225C
 Designed By: AECOM Date: 2021-11-22
 Scale: 1"=100 FT

PAVEMENT MARKING & PERMANENT SIGNING
 BUS RAPID TRANSIT
 CITY OF MADISON



- MARKING LEGEND**
- ① PAVEMENT MARKING EPOXY, LINE, 4-INCH (SOLID WHITE)
 - ② PAVEMENT MARKING EPOXY, LINE, 4-INCH (10' LINE 30' GAP)(WHITE)
 - ③ PAVEMENT MARKING EPOXY, LINE, 4-INCH (SOLID YELLOW)
 - ④ PAVEMENT MARKING EPOXY, LINE, 4-INCH (10' LINE 30' GAP)(YELLOW)
 - ⑤ PAVEMENT MARKING EPOXY, DOUBLE LINE, 4-INCH (SOLID YELLOW)
 - ⑥ PAVEMENT MARKING EPOXY, LINE, 8-INCH (SOLID WHITE)
 - ⑦ PAVEMENT MARKING EPOXY, LINE, 8-INCH (2' LINE 6' GAP) (WHITE)
 - ⑧ PAVEMENT MARKING EPOXY, LINE, 8-INCH (5' LINE 5' GAP) (WHITE)
 - ⑨ PAVEMENT MARKING EPOXY, LINE, 12-INCH (SOLID WHITE)
 - ⑩ PAVEMENT MARKING EPOXY, RADIUS LINE, 4-INCH (5' LINE, 5' GAP)(SOLID WHITE)
 - ⑪ PAVEMENT MARKING EPOXY, CROSSWALK, 6-INCH (SOLID WHITE)
 - ⑫ PAVEMENT MARKING EPOXY, STOP LINE, 24-INCH
 - ⑬ PAVEMENT MARKING EPOXY, CURB
 - ⑭ PAVEMENT MARKING EPOXY, MEDIAN NOSE
 - ⑮ PAVEMENT MARKING EPOXY, PARKING STALL
 - ⑯ PAVEMENT MARKING EPOXY, SYMBOL, BIKE SHARROW
 - ⑰ PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE
 - ⑱ PAVEMENT MARKING EPOXY, SYMBOL, BIKE STRAIGHT ARROW
 - ⑲ PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE & STRAIGHT ARROW
 - ⑳ PAVEMENT MARKING EPOXY, SYMBOL, LEFT ARROW
 - ㉑ PAVEMENT MARKING EPOXY, SYMBOL, RIGHT ARROW
 - ㉒ PAVEMENT MARKING EPOXY, SYMBOL, STRAIGHT ARROW
 - ㉓ PAVEMENT MARKING EPOXY, SYMBOL, STRAIGHT & LEFT ARROW
 - ㉔ PAVEMENT MARKING EPOXY, SYMBOL, STRAIGHT & RIGHT ARROW
 - ㉕ PAVEMENT MARKING EPOXY, WORD, ONLY
 - ㉖ PAVEMENT MARKING EPOXY, SYMBOL, DIAMOND
- DEDICATED BUS LANE: BUS ONLY MARKINGS AND BUS ONLY SIGNAGE REQUIRED.**
- LIMITS OF DISTURBANCE**
- NOTE:**
- SEE CITY OF MADISON SDD 'PAVEMENT MARKING DETAILS', PAGE 1-4' FOR MAINLINE, CROSSWALK, CURB, BIKE LANE, AND RESTRICTED TRAFFIC LANE MARKINGS.
 - SEE CONSTRUCTION DETAILS FOR PLATFORM CURB FACE MARKINGS.
 - THE WORD "BUS" SHALL BE PLACED 20' BEYOND THE START OF THE LONGITUDINAL MARKINGS, AND PLACE THE WORD "ONLY" AT A 32' SPACING BEYOND THE "BUS" MARKING. SEE PLAN SHEETS FOR SPECIFIC LOCATIONS.
 - SEE WISDOT SDD 'PAVEMENT MARKING (TURN LANES)' FOR WORD AND ARROW PLACEMENT AT INTERSECTIONS.



MARKING LEGEND	(14) PAVEMENT MARKING EPOXY, MEDIAN NOSE
(1) PAVEMENT MARKING EPOXY, LINE, 4-INCH (SOLID WHITE)	(15) PAVEMENT MARKING EPOXY, PARKING STALL
(2) PAVEMENT MARKING EPOXY, LINE, 4-INCH (10' LINE 30' GAP)(WHITE)	(16) PAVEMENT MARKING EPOXY, SYMBOL, BIKE SHARROW
(3) PAVEMENT MARKING EPOXY, LINE, 4-INCH (SOLID YELLOW)	(17) PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE
(4) PAVEMENT MARKING EPOXY, LINE, 4-INCH (10' LINE 30' GAP)(YELLOW)	(18) PAVEMENT MARKING EPOXY, SYMBOL, BIKE STRAIGHT ARROW
(5) PAVEMENT MARKING EPOXY, DOUBLE LINE, 4-INCH (SOLID YELLOW)	(19) PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE & STRAIGHT ARROW
(6) PAVEMENT MARKING EPOXY, LINE, 8-INCH (SOLID WHITE)	(20) PAVEMENT MARKING EPOXY, SYMBOL, LEFT ARROW
(7) PAVEMENT MARKING EPOXY, LINE, 8-INCH (2' LINE 6' GAP) (WHITE)	(21) PAVEMENT MARKING EPOXY, SYMBOL, RIGHT ARROW
(8) PAVEMENT MARKING EPOXY, LINE, 8-INCH (5' LINE 5' GAP) (WHITE)	(22) PAVEMENT MARKING EPOXY, SYMBOL, STRAIGHT ARROW
(9) PAVEMENT MARKING EPOXY, LINE, 12-INCH (SOLID WHITE)	(23) PAVEMENT MARKING EPOXY, SYMBOL, STRAIGHT & LEFT ARROW
(10) PAVEMENT MARKING EPOXY, RADIUS LINE, 4-INCH (5' LINE, 5' GAP)(SOLID WHITE)	(24) PAVEMENT MARKING EPOXY, SYMBOL, STRAIGHT & RIGHT ARROW
(11) PAVEMENT MARKING EPOXY, CROSSWALK, 6-INCH (SOLID WHITE)	(25) PAVEMENT MARKING EPOXY, WORD, ONLY
(12) PAVEMENT MARKING EPOXY, STOP LINE, 24-INCH	(26) PAVEMENT MARKING EPOXY, SYMBOL, DIAMOND
(13) PAVEMENT MARKING EPOXY, CURB	

DEDICATED BUS LANE: BUS ONLY MARKINGS AND BUS ONLY SIGNAGE REQUIRED.	LIMITS OF DISTURBANCE
NOTE:	
-SEE CITY OF MADISON SDD 'PAVEMENT MARKING DETAILS, PAGE 1-4' FOR MAINLINE, CROSSWALK, CURB, BIKE LANE, AND RESTRICTED TRAFFIC LANE MARKINGS.	
-SEE CONSTRUCTION DETAILS FOR PLATFORM CURB FACE MARKINGS.	
-THE WORD "BUS" SHALL BE PLACED 20' BEYOND THE START OF THE LONGITUDINAL MARKINGS, AND PLACE THE WORD "ONLY" AT A 32' SPACING BEYOND THE "BUS" MARKING. SEE PLAN SHEETS FOR SPECIFIC LOCATIONS.	
-SEE WISDOT SDD 'PAVEMENT MARKING (TURN LANES)' FOR WORD AND ARROW PLACEMENT AT INTERSECTIONS.	

MARK	REVISION	DATE	BY

60631225P
 CITY OF MADISON, DANE COUNTY, WI
 CONTRACT NO: 60631225C
 Designed By: AECOM Date: 2021-11-22
 Scale: 1"=100 FT

PAVEMENT MARKING & PERMANENT SIGNING
 BUS RAPID TRANSIT
 CITY OF MADISON



60631225P
M16-E

Appendix C

Peak Hour Analysis Outputs

Existing Traffic

Full Build Traffic

Lanes, Volumes, Timings
100: Melvin & Ridgeway Ave

PM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	20	1	5	1	20	20	5	1	20	1
Future Volume (vph)	1	1	20	1	5	1	20	20	5	1	20	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		0.874			0.985			0.985			0.995	
Flt Protected		0.998			0.994			0.978			0.998	
Satd. Flow (prot)	0	1578	0	0	1842	0	0	1794	0	0	1868	0
Flt Permitted		0.998			0.994			0.978			0.998	
Satd. Flow (perm)	0	1578	0	0	1842	0	0	1794	0	0	1868	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		296			703			246			339	
Travel Time (s)		8.1			19.2			6.7			9.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	1	1	27	1	7	1	27	27	7	1	27	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	9	0	0	61	0	0	29	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			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
200: Carpenter St & Ridgeway Ave

PM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	5	1	1	1	5	25	5	1	15	1
Future Volume (vph)	1	1	5	1	1	1	5	25	5	1	15	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		0.910			0.955			0.981			0.991	
Flt Protected		0.992			0.984			0.993			0.997	
Satd. Flow (prot)	0	1698	0	0	1768	0	0	1833	0	0	1859	0
Flt Permitted		0.992			0.984			0.993			0.997	
Satd. Flow (perm)	0	1698	0	0	1768	0	0	1833	0	0	1859	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		703			403			409			272	
Travel Time (s)		19.2			11.0			11.2			7.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	2	8	2	2	2	8	42	8	2	25	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	6	0	0	58	0	0	29	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			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	14.0%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶		↶	↶↶↶			↶↶			↶↶	
Traffic Volume (vph)	15	1355	25	15	1025	20	20	10	20	10	5	25
Future Volume (vph)	15	1355	25	15	1025	20	20	10	20	10	5	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.997			0.997			0.947			0.915	
Flt Protected	0.950			0.950				0.981			0.987	
Satd. Flow (prot)	1728	4947	0	1728	4947	0	0	1680	0	0	1628	0
Flt Permitted	0.244			0.950				0.852			0.896	
Satd. Flow (perm)	444	4947	0	1727	4947	0	0	1459	0	0	1477	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		353			726			254			198	
Travel Time (s)		6.9			14.1			6.9			5.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	16	1441	27	16	1090	21	21	11	21	11	5	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1468	0	16	1111	0	0	53	0	0	43	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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	256		23	256		20	23		20	23	
Trailing Detector (ft)	0	3		3	3		0	3		0	3	
Detector 1 Position(ft)	0	3		3	3		0	3		0	3	
Detector 1 Size(ft)	20	6		20	6		20	20		20	20	
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)		250			250							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

Lanes, Volumes, Timings
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023

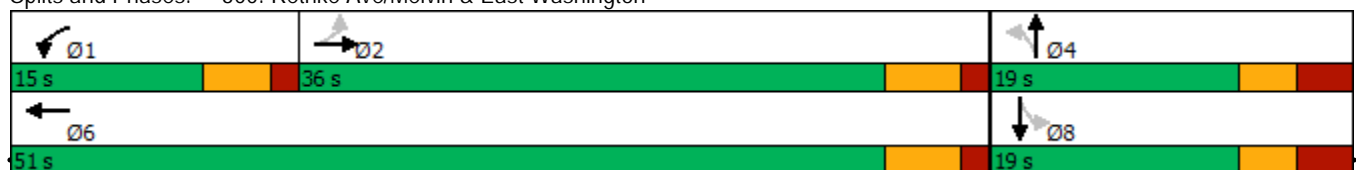


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		1.0			1.0							
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4				8
Permitted Phases	2						4			8		
Detector Phase	2	2		1	6		4	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0	10.0		8.0	8.0		8.0		8.0
Minimum Split (s)	22.0	22.0		11.0	22.0		15.0	15.0		15.0		15.0
Total Split (s)	36.0	36.0		15.0	51.0		19.0	19.0		19.0		19.0
Total Split (%)	51.4%	51.4%		21.4%	72.9%		27.1%	27.1%		27.1%		27.1%
Maximum Green (s)	30.5	30.5		10.0	45.5		13.0	13.0		13.0		13.0
Yellow Time (s)	4.0	4.0		3.5	4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		3.0	3.0		3.0		3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)	5.5	5.5		5.0	5.5			6.0				6.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		1.0	3.0		2.0	2.0		2.0		2.0
Recall Mode	Ped	Ped		None	Ped		None	None		None		None
Walk Time (s)	8.0	8.0			8.0		16.0	16.0		16.0		16.0
Flash Dont Walk (s)	8.0	8.0			8.0		8.0	8.0		8.0		8.0
Pedestrian Calls (#/hr)	2	2			20		5	5		20		20
Act Effct Green (s)	43.6	43.6		5.3	45.2			10.6				10.6
Actuated g/C Ratio	0.75	0.75		0.09	0.78			0.18				0.18
v/c Ratio	0.05	0.40		0.10	0.29			0.20				0.16
Control Delay	9.6	7.6		31.2	4.9			23.3				22.7
Queue Delay	0.0	0.0		0.0	0.0			0.0				0.0
Total Delay	9.6	7.6		31.2	4.9			23.3				22.7
LOS	A	A		C	A			C				C
Approach Delay		7.6			5.2			23.3				22.7
Approach LOS		A			A			C				C

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	58.3
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.40
Intersection Signal Delay:	7.2
Intersection LOS:	A
Intersection Capacity Utilization:	43.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 300: Rethke Ave/Melvin & East Washington



TADI
Existing PM Peak

Queues
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	16	1468	16	1111	53	43
v/c Ratio	0.05	0.40	0.10	0.29	0.20	0.16
Control Delay	9.6	7.6	31.2	4.9	23.3	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	7.6	31.2	4.9	23.3	22.7
Queue Length 50th (ft)	2	71	5	49	17	14
Queue Length 95th (ft)	17	265	27	136	46	40
Internal Link Dist (ft)		273		646	174	118
Turn Bay Length (ft)	100		120			
Base Capacity (vph)	332	3702	307	4116	377	382
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.40	0.05	0.27	0.14	0.11
Intersection Summary						

HCM 6th Signalized Intersection Summary
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (veh/h)	15	1355	25	15	1025	20	20	10	20	10	5	25
Future Volume (veh/h)	15	1355	25	15	1025	20	20	10	20	10	5	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	16	1441	27	16	1090	21	21	11	21	11	5	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	416	2785	52	36	3399	65	147	68	76	116	44	120
Arrive On Green	0.54	0.54	0.54	0.02	0.65	0.65	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	511	5199	97	1795	5196	100	404	569	639	224	373	1007
Grp Volume(v), veh/h	16	951	517	16	720	391	53	0	0	43	0	0
Grp Sat Flow(s),veh/h/ln	511	1716	1865	1795	1716	1865	1613	0	0	1605	0	0
Q Serve(g_s), s	0.8	9.0	9.0	0.4	4.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	9.0	9.0	0.4	4.7	4.7	1.4	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.05	0.40		0.40	0.26		0.63
Lane Grp Cap(c), veh/h	416	1838	999	36	2245	1220	291	0	0	280	0	0
V/C Ratio(X)	0.04	0.52	0.52	0.45	0.32	0.32	0.18	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	449	2064	1122	354	3079	1673	503	0	0	493	0	0
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.6	7.6	7.6	24.6	3.8	3.8	20.3	0.0	0.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	3.2	0.1	0.2	0.1	0.0	0.0	0.1	0.0	0.0
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	0.1	4.2	4.6	0.4	1.5	1.7	1.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	7.8	8.0	27.8	3.9	4.0	20.4	0.0	0.0	20.3	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1484			1127			53				43
Approach Delay, s/veh		7.8			4.3			20.4				20.3
Approach LOS		A			A			C				C
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.0	32.7		12.0		38.7		12.0				
Change Period (Y+Rc), s	5.0	5.5		6.0		5.5		6.0				
Max Green Setting (Gmax), s	10.0	30.5		13.0		45.5		13.0				
Max Q Clear Time (g_c+I1), s	2.4	11.0		3.4		6.7		3.2				
Green Ext Time (p_c), s	0.0	16.1		0.0		21.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings
400: Royal Pets D/W/Carpenter St & East Washington

PM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1360	1	1	1040	10	5	1	5	5	1	15
Future Volume (vph)	25	1360	1	1	1040	10	5	1	5	5	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	65		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.999			0.939				0.902
Fl _t Protected	0.950			0.950				0.978				0.989
Satd. Flow (prot)	1787	5136	0	1787	5131	0	0	1728	0	0	1678	0
Fl _t Permitted	0.950			0.950				0.978				0.989
Satd. Flow (perm)	1787	5136	0	1787	5131	0	0	1728	0	0	1678	0
Link Speed (mph)		35			35			25				25
Link Distance (ft)		726			591			247				409
Travel Time (s)		14.1			11.5			6.7				11.2
Confl. Peds. (#/hr)	1		4	4		1	1		1	1		1
Confl. Bikes (#/hr)			2			2			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	26	1417	1	1	1083	10	5	1	5	5	1	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	1418	0	1	1093	0	0	11	0	0	22	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			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		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.6%
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	25	1360	1	1	1040	10	5	1	5	5	1	15
Future Vol, veh/h	25	1360	1	1	1040	10	5	1	5	5	1	15
Conflicting Peds, #/hr	1	0	4	4	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	65	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	26	1417	1	1	1083	10	5	1	5	5	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1094	0	0	1422	0	0	1911	2570	714	1711	2565	549
Stage 1	-	-	-	-	-	-	1474	1474	-	1091	1091	-
Stage 2	-	-	-	-	-	-	437	1096	-	620	1474	-
Critical Hdwy	5.32	-	-	5.32	-	-	6.42	6.52	7.12	6.42	6.52	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	7.32	5.52	-	7.32	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.52	-	6.72	5.52	-
Follow-up Hdwy	3.11	-	-	3.11	-	-	3.81	4.01	3.91	3.81	4.01	3.91
Pot Cap-1 Maneuver	355	-	-	246	-	-	73	26	322	97	26	413
Stage 1	-	-	-	-	-	-	93	191	-	173	291	-
Stage 2	-	-	-	-	-	-	522	290	-	405	191	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	355	-	-	245	-	-	64	24	320	87	24	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	24	-	87	24	-
Stage 1	-	-	-	-	-	-	86	176	-	160	290	-
Stage 2	-	-	-	-	-	-	498	289	-	367	176	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	56.6	32
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	81	355	-	-	245	-	-	155
HCM Lane V/C Ratio	0.141	0.073	-	-	0.004	-	-	0.141
HCM Control Delay (s)	56.6	15.9	-	-	19.8	-	-	32
HCM Lane LOS	F	C	-	-	C	-	-	D
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-	0.5

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	7:10	7:10	7:10	7:10	7:10	7:10
Total Time (min)	13	13	13	13	13	13
Time Recorded (min)	10	10	10	10	10	10
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	316	358	393	338	379	356
Vehs Exited	326	347	390	325	376	351
Starting Vehs	21	22	25	20	30	21
Ending Vehs	11	33	28	33	33	26
Travel Distance (mi)	97	106	120	100	114	107
Travel Time (hr)	3.7	4.3	4.7	3.8	4.6	4.2
Total Delay (hr)	0.8	1.2	1.2	0.9	1.2	1.1
Total Stops	125	166	157	128	173	149
Fuel Used (gal)	3.4	3.8	4.3	3.6	4.2	3.9

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	316	358	393	338	379	356
Vehs Exited	326	347	390	325	376	351
Starting Vehs	21	22	25	20	30	21
Ending Vehs	11	33	28	33	33	26
Travel Distance (mi)	97	106	120	100	114	107
Travel Time (hr)	3.7	4.3	4.7	3.8	4.6	4.2
Total Delay (hr)	0.8	1.2	1.2	0.9	1.2	1.1
Total Stops	125	166	157	128	173	149
Fuel Used (gal)	3.4	3.8	4.3	3.6	4.2	3.9

100: Melvin & Ridgeway Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0		0.0	0.0	0.0	0.1		0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	3.0	6.0	3.0		0.3	0.1	0.0	4.1		3.0

200: Carpenter St & Ridgeway Ave Performance by movement

Movement	EBL	EBT	EBR	WBT	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.0	0.0	0.1	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		0.4	2.4	5.4	0.6	4.6	1.5	3.2

300: Rethke Ave/Melvin & East Washington Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.7	0.1	0.1	0.3	0.0	0.0	0.1	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.3	7.6	6.2	25.5	7.5	8.3	29.1	29.6	16.6	21.9	14.2	12.5

300: Rethke Ave/Melvin & East Washington Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.8
Total Del/Veh (s)	8.2

400: Royal Pets D/W/Carpenter St & East Washington Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.1	0.1		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	18.5	1.4		0.3	0.1		47.3	15.8	1.0

500: Melvin Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	1.1	0.9

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.0
Total Del/Veh (s)	10.0

Intersection: 100: Melvin & Ridgeway Ave

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	25	34	41
Average Queue (ft)	16	17	20
95th Queue (ft)	41	44	52
Link Distance (ft)	267	648	311
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 200: Carpenter St & Ridgeway Ave

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	20	35	34
Average Queue (ft)	8	17	16
95th Queue (ft)	34	44	43
Link Distance (ft)	648	372	242
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 300: Rethke Ave/Melvin & East Washington

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LTR	LTR
Maximum Queue (ft)	27	144	77	33	32	160	160	126	60	52
Average Queue (ft)	8	82	34	12	13	115	103	59	30	28
95th Queue (ft)	31	156	82	41	37	179	178	131	68	63
Link Distance (ft)		323	323	323		667	667	667	197	124
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100				120					
Storage Blk Time (%)		5				6				
Queuing Penalty (veh)		1				1				

Intersection: 400: Royal Pets D/W/Carpenter St & East Washington

Movement	EB	WB	WB	NB	SB
Directions Served	L	T	T	LTR	LTR
Maximum Queue (ft)	21	12	6	6	33
Average Queue (ft)	9	2	1	1	17
95th Queue (ft)	34	16	11	10	45
Link Distance (ft)		561	561	188	322
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	115				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 500: Melvin

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 2

Lanes, Volumes, Timings
100: Melvin & Ridgeway Ave

PM Peak
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	20	1	5	1	20	20	5	1	20	1
Future Volume (vph)	1	1	20	1	5	1	20	20	5	1	20	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		0.874			0.985			0.985			0.995	
Flt Protected		0.998			0.994			0.978			0.998	
Satd. Flow (prot)	0	1578	0	0	1842	0	0	1794	0	0	1868	0
Flt Permitted		0.998			0.994			0.978			0.998	
Satd. Flow (perm)	0	1578	0	0	1842	0	0	1794	0	0	1868	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		296			703			246			339	
Travel Time (s)		8.1			19.2			6.7			9.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	1	1	27	1	7	1	27	27	7	1	27	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	9	0	0	61	0	0	29	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			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
200: Carpenter St & Ridgeway Ave

PM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	5	1	1	1	5	25	5	1	15	1
Future Volume (vph)	1	1	5	1	1	1	5	25	5	1	15	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		0.910			0.955			0.981			0.991	
Flt Protected		0.992			0.984			0.993			0.997	
Satd. Flow (prot)	0	1698	0	0	1768	0	0	1833	0	0	1859	0
Flt Permitted		0.992			0.984			0.993			0.997	
Satd. Flow (perm)	0	1698	0	0	1768	0	0	1833	0	0	1859	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		703			403			409			272	
Travel Time (s)		19.2			11.0			11.2			7.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	2	8	2	2	2	8	42	8	2	25	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	6	0	0	58	0	0	29	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			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	14.0%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶		↶	↶↶↶			↶↶			↶↶	
Traffic Volume (vph)	15	1355	25	15	1025	20	20	10	20	10	5	25
Future Volume (vph)	15	1355	25	15	1025	20	20	10	20	10	5	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.997			0.997			0.947			0.915	
Flt Protected	0.950			0.950				0.981			0.987	
Satd. Flow (prot)	1728	4947	0	1728	4947	0	0	1680	0	0	1628	0
Flt Permitted	0.244			0.950				0.852			0.896	
Satd. Flow (perm)	444	4947	0	1727	4947	0	0	1459	0	0	1477	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		353			726			254			198	
Travel Time (s)		6.9			14.1			6.9			5.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	16	1441	27	16	1090	21	21	11	21	11	5	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1468	0	16	1111	0	0	53	0	0	43	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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	256		23	256		20	23		20	23	
Trailing Detector (ft)	0	3		3	3		0	3		0	3	
Detector 1 Position(ft)	0	3		3	3		0	3		0	3	
Detector 1 Size(ft)	20	6		20	6		20	20		20	20	
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)		250			250							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

Lanes, Volumes, Timings
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023

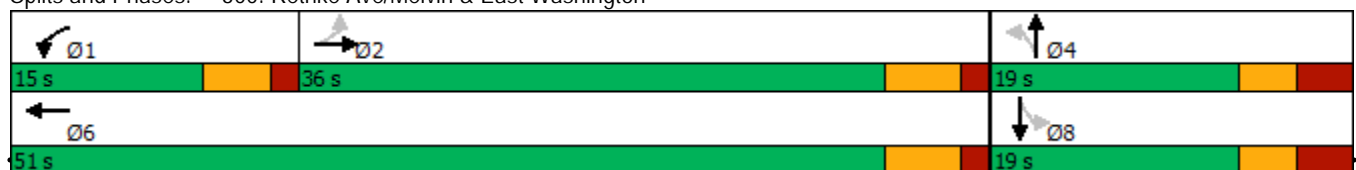


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		1.0			1.0							
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4				8
Permitted Phases	2						4			8		
Detector Phase	2	2		1	6		4	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0	10.0		8.0	8.0		8.0		8.0
Minimum Split (s)	22.0	22.0		11.0	22.0		15.0	15.0		15.0		15.0
Total Split (s)	36.0	36.0		15.0	51.0		19.0	19.0		19.0		19.0
Total Split (%)	51.4%	51.4%		21.4%	72.9%		27.1%	27.1%		27.1%		27.1%
Maximum Green (s)	30.5	30.5		10.0	45.5		13.0	13.0		13.0		13.0
Yellow Time (s)	4.0	4.0		3.5	4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		3.0	3.0		3.0		3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)	5.5	5.5		5.0	5.5			6.0				6.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		1.0	3.0		2.0	2.0		2.0		2.0
Recall Mode	Ped	Ped		None	Ped		None	None		None		None
Walk Time (s)	8.0	8.0			8.0		16.0	16.0		16.0		16.0
Flash Dont Walk (s)	8.0	8.0			8.0		8.0	8.0		8.0		8.0
Pedestrian Calls (#/hr)	2	2			20		5	5		20		20
Act Effct Green (s)	43.6	43.6		5.3	45.2			10.6				10.6
Actuated g/C Ratio	0.75	0.75		0.09	0.78			0.18				0.18
v/c Ratio	0.05	0.40		0.10	0.29			0.20				0.16
Control Delay	9.6	7.6		31.2	4.9			23.3				22.7
Queue Delay	0.0	0.0		0.0	0.0			0.0				0.0
Total Delay	9.6	7.6		31.2	4.9			23.3				22.7
LOS	A	A		C	A			C				C
Approach Delay		7.6			5.2			23.3				22.7
Approach LOS		A			A			C				C

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	58.3
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.40
Intersection Signal Delay:	7.2
Intersection LOS:	A
Intersection Capacity Utilization:	43.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 300: Rethke Ave/Melvin & East Washington



TADI
Existing PM Peak

Queues
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	16	1468	16	1111	53	43
v/c Ratio	0.05	0.40	0.10	0.29	0.20	0.16
Control Delay	9.6	7.6	31.2	4.9	23.3	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	7.6	31.2	4.9	23.3	22.7
Queue Length 50th (ft)	2	71	5	49	17	14
Queue Length 95th (ft)	17	265	27	136	46	40
Internal Link Dist (ft)		273		646	174	118
Turn Bay Length (ft)	100		120			
Base Capacity (vph)	332	3702	307	4116	377	382
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.40	0.05	0.27	0.14	0.11
Intersection Summary						

HCM 6th Signalized Intersection Summary
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (veh/h)	15	1355	25	15	1025	20	20	10	20	10	5	25
Future Volume (veh/h)	15	1355	25	15	1025	20	20	10	20	10	5	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	16	1441	27	16	1090	21	21	11	21	11	5	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	416	2785	52	36	3399	65	147	68	76	116	44	120
Arrive On Green	0.54	0.54	0.54	0.02	0.65	0.65	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	511	5199	97	1795	5196	100	404	569	639	224	373	1007
Grp Volume(v), veh/h	16	951	517	16	720	391	53	0	0	43	0	0
Grp Sat Flow(s),veh/h/ln	511	1716	1865	1795	1716	1865	1613	0	0	1605	0	0
Q Serve(g_s), s	0.8	9.0	9.0	0.4	4.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	9.0	9.0	0.4	4.7	4.7	1.4	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.05	0.40		0.40	0.26		0.63
Lane Grp Cap(c), veh/h	416	1838	999	36	2245	1220	291	0	0	280	0	0
V/C Ratio(X)	0.04	0.52	0.52	0.45	0.32	0.32	0.18	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	449	2064	1122	354	3079	1673	503	0	0	493	0	0
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.6	7.6	7.6	24.6	3.8	3.8	20.3	0.0	0.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	3.2	0.1	0.2	0.1	0.0	0.0	0.1	0.0	0.0
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	0.1	4.2	4.6	0.4	1.5	1.7	1.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	7.8	8.0	27.8	3.9	4.0	20.4	0.0	0.0	20.3	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1484			1127			53				43
Approach Delay, s/veh		7.8			4.3			20.4				20.3
Approach LOS		A			A			C				C
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.0	32.7		12.0		38.7		12.0				
Change Period (Y+Rc), s	5.0	5.5		6.0		5.5		6.0				
Max Green Setting (Gmax), s	10.0	30.5		13.0		45.5		13.0				
Max Q Clear Time (g_c+I1), s	2.4	11.0		3.4		6.7		3.2				
Green Ext Time (p_c), s	0.0	16.1		0.0		21.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings
 400: Royal Pets D/W/Carpenter St & East Washington

PM Peak
 07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1360	1	1	1040	10	5	1	5	5	1	15
Future Volume (vph)	25	1360	1	1	1040	10	5	1	5	5	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	65		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.999			0.939				0.902
Fl _t Protected	0.950			0.950				0.978				0.989
Satd. Flow (prot)	1787	5136	0	1787	5131	0	0	1728	0	0	1678	0
Fl _t Permitted	0.950			0.950				0.978				0.989
Satd. Flow (perm)	1787	5136	0	1787	5131	0	0	1728	0	0	1678	0
Link Speed (mph)		35			35			25				25
Link Distance (ft)		726			591			247				409
Travel Time (s)		14.1			11.5			6.7				11.2
Confl. Peds. (#/hr)	1		4	4		1	1		1	1		1
Confl. Bikes (#/hr)			2			2			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	26	1417	1	1	1083	10	5	1	5	5	1	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	1418	0	1	1093	0	0	11	0	0	22	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			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		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.6%
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	25	1360	1	1	1040	10	5	1	5	5	1	15
Future Vol, veh/h	25	1360	1	1	1040	10	5	1	5	5	1	15
Conflicting Peds, #/hr	1	0	4	4	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	65	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	26	1417	1	1	1083	10	5	1	5	5	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1094	0	0	1422	0	0	1911	2570	714	1711	2565	549
Stage 1	-	-	-	-	-	-	1474	1474	-	1091	1091	-
Stage 2	-	-	-	-	-	-	437	1096	-	620	1474	-
Critical Hdwy	5.32	-	-	5.32	-	-	6.42	6.52	7.12	6.42	6.52	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	7.32	5.52	-	7.32	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.52	-	6.72	5.52	-
Follow-up Hdwy	3.11	-	-	3.11	-	-	3.81	4.01	3.91	3.81	4.01	3.91
Pot Cap-1 Maneuver	355	-	-	246	-	-	73	26	322	97	26	413
Stage 1	-	-	-	-	-	-	93	191	-	173	291	-
Stage 2	-	-	-	-	-	-	522	290	-	405	191	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	355	-	-	245	-	-	64	24	320	87	24	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	24	-	87	24	-
Stage 1	-	-	-	-	-	-	86	176	-	160	290	-
Stage 2	-	-	-	-	-	-	498	289	-	367	176	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	56.6	32
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	81	355	-	-	245	-	-	155
HCM Lane V/C Ratio	0.141	0.073	-	-	0.004	-	-	0.141
HCM Control Delay (s)	56.6	15.9	-	-	19.8	-	-	32
HCM Lane LOS	F	C	-	-	C	-	-	D
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-	0.5

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	7:10	7:10	7:10	7:10	7:10	7:10
Total Time (min)	13	13	13	13	13	13
Time Recorded (min)	10	10	10	10	10	10
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	406	459	432	405	389	418
Vehs Exited	406	455	419	405	390	414
Starting Vehs	31	28	21	31	25	25
Ending Vehs	31	32	34	31	24	29
Travel Distance (mi)	125	142	134	124	122	129
Travel Time (hr)	4.9	5.2	5.1	4.9	4.6	5.0
Total Delay (hr)	1.2	1.1	1.2	1.2	1.0	1.1
Total Stops	164	130	149	189	127	150
Fuel Used (gal)	4.6	4.9	4.9	4.6	4.4	4.7

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	406	459	432	405	389	418
Vehs Exited	406	455	419	405	390	414
Starting Vehs	31	28	21	31	25	25
Ending Vehs	31	32	34	31	24	29
Travel Distance (mi)	125	142	134	124	122	129
Travel Time (hr)	4.9	5.2	5.1	4.9	4.6	5.0
Total Delay (hr)	1.2	1.1	1.2	1.2	1.0	1.1
Total Stops	164	130	149	189	127	150
Fuel Used (gal)	4.6	4.9	4.9	4.6	4.4	4.7

100: Melvin & Ridgeway Ave Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.5	2.6	3.0	0.1	0.1	0.0	5.1	2.0

200: Carpenter St & Ridgeway Ave Performance by movement

Movement	EBL	EBT	EBR	WBR	NBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)			0.0	0.1	0.0	0.0		0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)			4.2	1.2	0.1	0.4		5.5	2.3

300: Rethke Ave/Melvin & East Washington Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.1	0.1	0.0	0.0	0.0	0.1	0.2	0.3	0.0	0.0	0.0
Total Delay (hr)	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.2	7.3	4.2	25.3	5.5	2.4	25.6	20.5	20.1	18.5	11.3	15.8

300: Rethke Ave/Melvin & East Washington Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.8
Total Del/Veh (s)	7.0

400: Royal Pets D/W/Carpenter St & East Washington Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.1	0.1	0.1	0.1	0.0		0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	8.3	2.0		0.3	0.1	20.8	2.1	29.2		4.9	1.5

500: Melvin Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.9	0.8

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.1
Total Del/Veh (s)	9.0

Intersection: 100: Melvin & Ridgeway Ave

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	12	31
Average Queue (ft)	19	5	16
95th Queue (ft)	44	22	41
Link Distance (ft)	267	648	311
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 200: Carpenter St & Ridgeway Ave

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	18	12	34
Average Queue (ft)	9	2	11
95th Queue (ft)	32	16	38
Link Distance (ft)	648	372	242
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 300: Rethke Ave/Melvin & East Washington

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LTR	LTR
Maximum Queue (ft)	37	207	161	85	17	123	89	68	53	35
Average Queue (ft)	17	150	95	42	6	80	56	30	31	23
95th Queue (ft)	46	235	172	97	25	135	104	84	68	49
Link Distance (ft)		323	323	323		667	667	667	197	124
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100				120					
Storage Blk Time (%)		12				1				
Queuing Penalty (veh)		2				0				

Intersection: 400: Royal Pets D/W/Carpenter St & East Washington

Movement	EB	EB	WB	NB	SB
Directions Served	L	T	T	LTR	LTR
Maximum Queue (ft)	34	6	6	30	29
Average Queue (ft)	14	1	1	10	15
95th Queue (ft)	41	11	10	33	38
Link Distance (ft)		667	561	188	322
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	115				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 500: Melvin

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 2

Lanes, Volumes, Timings
100: Melvin & Ridgeway Ave

AM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	5	15	10	1	10	10	10	5	1	15	1
Future Volume (vph)	1	5	15	10	1	10	10	10	5	1	15	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		0.901			0.935			0.973			0.994	
Flt Protected		0.998			0.977			0.980			0.998	
Satd. Flow (prot)	0	1692	0	0	1578	0	0	1709	0	0	1795	0
Flt Permitted		0.998			0.977			0.980			0.998	
Satd. Flow (perm)	0	1692	0	0	1578	0	0	1709	0	0	1795	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		296			707			250			339	
Travel Time (s)		8.1			19.3			6.8			9.2	
Confl. Peds. (#/hr)	1		3	3		1	5		1	1		5
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	1%	1%	1%	10%	10%	10%	6%	6%	6%	5%	5%	5%
Adj. Flow (vph)	1	6	19	12	1	12	12	12	6	1	19	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	25	0	0	30	0	0	21	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			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.7%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
200: Carpenter St & Ridgeway Ave

AM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	1	5	1	10	1	10	20	1	1	15	1
Future Volume (vph)	5	1	5	1	10	1	10	20	1	1	15	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		0.939			0.990			0.996			0.992	
Flt Protected		0.978			0.996			0.984			0.997	
Satd. Flow (prot)	0	1572	0	0	1855	0	0	1724	0	0	1861	0
Flt Permitted		0.978			0.996			0.984			0.997	
Satd. Flow (perm)	0	1572	0	0	1855	0	0	1724	0	0	1861	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		707			403			409			272	
Travel Time (s)		19.3			11.0			11.2			7.4	
Confl. Peds. (#/hr)	1		1	1		1	2		1	1		2
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	11%	11%	11%	1%	1%	1%	8%	8%	8%	1%	1%	1%
Adj. Flow (vph)	5	1	5	1	11	1	11	22	1	1	16	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	13	0	0	34	0	0	18	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			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.5%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
300: Rethke Ave/Melvin & East Washington

AM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (vph)	1	650	20	15	1275	35	15	5	20	35	5	60
Future Volume (vph)	1	650	20	15	1275	35	15	5	20	35	5	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	120		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			0.99			0.99	
Frt		0.996			0.996			0.932			0.919	
Flt Protected				0.950				0.982			0.983	
Satd. Flow (prot)	0	3439	0	1728	4942	0	0	1653	0	0	1629	0
Flt Permitted		0.954		0.950				0.884			0.867	
Satd. Flow (perm)	0	3281	0	1725	4942	0	0	1487	0	0	1437	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		353			726			254			223	
Travel Time (s)		6.9			14.1			6.9			6.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	663	20	15	1301	36	15	5	20	36	5	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	684	0	15	1337	0	0	40	0	0	102	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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	256		23	256		20	23		20	23	
Trailing Detector (ft)	0	3		3	3		0	3		0	3	
Detector 1 Position(ft)	0	3		3	3		0	3		0	3	
Detector 1 Size(ft)	20	6		20	6		20	20		20	20	
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)		250			250							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

Lanes, Volumes, Timings
300: Rethke Ave/Melvin & East Washington

AM Peak
07/06/2023

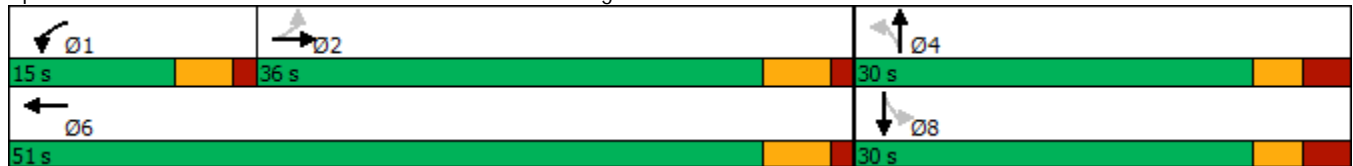


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		1.0			1.0							
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4				8
Permitted Phases	2						4			8		
Detector Phase	2	2		1	6		4	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0	10.0		8.0	8.0		8.0		8.0
Minimum Split (s)	22.0	22.0		11.0	22.0		30.0	30.0		30.0		30.0
Total Split (s)	36.0	36.0		15.0	51.0		30.0	30.0		30.0		30.0
Total Split (%)	44.4%	44.4%		18.5%	63.0%		37.0%	37.0%		37.0%		37.0%
Maximum Green (s)	30.5	30.5		10.0	45.5		24.0	24.0		24.0		24.0
Yellow Time (s)	4.0	4.0		3.5	4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		3.0	3.0		3.0		3.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)		5.5		5.0	5.5			6.0				6.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		1.0	3.0		2.0	2.0		2.0		2.0
Recall Mode	Min	Min		None	Min		None	None		None		None
Act Effect Green (s)		43.7		5.3	45.5			9.8				9.8
Actuated g/C Ratio		0.71		0.09	0.74			0.16				0.16
v/c Ratio		0.29		0.10	0.37			0.17				0.45
Control Delay		6.2		31.1	4.7			26.4				32.6
Queue Delay		0.0		0.0	0.0			0.0				0.0
Total Delay		6.2		31.1	4.7			26.4				32.6
LOS		A		C	A			C				C
Approach Delay		6.2			5.0			26.4				32.6
Approach LOS		A			A			C				C

Intersection Summary

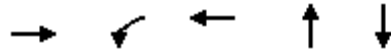
Area Type:	Other
Cycle Length:	81
Actuated Cycle Length:	61.4
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.45
Intersection Signal Delay:	7.0
Intersection LOS:	A
Intersection Capacity Utilization:	42.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 300: Rethke Ave/Melvin & East Washington



Queues
300: Rethke Ave/Melvin & East Washington

AM Peak
07/06/2023



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	684	15	1337	40	102
v/c Ratio	0.29	0.10	0.37	0.17	0.45
Control Delay	6.2	31.1	4.7	26.4	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.2	31.1	4.7	26.4	32.6
Queue Length 50th (ft)	45	5	66	14	37
Queue Length 95th (ft)	130	23	110	40	82
Internal Link Dist (ft)	273		646	174	143
Turn Bay Length (ft)		120			
Base Capacity (vph)	2334	292	3705	603	583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.05	0.36	0.07	0.17
Intersection Summary					

HCM 6th Signalized Intersection Summary
300: Rethke Ave/Melvin & East Washington

AM Peak
07/06/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (veh/h)	1	650	20	15	1275	35	15	5	20	35	5	60
Future Volume (veh/h)	1	650	20	15	1275	35	15	5	20	35	5	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	1	663	20	15	1301	36	15	5	20	36	5	61
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	70	1830	55	34	3307	91	143	60	108	146	33	126
Arrive On Green	0.53	0.53	0.53	0.02	0.64	0.64	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1	3472	105	1795	5145	142	353	448	801	386	243	935
Grp Volume(v), veh/h	360	0	324	15	868	469	40	0	0	102	0	0
Grp Sat Flow(s),veh/h/ln	1883	0	1694	1795	1716	1856	1603	0	0	1564	0	0
Q Serve(g_s), s	0.0	0.0	5.8	0.4	6.2	6.2	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	5.8	0.4	6.2	6.2	1.1	0.0	0.0	3.0	0.0	0.0
Prop In Lane	0.00		0.06	1.00		0.08	0.37		0.50	0.35		0.60
Lane Grp Cap(c), veh/h	1063	0	893	34	2205	1193	312	0	0	305	0	0
V/C Ratio(X)	0.34	0.00	0.36	0.45	0.39	0.39	0.13	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	1180	0	1000	348	3022	1634	809	0	0	805	0	0
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	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	0.0	7.1	25.1	4.4	4.4	19.8	0.0	0.0	20.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.2	3.4	0.1	0.2	0.1	0.0	0.0	0.2	0.0	0.0
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	3.1	0.0	2.8	0.4	2.2	2.4	0.7	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.0	7.4	28.5	4.5	4.6	19.9	0.0	0.0	20.8	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	B	A	A	C	A	A
Approach Vol, veh/h		684			1352			40				102
Approach Delay, s/veh		7.4			4.8			19.9				20.8
Approach LOS		A			A			B				C
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.0	32.7		13.0		38.7		13.0				
Change Period (Y+Rc), s	5.0	5.5		6.0		5.5		6.0				
Max Green Setting (Gmax), s	10.0	30.5		24.0		45.5		24.0				
Max Q Clear Time (g_c+I1), s	2.4	7.8		3.1		8.2		5.0				
Green Ext Time (p_c), s	0.0	9.3		0.0		25.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings
400: Royal Pets D/W/Carpenter St & East Washington

AM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↷			↷	
Traffic Volume (vph)	20	665	1	5	1290	10	1	1	1	5	1	15
Future Volume (vph)	20	665	1	5	1290	10	1	1	1	5	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	65		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.999			0.955				0.902
Fl _t Protected	0.950			0.950				0.984				0.989
Satd. Flow (prot)	1736	3471	0	1736	4983	0	0	1768	0	0	1630	0
Fl _t Permitted	0.950			0.950				0.984				0.989
Satd. Flow (perm)	1736	3471	0	1736	4983	0	0	1768	0	0	1630	0
Link Speed (mph)		35			35			25				25
Link Distance (ft)		726			591			247				409
Travel Time (s)		14.1			11.5			6.7				11.2
Confl. Peds. (#/hr)	1		5	5		1	1		1	1		1
Confl. Bikes (#/hr)			5			2			1			1
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 (%)	4%	4%	4%	4%	4%	4%	1%	1%	1%	4%	4%	4%
Adj. Flow (vph)	22	731	1	5	1418	11	1	1	1	5	1	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	732	0	5	1429	0	0	3	0	0	22	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			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		Free			Free			Stop				Stop

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	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵↵		↵	↵↵↵			↵↵			↵↵	
Traffic Vol, veh/h	20	665	1	5	1290	10	1	1	1	5	1	15
Future Vol, veh/h	20	665	1	5	1290	10	1	1	1	5	1	15
Conflicting Peds, #/hr	1	0	5	5	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	65	-	-	-	-	-	-	-	-
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, %	4	4	4	4	4	4	1	1	1	4	4	4
Mvmt Flow	22	731	1	5	1418	11	1	1	1	5	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1430	0	0	737	0	0	1360	2221	372	1846	2216	717
Stage 1	-	-	-	-	-	-	781	781	-	1435	1435	-
Stage 2	-	-	-	-	-	-	579	1440	-	411	781	-
Critical Hdwy	5.38	-	-	4.18	-	-	6.97	6.52	6.92	7.03	6.58	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	7.38	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.52	-	6.58	5.58	-
Follow-up Hdwy	3.14	-	-	2.24	-	-	3.66	4.01	3.31	3.69	4.04	3.94
Pot Cap-1 Maneuver	237	-	-	852	-	-	130	43	628	59	42	316
Stage 1	-	-	-	-	-	-	346	406	-	98	194	-
Stage 2	-	-	-	-	-	-	442	198	-	564	399	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	237	-	-	848	-	-	111	39	624	53	38	315
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	39	-	53	38	-
Stage 1	-	-	-	-	-	-	312	366	-	89	193	-
Stage 2	-	-	-	-	-	-	414	197	-	509	360	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			50.2			40.2		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	83	237	-	-	848	-	-	125
HCM Lane V/C Ratio	0.04	0.093	-	-	0.006	-	-	0.185
HCM Control Delay (s)	50.2	21.7	-	-	9.3	-	-	40.2
HCM Lane LOS	F	C	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.6

Lanes, Volumes, Timings
500: Melvin

AM Peak
07/06/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	60	15	25	40	1
Future Volume (vph)	1	60	15	25	40	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
Frt	0.867				0.997	
Flt Protected	0.999			0.982		
Satd. Flow (prot)	1613	0	0	1829	1857	0
Flt Permitted	0.999			0.982		
Satd. Flow (perm)	1613	0	0	1829	1857	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	318			223	250	
Travel Time (s)	7.2			6.1	6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	65	16	27	43	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	0	43	44	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	19.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	60	15	25	40	1
Future Vol, veh/h	1	60	15	25	40	1
Conflicting Peds, #/hr	0	0	0	0	0	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, %	2	2	2	2	2	2
Mvmt Flow	1	65	16	27	43	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	103	44	44	0	0
Stage 1	44	-	-	-	-
Stage 2	59	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	895	1026	1564	-	-
Stage 1	978	-	-	-	-
Stage 2	964	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	886	1026	1564	-	-
Mov Cap-2 Maneuver	886	-	-	-	-
Stage 1	968	-	-	-	-
Stage 2	964	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	1023	-	-
HCM Lane V/C Ratio	0.01	-	0.065	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	7:10	7:10	7:10	7:10	7:10	7:10
Total Time (min)	13	13	13	13	13	13
Time Recorded (min)	10	10	10	10	10	10
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	367	345	375	347	343	353
Vehs Exited	379	358	366	347	346	358
Starting Vehs	33	29	22	24	21	23
Ending Vehs	21	16	31	24	18	21
Travel Distance (mi)	111	105	111	102	100	106
Travel Time (hr)	4.1	3.7	4.3	3.7	3.9	3.9
Total Delay (hr)	0.8	0.6	0.9	0.6	0.8	0.7
Total Stops	137	104	142	114	138	126
Fuel Used (gal)	3.9	3.5	3.9	3.5	3.6	3.7

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	367	345	375	347	343	353
Vehs Exited	379	358	366	347	346	358
Starting Vehs	33	29	22	24	21	23
Ending Vehs	21	16	31	24	18	21
Travel Distance (mi)	111	105	111	102	100	106
Travel Time (hr)	4.1	3.7	4.3	3.7	3.9	3.9
Total Delay (hr)	0.8	0.6	0.9	0.6	0.8	0.7
Total Stops	137	104	142	114	138	126
Fuel Used (gal)	3.9	3.5	3.9	3.5	3.6	3.7

100: Melvin & Ridgeway Ave Performance by movement

Movement	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0			0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.5	3.3	3.6	4.1	0.0	0.1			5.1	2.6

200: Carpenter St & Ridgeway Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)			0.0		0.1	0.0	0.0		0.1		0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)			2.8		2.7	0.7	0.4		5.0		2.8

300: Rethke Ave/Melvin & East Washington Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5
Total Del/Veh (s)	4.8	0.3	27.0	4.1	3.1	23.2	11.6	14.1	20.8	17.2	16.8	5.4

400: Royal Pets D/W/Carpenter St & East Washington Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	2.6	0.1	0.1		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	8.6	1.3	3.4	0.4	0.2		33.1	6.8	0.9

500: Melvin Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		2.9	1.1	0.4	0.9	1.8

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.7
Total Del/Veh (s)	6.9

Intersection: 100: Melvin & Ridgeway Ave

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	28	31
Average Queue (ft)	18	11	14
95th Queue (ft)	43	38	39
Link Distance (ft)	267	650	311
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 200: Carpenter St & Ridgeway Ave

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	39	12	30
Average Queue (ft)	8	5	18
95th Queue (ft)	35	23	41
Link Distance (ft)	650	372	242
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 300: Rethke Ave/Melvin & East Washington

Movement	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	LT	TR	L	T	T	TR	LTR	LTR
Maximum Queue (ft)	115	66	20	105	109	70	47	78
Average Queue (ft)	81	29	8	80	57	31	24	52
95th Queue (ft)	138	74	32	111	115	72	59	87
Link Distance (ft)	324	324		667	667	667	208	142
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			120					
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 400: Royal Pets D/W/Carpenter St & East Washington

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	30	11	6	42
Average Queue (ft)	8	3	1	19
95th Queue (ft)	28	19	11	47
Link Distance (ft)			200	322
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	115	65		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 500: Melvin

Movement	EB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	33
95th Queue (ft)	45
Link Distance (ft)	290
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Lanes, Volumes, Timings
100: Melvin & Ridgeway Ave

PM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	20	5	5	5	20	15	5	1	20	1
Future Volume (vph)	1	1	20	5	5	5	20	15	5	1	20	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		0.874			0.955			0.983			0.995	
Flt Protected		0.998			0.984			0.976			0.998	
Satd. Flow (prot)	0	1578	0	0	1768	0	0	1787	0	0	1868	0
Flt Permitted		0.998			0.984			0.976			0.998	
Satd. Flow (perm)	0	1578	0	0	1768	0	0	1787	0	0	1868	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		296			707			250			339	
Travel Time (s)		8.1			19.3			6.8			9.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	1	1	27	7	7	7	27	21	7	1	27	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	21	0	0	55	0	0	29	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			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.4%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
200: Carpenter St & Ridgeway Ave

PM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	5	1	1	1	15	25	5	1	15	1
Future Volume (vph)	1	1	5	1	1	1	15	25	5	1	15	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		0.910			0.955			0.986			0.991	
Flt Protected		0.992			0.984			0.984			0.997	
Satd. Flow (prot)	0	1698	0	0	1768	0	0	1825	0	0	1859	0
Flt Permitted		0.992			0.984			0.984			0.997	
Satd. Flow (perm)	0	1698	0	0	1768	0	0	1825	0	0	1859	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		707			403			409			272	
Travel Time (s)		19.3			11.0			11.2			7.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	2	8	2	2	2	25	42	8	2	25	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	6	0	0	75	0	0	29	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			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.0%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑			↕			↕	
Traffic Volume (vph)	1	1395	25	15	1025	70	20	10	20	25	5	40
Future Volume (vph)	1	1395	25	15	1025	70	20	10	20	25	5	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	120		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			0.99			0.99	
Frt		0.997			0.990			0.947			0.923	
Flt Protected				0.950				0.981			0.982	
Satd. Flow (prot)	0	4948	0	1728	3416	0	0	1679	0	0	1634	0
Flt Permitted		0.940		0.950				0.837			0.859	
Satd. Flow (perm)	0	4651	0	1727	3416	0	0	1432	0	0	1429	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		353			726			254			223	
Travel Time (s)		6.9			14.1			6.9			6.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1484	27	16	1090	74	21	11	21	27	5	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1512	0	16	1164	0	0	53	0	0	75	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			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	256		23	256		20	23		20	23	
Trailing Detector (ft)	0	3		3	3		0	3		0	3	
Detector 1 Position(ft)	0	3		3	3		0	3		0	3	
Detector 1 Size(ft)	20	6		20	6		20	20		20	20	
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)		250			250							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							

Lanes, Volumes, Timings
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023

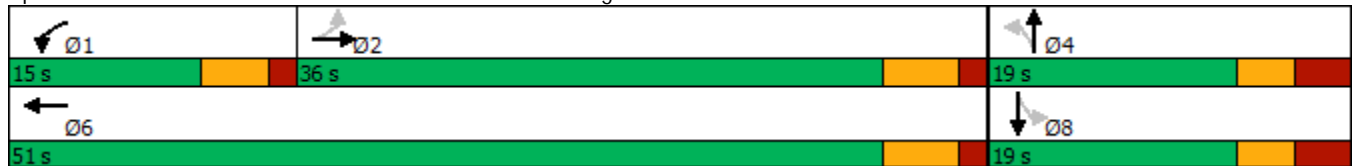


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		1.0			1.0							
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4				8
Permitted Phases	2						4			8		
Detector Phase	2	2		1	6		4	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0	10.0		8.0	8.0		8.0		8.0
Minimum Split (s)	22.0	22.0		11.0	22.0		15.0	15.0		15.0		15.0
Total Split (s)	36.0	36.0		15.0	51.0		19.0	19.0		19.0		19.0
Total Split (%)	51.4%	51.4%		21.4%	72.9%		27.1%	27.1%		27.1%		27.1%
Maximum Green (s)	30.5	30.5		10.0	45.5		13.0	13.0		13.0		13.0
Yellow Time (s)	4.0	4.0		3.5	4.0		3.0	3.0		3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		3.0	3.0		3.0		3.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)		5.5		5.0	5.5			6.0				6.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		1.0	3.0		2.0	2.0		2.0		2.0
Recall Mode	Min	Min		None	Min		None	None		None		None
Act Effect Green (s)		44.6		5.2	46.4			8.9				8.9
Actuated g/C Ratio		0.77		0.09	0.80			0.15				0.15
v/c Ratio		0.42		0.10	0.43			0.24				0.34
Control Delay		5.9		29.8	4.4			27.1				29.0
Queue Delay		0.0		0.0	0.0			0.0				0.0
Total Delay		5.9		29.8	4.4			27.1				29.0
LOS		A		C	A			C				C
Approach Delay		5.9			4.8			27.1				29.0
Approach LOS		A			A			C				C

Intersection Summary

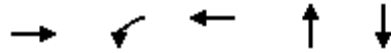
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	57.9
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization:	46.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 300: Rethke Ave/Melvin & East Washington



Queues
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	1512	16	1164	53	75
v/c Ratio	0.42	0.10	0.43	0.24	0.34
Control Delay	5.9	29.8	4.4	27.1	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.9	29.8	4.4	27.1	29.0
Queue Length 50th (ft)	77	5	87	16	23
Queue Length 95th (ft)	201	24	148	49	64
Internal Link Dist (ft)	273		646	174	143
Turn Bay Length (ft)		120			
Base Capacity (vph)	3585	303	2809	327	326
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.05	0.41	0.16	0.23

Intersection Summary

HCM 6th Signalized Intersection Summary
300: Rethke Ave/Melvin & East Washington

PM Peak
07/06/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑			↕			↕	
Traffic Volume (veh/h)	1	1395	25	15	1025	70	20	10	20	25	5	40
Future Volume (veh/h)	1	1395	25	15	1025	70	20	10	20	25	5	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	1	1484	27	16	1090	74	21	11	21	27	5	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	70	2682	49	36	2201	149	147	77	83	143	39	117
Arrive On Green	0.53	0.53	0.53	0.02	0.65	0.65	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	0	5050	92	1795	3398	231	383	591	639	368	303	902
Grp Volume(v), veh/h	554	459	499	16	574	590	53	0	0	75	0	0
Grp Sat Flow(s),veh/h/ln	1884	1561	1697	1795	1791	1838	1613	0	0	1573	0	0
Q Serve(g_s), s	0.0	10.1	10.1	0.5	8.6	8.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.1	10.1	10.1	0.5	8.6	8.6	1.4	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.00		0.05	1.00		0.13	0.40		0.40	0.36		0.57
Lane Grp Cap(c), veh/h	1070	829	901	36	1160	1190	307	0	0	299	0	0
V/C Ratio(X)	0.52	0.55	0.55	0.45	0.50	0.50	0.17	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	1180	921	1000	347	1575	1617	493	0	0	483	0	0
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.1	8.1	8.1	25.1	4.7	4.7	20.2	0.0	0.0	20.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.5	3.2	0.3	0.3	0.1	0.0	0.0	0.2	0.0	0.0
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	5.3	4.5	4.9	0.4	3.2	3.3	1.0	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	8.6	8.6	28.3	5.1	5.1	20.3	0.0	0.0	20.6	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1512			1180			53			75	
Approach Delay, s/veh		8.6			5.4			20.3			20.6	
Approach LOS		A			A			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.0	33.0		12.7		39.0		12.7				
Change Period (Y+Rc), s	5.0	5.5		6.0		5.5		6.0				
Max Green Setting (Gmax), s	10.0	30.5		13.0		45.5		13.0				
Max Q Clear Time (g_c+I1), s	2.5	12.1		3.4		10.6		4.1				
Green Ext Time (p_c), s	0.0	15.4		0.0		21.5		0.1				

Intersection Summary

HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings
400: Royal Pets D/W/Carpenter St & East Washington

PM Peak
07/06/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1375	1	1	1060	10	5	1	5	5	1	15
Future Volume (vph)	35	1375	1	1	1060	10	5	1	5	5	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	65		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.999			0.939				0.902
Fl _t Protected	0.950			0.950				0.978				0.989
Satd. Flow (prot)	1787	5136	0	1787	3571	0	0	1728	0	0	1678	0
Fl _t Permitted	0.950			0.950				0.978				0.989
Satd. Flow (perm)	1787	5136	0	1787	3571	0	0	1728	0	0	1678	0
Link Speed (mph)		35			35			25				25
Link Distance (ft)		726			591			247				409
Travel Time (s)		14.1			11.5			6.7				11.2
Confl. Peds. (#/hr)	1		4	4		1	1		1	1		1
Confl. Bikes (#/hr)			2			2			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	36	1432	1	1	1104	10	5	1	5	5	1	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	1433	0	1	1114	0	0	11	0	0	22	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			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		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑				↕			↕	
Traffic Vol, veh/h	35	1375	1	1	1060	10	5	1	5	5	1	15
Future Vol, veh/h	35	1375	1	1	1060	10	5	1	5	5	1	15
Conflicting Peds, #/hr	1	0	4	4	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	65	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	36	1432	1	1	1104	10	5	1	5	5	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1115	0	0	1437	0	0	2065	2626	722	1758	2621	559
Stage 1	-	-	-	-	-	-	1509	1509	-	1112	1112	-
Stage 2	-	-	-	-	-	-	556	1117	-	646	1509	-
Critical Hdwy	4.12	-	-	5.32	-	-	6.97	6.52	7.12	6.97	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	7.32	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.72	5.52	-
Follow-up Hdwy	2.21	-	-	3.11	-	-	3.66	4.01	3.91	3.66	4.01	3.31
Pot Cap-1 Maneuver	628	-	-	242	-	-	43	24	319	70	24	475
Stage 1	-	-	-	-	-	-	89	183	-	219	285	-
Stage 2	-	-	-	-	-	-	470	283	-	402	183	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	627	-	-	241	-	-	38	22	317	63	22	474
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	22	-	63	22	-
Stage 1	-	-	-	-	-	-	84	172	-	206	284	-
Stage 2	-	-	-	-	-	-	451	282	-	370	172	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	83.4	37
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	57	627	-	-	241	-	-	134
HCM Lane V/C Ratio	0.201	0.058	-	-	0.004	-	-	0.163
HCM Control Delay (s)	83.4	11.1	-	-	20	-	-	37
HCM Lane LOS	F	B	-	-	C	-	-	E
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0	-	-	0.6

Lanes, Volumes, Timings
500: Melvin

PM Peak
07/06/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	30	40	40	40	5
Future Volume (vph)	1	30	40	40	40	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
Frt	0.869				0.986	
Flt Protected	0.999			0.976		
Satd. Flow (prot)	1617	0	0	1818	1837	0
Flt Permitted	0.999			0.976		
Satd. Flow (perm)	1617	0	0	1818	1837	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	318			223	250	
Travel Time (s)	7.2			6.1	6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	33	43	43	43	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	86	48	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	21.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	30	40	40	40	5
Future Vol, veh/h	1	30	40	40	40	5
Conflicting Peds, #/hr	0	0	0	0	0	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, %	2	2	2	2	2	2
Mvmt Flow	1	33	43	43	43	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	175	46	48	0	0
Stage 1	46	-	-	-	-
Stage 2	129	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	815	1023	1559	-	-
Stage 1	976	-	-	-	-
Stage 2	897	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	792	1023	1559	-	-
Mov Cap-2 Maneuver	792	-	-	-	-
Stage 1	949	-	-	-	-
Stage 2	897	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	3.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1559	-	1013	-	-
HCM Lane V/C Ratio	0.028	-	0.033	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	7:10	7:10	7:10	7:10	7:10	7:10
Total Time (min)	13	13	13	13	13	13
Time Recorded (min)	10	10	10	10	10	10
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	417	446	419	444	461	436
Vehs Exited	427	432	419	435	461	432
Starting Vehs	33	23	34	33	29	29
Ending Vehs	23	37	34	42	29	29
Travel Distance (mi)	130	134	130	134	142	134
Travel Time (hr)	4.9	5.0	5.1	5.1	5.5	5.1
Total Delay (hr)	1.1	1.0	1.2	1.1	1.3	1.1
Total Stops	166	145	162	152	178	158
Fuel Used (gal)	4.6	4.8	4.9	4.7	5.2	4.9

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	417	446	419	444	461	436
Vehs Exited	427	432	419	435	461	432
Starting Vehs	33	23	34	33	29	29
Ending Vehs	23	37	34	42	29	29
Travel Distance (mi)	130	134	130	134	142	134
Travel Time (hr)	4.9	5.0	5.1	5.1	5.5	5.1
Total Delay (hr)	1.1	1.0	1.2	1.1	1.3	1.1
Total Stops	166	145	162	152	178	158
Fuel Used (gal)	4.6	4.8	4.9	4.7	5.2	4.9

100: Melvin & Ridgeway Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)			0.1	0.0		0.0	0.0	0.0	0.0	0.1		0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)			2.7	1.8		2.2	0.1	0.2	0.0	5.7		2.3

200: Carpenter St & Ridgeway Ave Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.0		0.0	0.0		0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		2.5		0.6	0.8		3.7	1.5	2.3

300: Rethke Ave/Melvin & East Washington Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.5	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		6.5	6.3	20.9	4.9	4.9	16.8	8.4	15.7	20.5	1.3	14.6

300: Rethke Ave/Melvin & East Washington Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.8
Total Del/Veh (s)	6.4

400: Royal Pets D/W/Carpenter St & East Washington Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.2	0.3	0.1		0.1		0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	9.4	2.0		0.4	0.7	21.3		19.0		6.3	1.6

500: Melvin Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.0		0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		2.3	1.5	0.4	0.8		1.5

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.1
Total Del/Veh (s)	8.6

Intersection: 100: Melvin & Ridgeway Ave

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	40	24	31
Average Queue (ft)	20	7	12
95th Queue (ft)	49	28	37
Link Distance (ft)	267	650	311
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 200: Carpenter St & Ridgeway Ave

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	12	6	30
Average Queue (ft)	6	1	11
95th Queue (ft)	26	11	34
Link Distance (ft)	650	372	242
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 300: Rethke Ave/Melvin & East Washington

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	190	132	73	38	103	120	60	65
Average Queue (ft)	132	79	35	16	74	73	31	39
95th Queue (ft)	220	156	82	43	123	139	71	72
Link Distance (ft)	324	324	324		668	668	196	154
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				120				
Storage Blk Time (%)					1			
Queuing Penalty (veh)					0			

Intersection: 400: Royal Pets D/W/Carpenter St & East Washington

Movement	EB	EB	EB	NB	SB
Directions Served	L	T	T	LTR	LTR
Maximum Queue (ft)	30	10	6	40	28
Average Queue (ft)	13	2	1	15	12
95th Queue (ft)	37	19	10	46	38
Link Distance (ft)		668	668	188	334
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	115				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 500: Melvin

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	49	21
Average Queue (ft)	27	4
95th Queue (ft)	58	30
Link Distance (ft)	290	154
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0
