Boardman Wilson Lane Site Design Review
Transportation Impact Study
Boardman, Oregon

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Executive Summary

1. A residential development is proposed to be located at 501 Wilson Avenue SW in Boardman, Oregon. The development will include 240 residential units, with a mix of 1-, 2-, and 3-bedroom units. These will be arranged in several three-story buildings, with 12, 24, or 36 units in each building.
2. The trip generation calculations show that the proposed development is projected to generate an increase of up to 98 morning peak hour trips, 125 evening peak hour trips, and 1,490 weekday trips.
3. Based on a review of available crash data, no significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. None of the study intersections have a crash rate exceeding ODOT's 90th percentile rates, and no study intersections are included in the ODOT 2023 SPIS list. Accordingly, no crash-related mitigation is necessary or recommended.
4. Based on the sight distance analysis, sight distance standards are met at the proposed site access locations along Wilson Lane SW.
5. Left-turn lane warrants are not projected to be met for the site access intersections under any of the analysis scenarios through the 2033 future year of the site. Accordingly, no new left-turn lanes are necessary or recommended.
6. Right-turn lane warrants are not projected to be met for any of the unsignalized site access intersections under any of the analysis scenarios through the 2033 future year of the site. Accordingly, no new right-turn lanes are necessary or recommended.
7. Preliminary traffic signal warrant evaluation shows that the applicable signal warrants are already met under existing conditions for both S Main Street & I-84 EB ramps and N Main Street & I-84 WB ramps; because the warrants are satisfied prior to the project, the project's traffic does not independently trigger signal warrants and no additional signal mitigation is required as a result of the project.
8. The operational analysis shows that two intersections are either currently operating or are projected to operate with a LOS or v/c ratio in excess of minimum performance targets during the evening peak hour:
    - S Main Street & S Front Street
    - N Main Street & I-84 WB ramps
9. The City of Boardman Transportation System Plan (TSP) states that intersection improvements shall be consistent with the upcoming Main Street Interchange Area Management Plan (IAMP) refinement, and that no intersection improvements should be implemented until the upcoming refinement of the 2009 IAMP is complete, unless the triggers in the 2009 IAMP are met:
    - According to the 2009 IAMP, triggers are not met for access changes to S Front Street. Therefore, no mitigation is proposed for the intersection of S Main Street & S Front Street.
10. Improvements at the intersection of N Main Street & I-84 WB ramps are being coordinated between the City of Boardman and ODOT. Work on the updated Main Street IAMP is beginning, which will further inform future interchange improvements.
11. All other study intersections are currently operating acceptably per City of Boardman performance standards and are projected to continue operating acceptably through the 2028 buildout year. No operational mitigation is necessary or recommended at these intersections to accommodate the proposed development.
12. In general, changes in 95th percentile queuing between the year 2028 background and buildout conditions are anticipated to be small, between one and two vehicles, and up to four vehicles on the

EB and WB ramps. Additionally, none of the 95th percentile queues are anticipated to exceed the available storage at any of the study intersections.

Project Description

Introduction

This report describes and evaluates the transportation impacts associated with the proposed residential development located at 501 Wilson Lane SW in Boardman, Oregon. The development will include 240 residential units, with a mix of 1-, 2-, and 3-bedroom units. These will be arranged in several three-story buildings, with 12, 24, or 36 units in each building.

Based on correspondence with the City of Boardman and Oregon Department of Transportation (ODOT) staff, the report conducts safety and capacity/level of service analyses at the following intersections during the morning and evening peak hours:

1. Site access/Juniper Drive SW & Wilson Lane SW
2. Site access/Anthony Drive SW & Wilson Lane SW
3. Wilson Lane SW & S Main Street
4. Wilson Lane SE & Laurel Lane
5. Wilson Lane SE & Bombing Range Road
6. S Main Street & S Front Street
7. S Main Street & I-84 EB ramps
8. N Main Street & I-84 WB ramps
9. N Main Street & N Front Street
10. N Main Street & Boardman Avenue N

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations are included in the appendices to this report.

Location Description

The project site is located north of Wilson Lane SW, south of Willow Ford Drive SW, and west of Locust Road SW in southwest Boardman, Oregon. The site is currently undeveloped and consists of two tax lots (tax lot numbers 1600 and 1601 of assessor's map 04N25E17AD) which encompasses a total of 10.05 acres. The site is Residential (Multifamily Subdistrict). Adjacent parcels to the north and south are zoned Residential, while the parcels to the east and west are zoned Residential (Multifamily Subdistrict).

Access to the site will be via two new access roads along Wilson Lane SW, opposite from Juniper Drive SW and Anthony Drive SW.

Figure 1 presents an aerial image of the nearby vicinity with the subject site outlined in yellow. A site plan is included in Appendix A.

Figure 1: Project Location (*image from Google Earth*)

Transportation System Inventory

VICINITY STREETS

The proposed development is expected to impact eleven roadways near the site. Table 1 provides a description of each of the vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Cross-Section	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
I-84 EB Ramps	ODOT	Interstate	1 Lane	45 (Posted)	None	Not Permitted	None
I-84 WB Ramps	ODOT	Interstate	1 Lane	45 (Posted)	None	Not Permitted	None
Boardman Avenue NW	City of Boardman	Collector/ Neighborhood collector	2 Lanes	20-25 (Posted)	Partial Both Sides	Partially Permitted	None
N Front Street	City of Boardman	Collector	2-3 Lanes	25 (Statutory)	Partial Both Sides	Partially Permitted	Partial
S Front Street	City of Boardman	Collector	2-3 Lanes	20 (Statutory)	Partial Both Sides	Partially Permitted	None
N/S Main Street	City of Boardman	Arterial	2-3 Lanes	20-35 (Posted)	Partial Both Sides	Not Permitted	Partial Both Sides
Wilson Lane SW/Wilson Lane SE	City of Boardman/ Morrow County	Arterial/ Major Collector	2-3 Lanes	30-45 (Posted)	Partial Both Sides	Not Permitted	None
Juniper Drive SW	City of Boardman	Local Road	2 Lanes	25 (Statutory)	Both Sides	Permitted	None
Anthony Drive SW	City of Boardman	Local Road	2 Lanes	25 (Statutory)	Both Sides	Permitted	None
Laurel Lane	City of Boardman/ Morrow County	Arterial/Local Road	2 Lanes	30 (Statutory)	None	Not Permitted	None
Bombing Range Road	Morrow County	Major Collector	2-3 Lanes	55 (Statutory)	None	Not Permitted	None

Notes: ODOT highway classifications are from the 1999 Oregon Highway Plan. County roadway classifications are from the Morrow County Transportation System Plan. City roadway classifications are from the City of Boardman Transportation System Plan.

STUDY INTERSECTIONS

Based on coordination with City of Boardman and Oregon Department of Transportation (ODOT) staff, 10 intersections were identified for analysis. A summarized description of the study intersections is provided in Table 2.

Table 2: Study Intersection Descriptions

Intersection		Geometry	Traffic Control	Phasing/Stopped Approaches
1	Site access/Juniper Drive SW & Wilson Lane SW	Four-Legged[1]	Unsignalized	NB/SB Stop-Controlled
2	Site access/Anthony Drive SW & Wilson Lane SW	Four-Legged[1]	Unsignalized	NB/SB Stop-Controlled
3	Wilson Lane SW & S Main Street	Four-Legged	Unsignalized	All-Way Stop-Controlled
4	Wilson Lane SE & Laurel Lane	Three-Legged	Unsignalized	SB Stop-Controlled
5	Wilson Lane SE & Bombing Range Road	Three-Legged	Unsignalized	EB Stop-Controlled
6	S Main Street & I-84 EB ramps	Four-Legged	Unsignalized	EB Stop-Controlled
7	S Main Street & S Front Street	Four-Legged	Unsignalized	EB/WB Stop-Controlled
8	N Main Street & N Front Street	Four-Legged	Unsignalized	EB/WB Stop-Controlled
9	N Main Street & I-84 WB ramps	Four-Legged	Unsignalized	WB Stop-Controlled
10	N Main Street & Boardman Avenue NW	Four-Legged	Unsignalized	EB/WB Stop-Controlled

Notes: 1. Intersection is currently three legs but will be converted to four legs with the addition of the site access roadway

A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.

TRANSIT

The project site is located near one transit line that has stops within a quarter-mile walking/biking distance from the site.

City of Boardman Amarillo Route - provides service within the City, with a notable stop at Marina Park. The nearest stop to the site is located at the intersection of Wilson Lane SW & Juniper Drive SW. Weekday service is scheduled from approximately 6:15 AM to 5:15 PM and has headways of approximately 45 minutes. There is no scheduled weekend service.

LEGEND

- STUDY INTERSECTION
- STOP SIGN
- PROJECT SITE
- INTERSTATE
- ARTERIAL ROADWAY
- COLLECTOR ROADWAY
- LOCAL ROADWAY

NORTHERN LEGS OF INTERSECTION 1 & 2 TO BE CONSTRUCTED BY PROPOSED DEVELOPMENT

Figure 2
Boardman Wilson Lane Site Design Review
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VICINITY MAP

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Site Trips

Trip Generation

The current development plan for the site includes 240 residential units, with a mix of 1-, 2-, and 3-bedroom units. These will be arranged in several three-story buildings, with 12, 24, or 36 units in each building.

To estimate the number of trips that could be generated by the proposed redevelopment, trip rates from the *Trip Generation Manual*[1] were used. Data from land use code 220, *Multifamily Housing (Low-Rise)*, was used to estimate the site's trip generation based on the number of dwelling units (DU).

The resulting trip generation estimates are summarized in Table 3. Detailed trip generation calculations are included in Appendix A.

Table 3: Trip Generation Summary

Land Use	ITE Code	Size/ Rate	Morning Peak Hour			Evening Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Multifamily Housing (Low-Rise)	220	240 DU	24	74	98	77	48	125	1,490

The trip generation calculations show that the proposed development is projected to generate an increase of up to 98 morning peak hour trips, 125 evening peak hour trips, and 1,490 weekday trips.

Trip Distribution

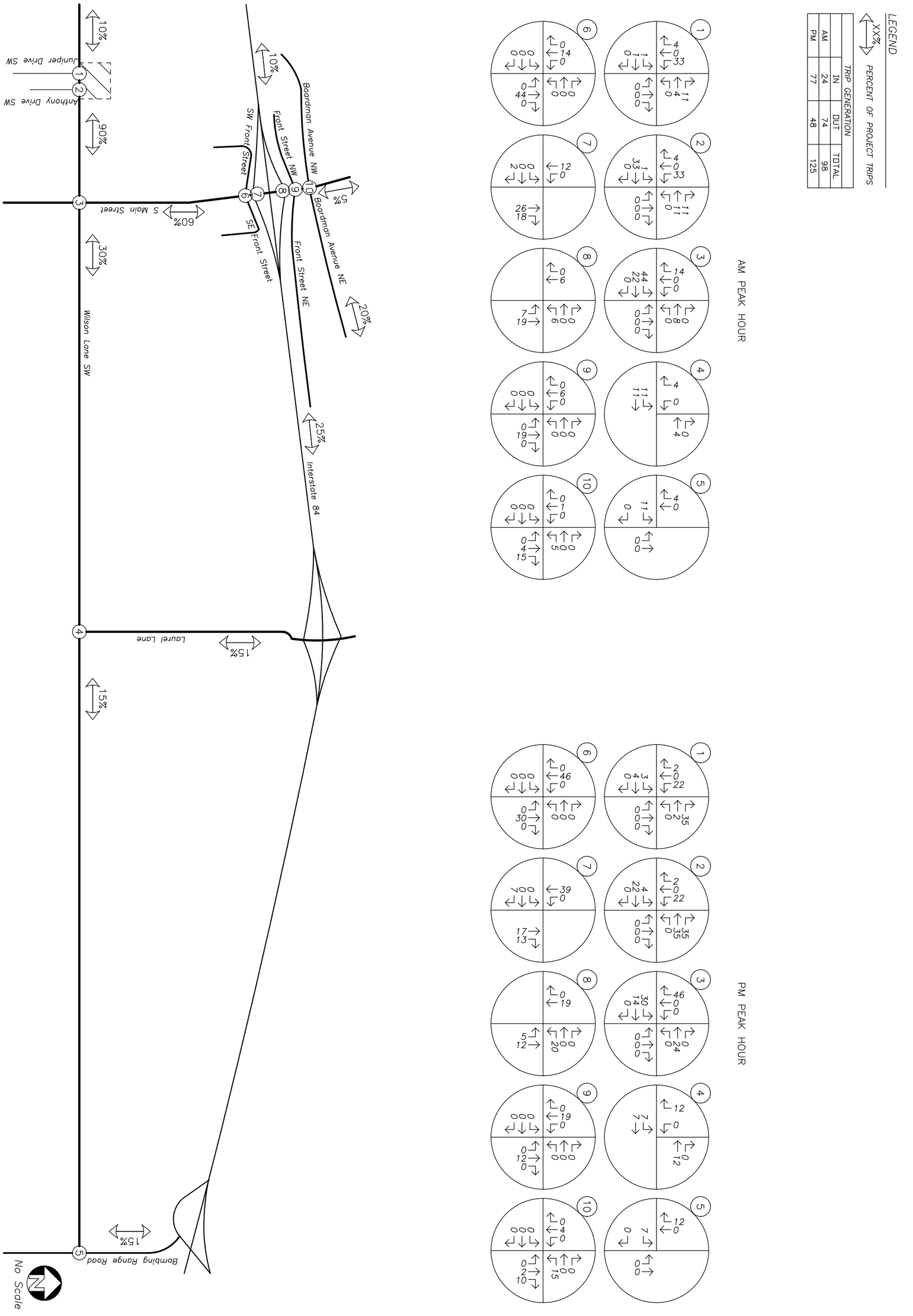
The directional distribution of site trips to and from the proposed site was estimated based on the locations of likely trip origins and destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study intersections. The following trip distribution was estimated and used for analysis:

- Approximately 25 percent of site trips will travel to/from the east along Interstate 84
- Approximately 20 percent of site trips will travel to/from the east along Boardman Avenue NE
- Approximately 15 percent of site trips will travel to/from the north along Laurel Lane
- Approximately 15 percent of site trips will travel to/from the north along Bombing Range Road
- Approximately 10 percent of site trips will travel to/from the west along Interstate 84
- Approximately 10 percent of site trips will travel to/from the west along SW Wilson Lane
- Approximately 5 percent of site trips will travel to/from the east along Marine Drive

The two access points into the site will line up with the existing roadways of Juniper Drive SW and Anthony Drive SW. For analysis purposes, it was assumed that site trips would be split evenly between the two access driveways.

The trip distribution and assignment for the total site trips generated during the morning and evening peak hours is shown in Figure 3.

[1] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 12th Edition, 2025



SITE TRIP DISTRIBUTION & ASSIGNMENT

Proposed Development Plan - Site Trips

AM & PM Peak Hours

Figure 3

Boardman Wilson Lane Site Design Review

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Traffic Volumes

Existing Conditions

At the request of ODOT staff, traffic counts were collected at all study intersections during the hours of 6:30 AM to 9:30 AM and from 2:00 to 6:00 PM on March 3, 2026. The afternoon window was selected to include one hour prior and one hour after the start and end times of Sam Boardman Elementary School.

Previous ODOT comments requested that "for all major intersections where significant signal modifications or where signals are being proposed, the counts shall be a minimum of 16-hour long, with 15-minute breakdowns in the AM and PM peak hours, unless pre-approved for a lesser time". As no signals are being proposed at any intersections, nor are there any existing signals at the study intersections which would need significant signal modifications, 16-hour counts were not conducted. However, longer count times were used in order to capture the peak hour for both the morning and evening. Counts were analyzed using 15-minute breakouts, as per ODOT request.

Data was used from each intersection's respective morning and evening peak hours. Raw count data is included in Appendix A

SEASONAL ADJUSTMENT FACTOR

Traffic volumes fluctuate throughout the week and year. ODOT requires that volumes on highways are seasonally adjusted to represent the 30th highest hour conditions for the year. Using a map of seasonal trends, I-84 was determined to have an "interstate non-urbanized" trend. The 2025 Seasonal Trend Table was used (along with a count collection date of March 1). Based on the table and the "interstate non-urbanized" trend, a seasonal adjustment factor of 1.34 was applied to the existing year morning and evening peak hour volumes along I-84 movements and turning movements along N and S Main Street.

Figure 4 shows the existing seasonally adjusted traffic volumes at the study intersections during the morning and evening peak hours.

Background Conditions

To provide an analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. The proposed development will be constructed and in operation by year 2028. To approximate the future year 2028 traffic volumes at the study intersections, a compounded growth rate of two percent per year was applied to the existing volumes to determine the background volumes.

In addition to the general growth rate, traffic from the following approved development projects within the study area will be included in the traffic forecasts:

- Woodspring Suites (84-unit extended stay hotel)
- Burger King/Gas Station (8 pumps with 16 fueling stations, convenience store with attached Burger King)

Figure 5 shows the projected year 2028 background traffic volumes at the study intersections during the morning and evening peak hours. In-process trip generation is included in Appendix B.

Buildout Conditions

The peak hour trips calculated to be generated by the proposed development, as described earlier in the *Site Trips* section, were added to the projected year 2028 background traffic volumes to obtain the expected 2028 site buildout volumes.

Figure 6 shows year 2028 buildout traffic volumes at the study intersections during the morning and evening peak hours.

2033 Future Year Conditions

Based on comments from ODOT staff, a future year analysis was performed for 5 years after the buildout year (2033). Volumes were rounded to the nearest 5 vehicles per section 5.6.2 of the *Analysis Procedures Manual*.

Figure 7 shows year 2033 buildout traffic volumes at the study intersections during the morning and evening peak hours.

TRAFFIC VOLUMES

Year 2026 Existing Conditions (Seasonally Adjusted)

AM & PM Peak Hours

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Figure 4

Boardman Wilson Lane Site Design Review

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AM PEAK HOUR

PM PEAK HOUR

GROWTH RATE: 2.0 PERCENT PER YEAR COMPOUNDED

No Scale

Figure 5

Boardman Wilson Lane Site Design Review

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TRAFFIC VOLUMES

Year 2028 Background Conditions

AM & PM Peak Hours

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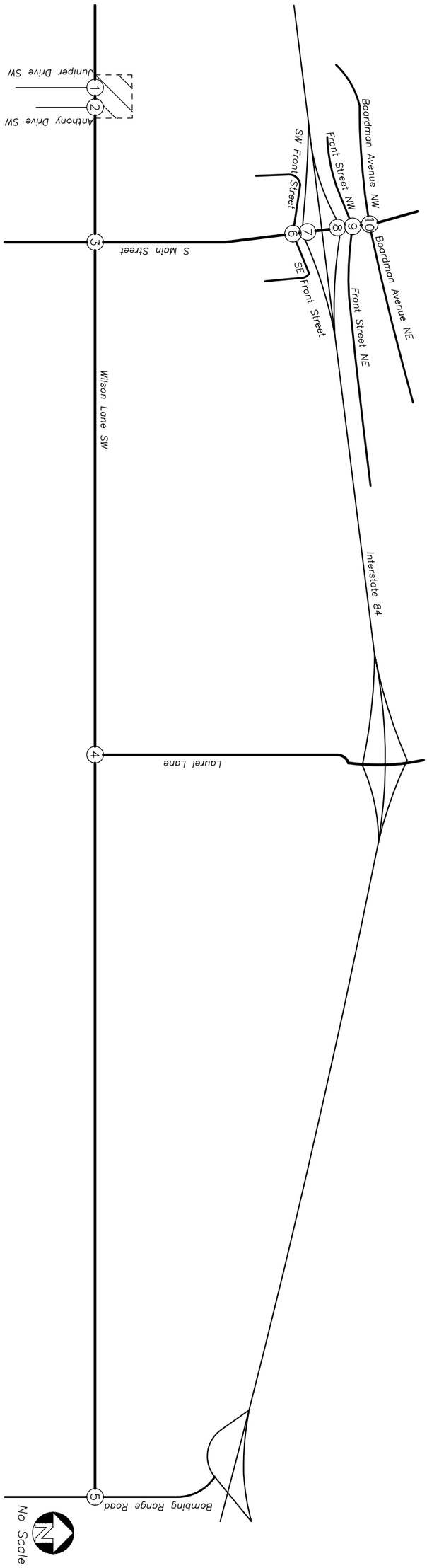

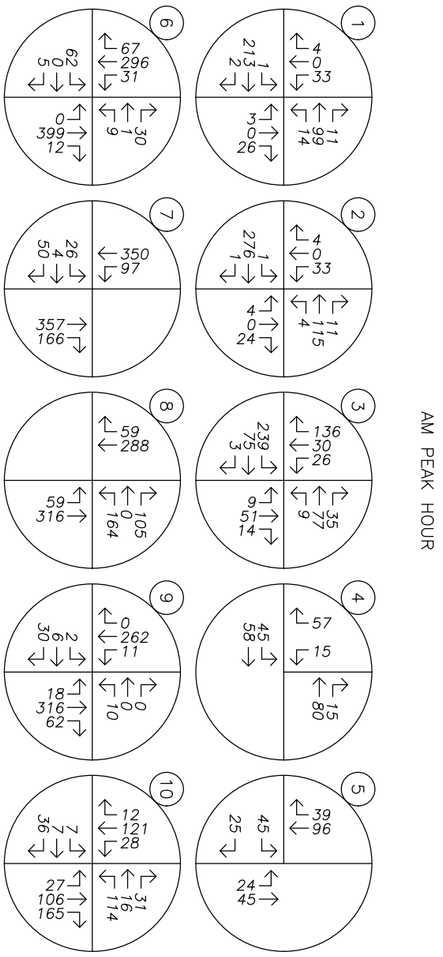

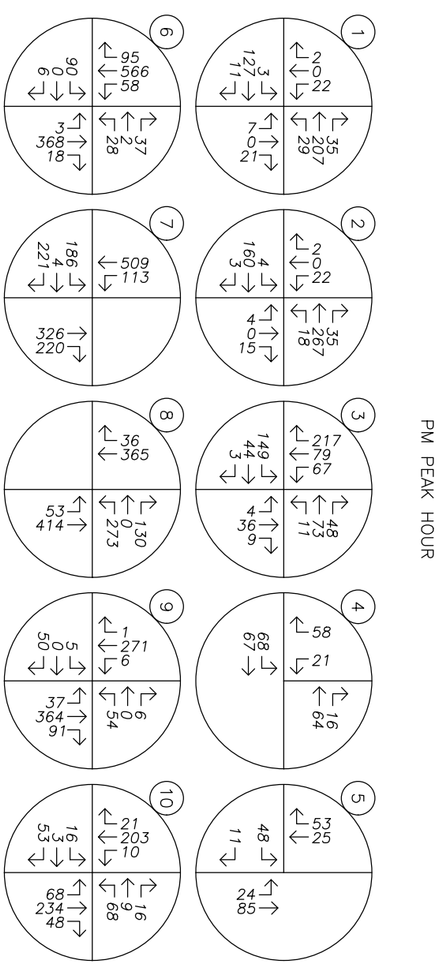

TRAFFIC VOLUMES

Year 2028 Buildout Conditions

AM & PM Peak Hours

Figure 6

Boardman Wilson Lane Site Design Review

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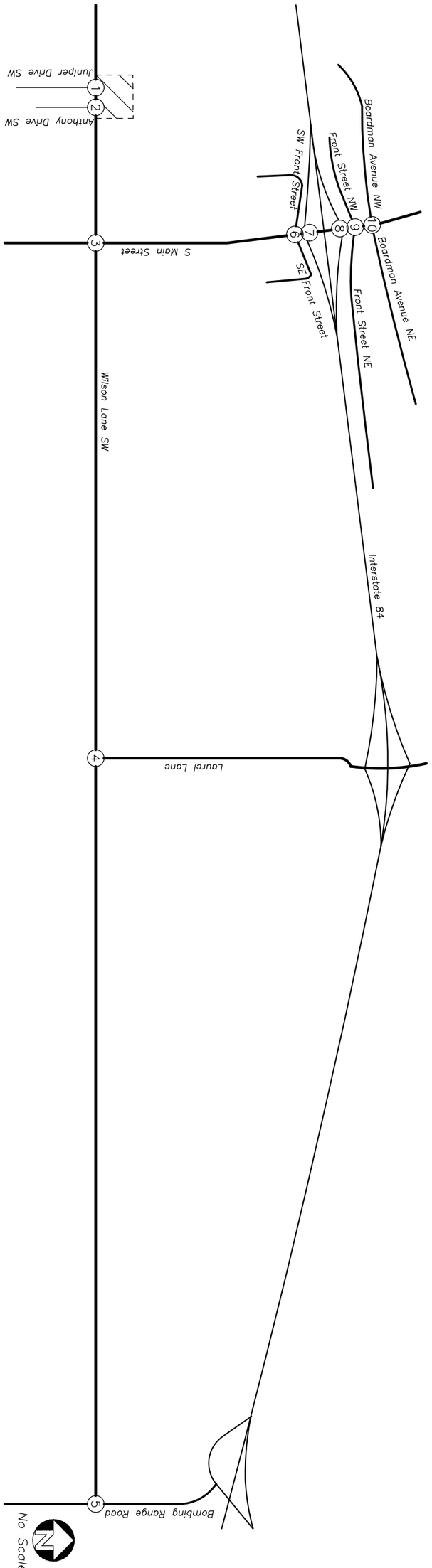
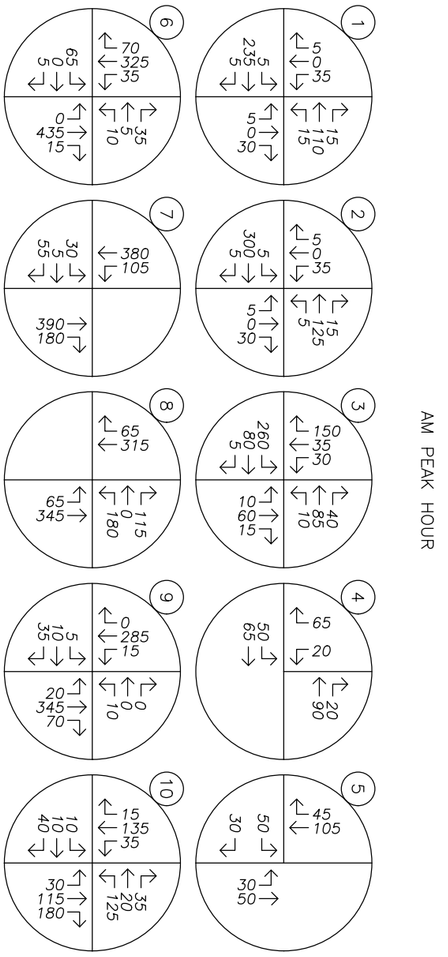
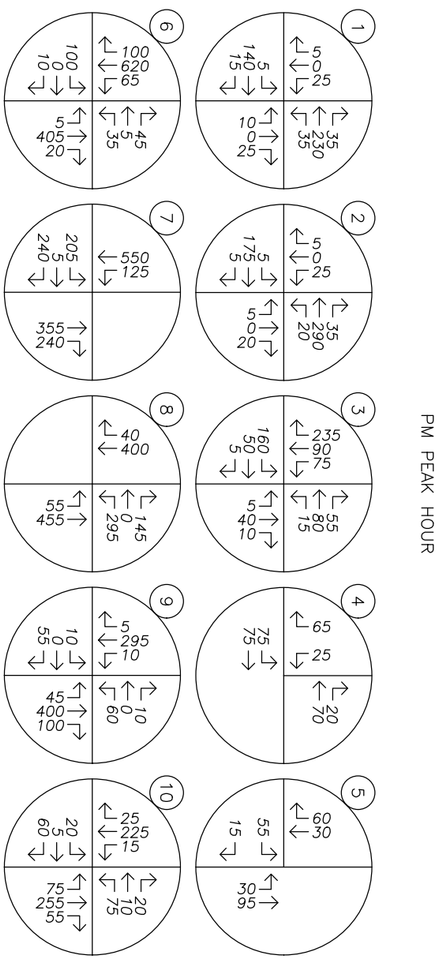






TRAFFIC VOLUMES

Year 2033 Future Conditions

AM & PM Peak Hours

Figure 7

Boardman Wilson Lane Site Design Review

4/1/2026

Safety Analysis

Crash History Review

Using data obtained from ODOT's Crash Data System, a review of approximately five years of the most recent available crash history (January 2020 through December 2024) was performed at the study intersections. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions. Crash severity is based on injuries sustained by people involved in the crash, and includes five categories:

- Property Damage Only (PDO)
- Possible Injury (Injury C)
- Suspected Minor Injury (Injury B)
- Suspected Serious Injury (Injury A)
- Fatal Injury

Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the assumption that traffic counted during the afternoon peak hour represents approximately 10 percent of the annual average daily traffic (AADT) at the intersection.

All study intersections were evaluted based on crash analysis methodologies in ODOT's APM. According to *Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control* of the APM, intersections which experience crash rates in excess of their respective 90th percentile crash rates should be "flagged for further analysis". For intersections in urban settings, the following 90th percentile rates are applicable to the study intersections:

- Four-leg minor stop-control, urban setting – 0.408
- Three-leg minor stop-control, urban setting – 0.293

Table 4 provides a summary of crash types while Table 5 summarizes crash severities and rates for each of the study intersections. Detailed crash data is provided in the appendix to this report.

Table 4: Crash Type Summary

Intersection		Crash Type				Total Crashes
		Turn	Rear End	Angle	Ped/ Bike	
1	Site access/Juniper Drive SW & Wilson Lane SW	1	0	0	0	1
3	Wilson Lane SW & S Main Street	1	0	3	0	4
7	S Main Street & I-84 EB ramps	0	0	2	1	3
8	N Main Street & I-84 WB ramps	0	1	1	0	2
9	N Main Street & N Front Street	1	0	1	0	2
10	N Main Street & Boardman Avenue NW	2	0	0	0	2

Notes: Intersections not listed in the table had no reported crashes during the analysis period

Table 5: Crash Severity and Rate Summary

Intersection		Severity					Total Crashes	Peak Hour Volume	Crash Rate	ODOT 90th %
		PDO	C	B	A	Fatal				
1	Site access/Juniper Drive SW & Wilson Lane SW	1	0	0	0	0	1	381	0.144	0.293
3	Wilson Lane SW & S Main Street	2	1	1	0	0	4	587	0.373	0.408
7	S Main Street & I-84 EB ramps	2	1	0	0	0	3	1,278	0.129	0.293
8	N Main Street & I-84 WB ramps	2	0	0	0	0	2	1,061	0.103	0.293
9	N Main Street & N Front Street	2	0	0	0	0	2	784	0.140	0.408
10	N Main Street & Boardman Avenue NW	0	2	0	0	0	2	672	0.163	0.408

Notes: Intersections not listed in the table had no reported crashes during the analysis period

CRASH SEVERITY

None of the study intersections had a collision that resulted in an Injury A or Fatality classification.

VULNERABLE USERS

There was one crash at the intersection of N Main Street & I-84 EB ramps that involved a pedestrian. The crash occurred when the driver of an eastbound passenger car made a right-turn at the intersection and collided with a northbound pedestrian crossing in the crosswalk. The driver was noted as not yielding right-of-way to the pedestrian and inattention was a factor in the collision. The crash occurred during dusk with clear, dry conditions. The pedestrian sustained injuries classified as Injury C while the driver of the vehicle was uninjured.

ODOT 90TH CRASH RATES

None of the intersections had calculated crash rates above the ODOT 90th percentile crash rates for similar types of intersections.

ODOT SPIS

The ODOT 2023 Safety Priority Index System (SPIS) [2] list is based on reported crash data for the years 2020 through 2022. None of the study area intersections were listed in the worst 15 percent of the 2023 SPIS list.

CONCLUSION

Based on a review of available crash data, no significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. None of the study intersections have a crash rate exceeding ODOT's 90th percentile rates, and no study intersections are included in the ODOT 2023 SPIS list. Accordingly, no crash-related mitigation is necessary or recommended.

Sight Distance Evaluation

A sight distance analysis was conducted at the site access driveways. To evaluate the sight distance available at these intersections, intersection sight distance was measured and recommended in

[2] Oregon Department of Transportation, Safety Priority Index System, 2023 - On-State, Top 15% Groups - By Score

accordance with the current AASHTO manual.[3] According to AASHTO, the driver's eye is assumed to be 14.5 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Wilson Lane SW has a posted speed limit of 30 mph in both directions at the site access locations; the minimum recommended intersection sight distance is 335 feet to the east and west.

AVAILABLE SIGHT DISTANCE

At both proposed sight access locations along Wilson Lane SW, the available sight distance to the east and west was measured to exceed 500 feet, which exceeds the minimum recommended intersection sight distance measurement.

Sight distance images are included in Appendix C.

SUMMARY

Based on the above measurements, adequate intersection sight distances are available at the proposed site access locations Wilson Lane SW.

Warrant Analysis

LEFT-TURN LANE WARRANTS

A left-turn refuge is primarily a safety consideration for the major street, removing left-turning vehicles from the through traffic stream. The left-turn lane warrants used were developed from the National Cooperative Highway Research Project (NCHRP) Report 4573. Turn lane warrants were evaluated based on the number of advancing and opposing vehicles as well as the number of turning vehicles, the travel speed, and the number of through lanes.

Left-turn lane warrants were examined at the following unsignalized study intersections:

1. Site access/Juniper Drive SW & Wilson Lane SW
2. Site access/Anthony Drive SW & Wilson Lane SW

Left-turn lane warrants are not projected to be met for any of the above-mentioned unsignalized intersections under any of the analysis scenarios through the 2033 future year of the site. Accordingly, no new left-turn lanes are necessary or recommended.

RIGHT-TURN LANE WARRANTS

Right-turn lane warrants were assessed based on ODOT's methodology outlined in the APM. The purpose of a right-turn lane at an unsignalized intersection is to improve safety and capacity of the roadway by reducing the differences in speed between through vehicles and decelerating right-turning vehicles.

Right-turn lane warrants were evaluated at the following unsignalized site access intersections:

1. Site access/Juniper Drive SW & Wilson Lane SW
2. Site access/Anthony Drive SW & Wilson Lane SW

[3] American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition, 2018.

Right-turn lane warrants are not projected to be met for any of the above-mentioned unsignalized intersections under any of the analysis scenarios through the 2033 future year of the site. Accordingly, no new right-turn lanes are necessary or recommended.

PRELIMINARY TRAFFIC SIGNAL WARRANTS

Preliminary traffic signal warrants were examined at the study intersections to determine whether the installation of a new traffic signal will be warranted at the intersection upon site buildout. Methodologies were based on the *Manual on Uniform Traffic Control Devices*[4] (MUTCD). Warrant 1, Eight-Hour Vehicular Volumes, was evaluated based on the common assumption that traffic counted during the evening peak hour represents 10 percent of the average daily traffic (ADT) and that the 8th highest hour is 5.65 percent of the daily volume.

Preliminary traffic signals are not warranted to be met with the exception of S Main Street & I-84 EB ramps and N Main Street & I-84 WB ramps. Table 6 presents the signal warrant analysis for these two intersections and shows what conditions meet signal warrants.

Table 6: Signal Warrant Analysis

Intersection		Signal Warrants Met?			
		Existing Conditions	Background Conditions	Buildout Conditions	Future Conditions
		PM	PM	PM	PM
7	S Main Street & I-84 EB ramps	Yes	Yes	Yes	Yes
8	N Main Street & I-84 WB ramps	Yes	Yes	Yes	Yes

Preliminary traffic signal warrant evaluation shows that the applicable signal warrants are already met under existing conditions for both S Main Street & I-84 EB ramps and N Main Street & I-84 WB ramps; because the warrants are satisfied prior to the project, the project's traffic does not independently trigger signal warrants and no additional signal mitigation is required as a result of the project.

[4] Federal Highway Administration (FHWA), *Manual on Uniform Traffic Control Devices*, 11th Edition, 2023.

Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the unsignalized intersection analysis methodologies in the *Highway Capacity Manual* [5] (HCM). Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance Standards

All study intersections must comply with adopted operating standards, and intersection performance measures used for operating standards vary by roadway jurisdiction. The following agency mobility standards are applicable in the study area[6]:

- The **City of Boardman** adopted standards for performance of City streets requiring operation of LOS "C" or better during the peak hour of the average weekday**.**
- **ODOT** has a mobility target of 0.85 at the interchange ramps along I-84.

Delay & Capacity Analysis

A delay and capacity analysis was performed using TrafficWare Synchro software (version 12). Based on comments from ODOT staff, one vehicle length worth of right turn storage was included at both the eastbound and westbound ramps to account for the existence of a right-turn flare.

The LOS, delay, and v/c results of the capacity analysis are shown in Table 7 for the morning and evening peak hours. Detailed calculations as well as tables showing the relationship between delay and LOS are included in Appendix D.

[5] Transportation Research Board (TRB), *Highway Capacity Manual,* 7th Edition, 2022.

[6] DKS Associates, *Boardman Main Street Interchange Area Management Plan*, April 2009.

Table 7: Capacity Analysis Summary

Intersection & Condition	Performance Standard	AM Peak Hour			PM Peak Hour		
		LOS	Delay (s)	v/c	LOS	Delay (s)	v/c
1. Site Access/Juniper Drive SW & Wilson Lane SW							
2026 Existing Conditions	LOS C	A	10	0.04	A	10	0.04
2028 Background Conditions		A	10	0.05	A	10	0.04
2028 Buildout Conditions		B	12	0.08	B	13	0.05
2033 Future Conditions		B	13	0.09	B	13	0.07
2. Site Access/Anthony Drive SW & Wilson Lane SW							
2026 Existing Conditions	LOS C	B	11	0.04	A	10	0.03
2028 Background Conditions		B	10	0.04	A	10	0.03
2028 Buildout Conditions		B	13	0.08	B	14	0.06
2033 Future Conditions		B	14	0.10	B	14	0.08
3. Wilson Lane SW & S Main Street							
2026 Existing Conditions	LOS C	B	11	0.36	B	10	0.41
2028 Background Conditions		B	11	0.38	B	11	0.44
2028 Buildout Conditions		B	13	0.49	B	13	0.53
2033 Future Conditions		B	15	0.55	C	15	0.61

Intersection & Condition	Performance Standard	AM Peak Hour			PM Peak Hour		
		LOS	Delay (s)	v/c	LOS	Delay (s)	v/c
4. Wilson Lane SE & Laurel Lane							
2026 Existing Conditions	LOS C	A	10	0.09	A	10	0.08
2028 Background Conditions		A	10	0.10	A	10	0.09
2028 Buildout Conditions		A	10	0.11	A	10	0.10
2033 Future Conditions		B	10	0.13	A	10	0.12
5. Wilson Lane SE & Bombing Range Road							
2026 Existing Conditions	LOS C	B	10	0.09	A	10	0.07
2028 Background Conditions		B	10	0.10	A	10	0.07
2028 Buildout Conditions		B	10	0.12	A	10	0.09
2033 Future Conditions		B	11	0.14	B	10	0.11
6. S Main Street & S Front Street							
2026 Existing Conditions	LOS C	C	17	0.05	**D**	26	0.16
2028 Background Conditions		C	23	0.26	**F**	53	0.60
2028 Buildout Conditions		C	25	0.29	**F**	70	0.69
2033 Future Conditions		**D**	31	0.36	**F**	>100	0.98
7. S Main Street & I-84 EB Ramps							
2026 Existing Conditions	0.85	B	14	0.06	C	24	0.51
2028 Background Conditions		C	15	0.09	D	32	0.62
2028 Buildout Conditions		C	16	0.09	E	37	0.66
2033 Future Conditions		C	17	0.11	F	57	0.82
8. N Main Street & I-84 WB Ramps							
2026 Existing Conditions	0.85	C	21	0.38	E	39	**0.70**
2028 Background Conditions		D	34	0.60	F	>100	**1.10**
2028 Buildout Conditions		E	42	0.68	F	>100	**1.28**
2033 Future Conditions		F	69	0.85	F	>100	**1.59**
9. N Main Street & N Front Street							
2026 Existing Conditions	LOS C	C	16	0.05	C	16	0.15
2028 Background Conditions		C	19	0.05	C	20	0.22
2028 Buildout Conditions		C	19	0.05	C	22	0.23
2033 Future Conditions		C	22	0.07	D	26	0.30
10. N Main Street & Boardman Avenue NW							
2026 Existing Conditions	LOS C	C	17	0.39	C	16	0.19
2028 Background Conditions		C	19	0.43	C	17	0.21
2028 Buildout Conditions		C	20	0.45	C	18	0.26
2033 Future Conditions		D	25	0.57	C	19	0.30

*Notes: **BOLDED** text indicated locations where jurisdictional standards are exceeded.*

The operational analysis shows that two intersections are either currently operating or are projected to operate with a LOS or v/c ratio in excess of minimum performance targets during the evening peak hour:

- S Main Street & S Front Street
- N Main Street & I-84 WB ramps

Further inspection and potential mitigations at these intersections is discussed within the following *Mitigation Analysis* section.

All other study intersections are currently operating acceptably per City of Boardman performance standards and are projected to continue operating acceptably through the 2028 buildout year. No operational mitigation is necessary or recommended at these intersections to accommodate the proposed development.

Queuing Analysis

An analysis of projected queuing was conducted for the study intersections. The 95th percentile queue lengths were estimated based on the same Synchro/SimTraffic simulations used for the delay calculations. The 95th percentile queue is a statistical measurement which indicates there is a 5 percent chance that the queue may exceed this length during the analysis period; however, given this is a probability, the 95th percentile queue length may theoretically never be met or observed in the field.

The 95th percentile queue lengths reported in the simulation are presented in Table 8 for the morning and evening peak hours. Reported queue lengths were rounded up to the nearest 25 feet, equivalent to an average vehicle length. Detailed queuing analysis reports are included in Appendix D.

Table 8: 95th Percentile Queueing Analysis Summary

Intersection/Movement	Available Storage (ft)	2028 Background Queue (ft)		2028 Buildout Queue (ft)		2033 Future Queue (ft)	
		Morning	Evening	Morning	Evening	Morning	Evening
1. Site Access/Juniper Drive SW & Wilson Lane SW							
EB Approach	150	-	-	-	25	-	25
WB Approach	250	25	25	25	25	25	50
NB Approach	>500	50	50	50	50	50	50
SB Approach	100	-	-	50	50	50	50
2. Site Access/Anthony Drive SW & Wilson Lane SW							
EB Approach	250	25	-	25	25	25	25
WB Approach	150	25	25	25	25	25	25
NB Approach	>500	50	50	50	50	50	50
SB Approach	100	-	-	50	50	50	50
3. Wilson Lane SW & S Main Street							
EB Approach	>500	100	75	100	75	125	100
WB Approach	>500	100	75	100	75	125	100
NB Approach	>500	75	50	75	50	75	75
SB Approach	>500	75	75	100	100	100	100
4. Wilson Lane SE & Laurel Lane							
EB Left	250	25	25	25	25	50	50
SB Left-Right	>500	75	75	75	75	75	75
5. Wilson Lane SE & Bombing Range Road							
EB Left-Right	>500	75	75	100	75	100	75
NB Left	225	25	25	25	25	25	25
6. S Main Street & S Front Street							
EB Approach	325	75	75	75	100	75	150
WB Left-Through	125	25	50	25	50	50	50
WB Right	125	50	50	50	50	50	50
NB Left	125	-	25	-	25	-	25
NB Through-Right	250	-	-	25	-	25	-
SB Left	100	50	50	50	50	50	50
7. S Main Street & I-84 EB Ramps							
EB Left-Through	1,000	200	800	400	850	400	850

EB Right	25	**75**	**75**	**75**	**75**	**75**	**75**
NB Through-Right	150	25	25	25	25	25	25
SB Left-Through	500	125	150	125	150	150	200
8. N Main Street & I-84 WB Ramps							
WB Left-Through	>1,000	125	600	125	700	175	750
WB Right	25	**75**	**75**	**75**	**75**	**75**	**75**
NB Left-Through	500	50	50	75	75	75	100
SB Through-Right	100	-	-	-	-	-	25
9. N Main Street & N Front Street							
EB Left-Through	325	25	25	25	25	50	25
EB Right	100	50	50	50	50	50	50
WB Approach	325	25	50	25	50	50	75
NB Left	75	25	25	25	25	25	50
NB Through-Right	100	-	-	-	-	-	25
SB Left	100	25	25	25	25	25	25
10. N Main Street & Boardman Avenue NW							
EB Approach	300	50	75	50	75	50	75
WB Approach	325	75	75	75	75	100	75
NB Left	100	25	50	25	50	25	50
SB Left	175	25	25	50	25	50	25
SB Through-Right	400	-	-	-	25	-	25

Table Notes: ***BOLDED*** *values indicate queue lengths longer than available storage*

In general, changes in 95th percentile queuing between the year 2028 background and buildout conditions are anticipated to be small, between one and two vehicles. The exceptions to this are the intersections of S Main Street & I-84 EB Ramps and N Main Street & I-84 WB Ramps. Both of these intersections have a change in 95th percentile queuing between year 2028 background and buildout conditions of up to four vehicles. The length of each exit ramp is approximately 1,200 feet. Queue lengths are expected to be less than 850 feet during the 2028 buildout year.

Additionally, none of the 95th percentile queues are anticipated to exceed the available storage at any of the study intersections (note: intersections 7 and 8 in Table 8 show 25-foot right turn queue lengths. These represent the one vehicle worth of right-turn storage due to the existence of a right turn flare at both ramps). Mitigation will be discussed in the following *Mitigation Analysis* section.

Mitigation Analysis

As determined within the *Operational Analysis* section, three intersections are projected to exceed acceptable levels of operation per ODOT or City performance targets. The City of Boardman TSP and the Boardman Main Street Interchange Area Management Plan (IAMP) were reviewed to determine any planned projects at these intersections.

S Main Street & S Front Street

The intersection of S Main Street & S Front Street is currently exceeding City of Boardman performance targets for the evening peak hour. The westbound left-turn movement had the highest reported delay (26 seconds) and the worst LOS (LOS D). It should be noted that westbound left-turn movements make up approximately 3 percent of the total traffic volume at the intersection, with a majority of the volume being northbound and southbound through movements. All other turning movements were LOS C or better and had reported delays of under 23 seconds.

Even without development of the project, the minor-street left turns are both expected to exceed City performance standards (LOS D) and have delays of 27 seconds (eastbound left) and 32 seconds (westbound left).

The City of Boardman TSP lists Project I-5 for improvement of the intersection:

"Modify intersection to be consistent with the outcome of Project R-25 (Main Street IAMP Refinement), which will reevaluate safety, operations, and access management needs. Modification will be determined through that process. Until Project R-25 is completed, intersection modifications should not be implemented unless the adopted triggers of the 2009 IAMP are met."

As stated in the 2009 IAMP, the following triggers for access changes to S Front Street include:

- Side street level of service drops below LOS E
    - Response: Side street level of service is projected to be LOS D or better at the 2028 buildout year of the site.
- Traffic signal installed at the I-84 westbound ramp
    - Response: Signal not currently installed at the I-84 westbound ramp.
- Increase in crashes
    - Response: A review of approximately five years of the most recent available crash history (January 2020 through December 2024) shows no reported crashes at the intersection.
- Bridge improvement project constructed
    - Response: Project not constructed.
- Recurring public complaints about conflicts and safety at the location
    - Response: No recurring complaints were noted.

Given that the above triggers listed in the 2009 IAMP are not met for access changes to S Front Street, no mitigation is recommended at the intersection of S Main Street & S Front Street.

S Main Street & I-84 WB ramps

The intersection of S Main Street & I-84 WB Ramps is currently exceeding ODOT performance targets for the evening peak hour.

The City of Boardman TSP lists Project I-3 for improvement of the intersection:

"Modify intersection to be consistent with the outcome of Project R-25 (Main Street IAMP Refinement). Modifications may include a new interchange form, providing additional turn lanes, installing new traffic control improvements, widening the offramp to include separate left- and through/right-turn lanes and/or lengthening the offramp."

While preliminary traffic signal warrants are currently met for the intersection, the introduction of a traffic signal will increase conflicts at the existing N Main Street & N Front Street intersection, which is approximately 150 feet from the ramp terminal. Vehicle queues on N Main Street approaching the off-ramp traffic signal may block the S Front Street intersection.

Specific improvements at this intersection will be coordinated between the City of Boardman and ODOT in concert with the updated IAMP, which is currently getting started.

Summary

The City of Boardman TSP states that no intersection improvements should be implemented until the upcoming refinement of the 2009 IAMP is complete, unless the triggers in the 2009 IAMP are met. According to the 2009 IAMP, triggers for not met for access changes to S Front Street and no mitigation is recommended at the intersection of S Main Street & S Front Street.

Improvements at the intersection of N Main Street & I-84 WB ramps are being coordinated between the City of Boardman and ODOT.

Conclusions

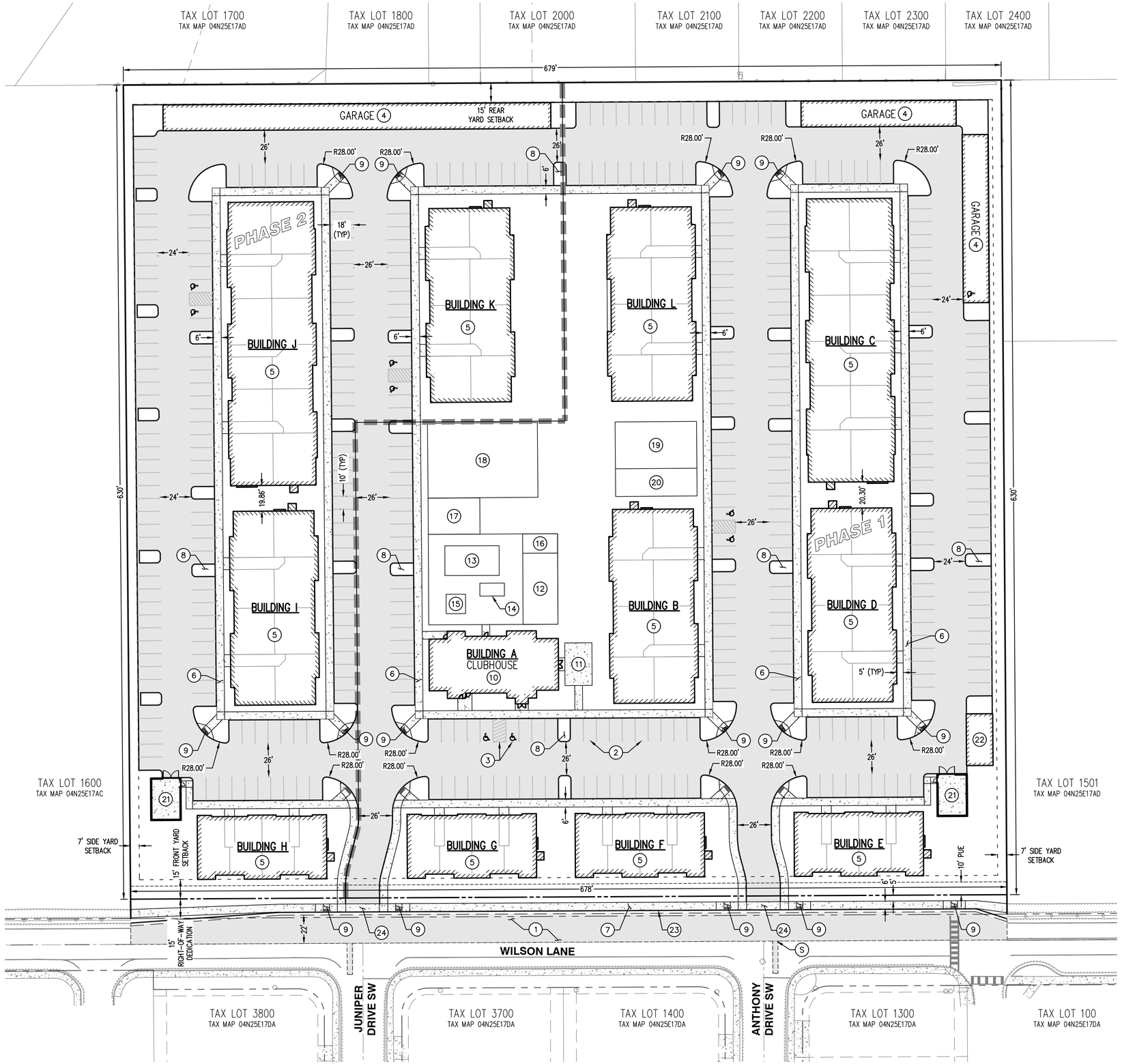
Key findings of this study include:

- Based on a review of available crash data, no significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. None of the study intersections have a crash rate exceeding ODOT's 90th percentile rates, and no study intersections are included in the ODOT 2023 SPIS list. Accordingly, no crash-related mitigation is necessary or recommended.
- Based on the sight distance analysis, sight distance standards are met at the proposed site access locations along Wilson Lane SW.
- Left-turn lane warrants are not projected to be met for the site access intersections under any of the analysis scenarios through the 2033 future year of the site. Accordingly, no new left-turn lanes are necessary or recommended.
- Right-turn lane warrants are not projected to be met for any of the unsignalized site access intersections under any of the analysis scenarios through the 2033 future year of the site. Accordingly, no new right-turn lanes are necessary or recommended.
- Preliminary traffic signal warrant evaluation shows that the applicable signal warrants are already met under existing conditions for both S Main Street & I-84 EB ramps and N Main Street & I-84 WB ramps; because the warrants are satisfied prior to the project, the project's traffic does not independently trigger signal warrants and no additional signal mitigation is required as a result of the project.
- The operational analysis shows that two intersections are either currently operating or are projected to operate with a LOS or v/c ratio in excess of minimum performance targets during the evening peak hour:
    - S Main Street & S Front Street
    - N Main Street & I-84 WB ramps
- The City of Boardman Transportation System Plan (TSP) states that intersection improvements be consistent with the upcoming Main Street Interchange Area Management Plan (IAMP) refinement, and that no intersection improvements should be implemented until the upcoming refinement of the 2009 IAMP is complete, unless the triggers in the 2009 IAMP are met:
    - According to the 2009 IAMP, triggers are not met for access changes to S Front Street. Therefore, no mitigation is proposed for the intersection of S Main Street & S Front Street.
- Improvements at the intersection of N Main Street & I-84 WB ramps are being coordinated between the City of Boardman and ODOT. Work on the updated Main Street IAMP is beginning, which will further inform future interchange improvements.
- All other study intersections are currently operating acceptably per City of Boardman performance standards and are projected to continue operating acceptably through the 2028 buildout year. No operational mitigation is necessary or recommended at these intersections to accommodate the proposed development.
- In general, changes in 95th percentile queuing between the year 2028 background and buildout conditions are anticipated to be small, between one and two vehicles, and up to four vehicles on the EB and WB ramps. Additionally, none of the 95th percentile queues are anticipated to exceed the available storage at any of the study intersections.

Appendix A: Site Information

Site Plan

Trip Generation Calculations



(#) SITE PLAN KEYED NOTES

S. SAWCUT.
1. AC PAVEMENT (TYP).
2. STANDARD PARKING STALL (TYP).
3. ADA ACCESSIBLE PARKING STALL AND ACCESS AISLE (TYP).
4. GARAGE PER ARCHITECTURAL PLANS.
5. APARTMENT BUILDING PER ARCHITECTURAL PLANS.
6. PRIVATE CONCRETE SIDEWALK (TYP).
7. PUBLIC CONCRETE SIDEWALK (TYP).
8. LANDSCAPE ISLAND (TYP).
9. ACCESSIBLE RAMP (TYP).
10. CLUBHOUSE BUILDING PER ARCHITECTURAL PLANS.
11. MAIL ROOM.
12. OUTDOOR PATIO.
13. POOL.
14. SPA.
15. FIRE PIT.
16. POOL EQUIPMENT ROOM.
17. TOT LOT.
18. OUTDOOR RECREATION AREA.
19. DOG PARK.
20. CANOPY.
21. TRASH ENCLOSURE.
22. MAINTENANCE SHED.
23. PUBLIC CURB AND GUTTER.
24. DRIVEWAY RAMP.

SITE DEVELOPMENT INFORMATION

APARTMENT UNIT COUNT:

1 BED: 48 UNITS
2 BED: 168 UNITS
3 BED: 24 UNITS
TOTAL: 240 UNITS

SITE AREA SUMMARY:

GROSS AREA: ±10.05 AC/±437,560 SF
NET AREA: ±9.81 AC/±427,390 SF
STRUCTURES: ±2.62 AC/±114,260 SF (±27% OF NET AREA)
OPEN SPACE: ±2.12 AC/±92,400 SF (±22% OF NET AREA)
LANDSCAPING: ±2.01 AC/±87,350 SF (±20% OF NET AREA)

PARKING COUNT:

PARKING SPACES PROVIDED:

STANDARD:	394 SPACES (±88%)
GARAGE:	47 SPACES (±10%)
ADA ACCESSIBLE:	9 SPACES (±2%)
TOTAL SPACES PROVIDED:	450 SPACES

BICYCLE PARKING SPACES PROVIDED:
0.5 SPACES PER UNIT: 120 TOTAL

NOTE:
BICYCLE PARKING SPACES LOCATED WITHIN INTERIOR OF APARTMENT BUILDINGS PER ARCHITECTURAL PLANS.

N

SCALE: 1"= 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

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PRELIMINARY SITE PLAN
BOARDMAN WILSON LANE APARTMENTS
501 WILSON LANE
BOARDMAN, OREGON

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOVEMBER 10, 1989
LAWRENCE T. PANKEY
PRELIMINARY
NOT FOR CONSTRUCTION
RENEWS: DECEMBER 31, 2026

JOB NUMBER:	13849
DATE:	04/03/2026
DESIGNED BY:	AC
DRAWN BY:	IG
CHECKED BY:	LTP

P05

AKS DRAWING FILE: 13849 SITE.DWG | LAYOUT: P00

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Multifamily Housing (Low-Rise)
Land Use Code:	220
Land Use Subcategory:	Not Close to Rail Transit
Setting/Location	General Urban/Suburban
Variable:	Dwelling Units
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	240

AM PEAK HOUR

Trip Rate: 0.41

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	**24**	**74**	**98**

PM PEAK HOUR

Trip Rate: 0.52

	Enter	Exit	Total
Directional Split	62%	38%	
Trip Ends	**77**	**48**	**125**

WEEKDAY

Trip Rate: 6.21

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	**745**	**745**	**1,490**

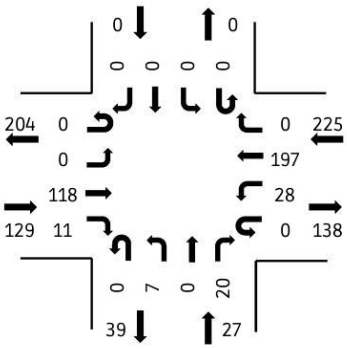
Appendix B: Volumes

Traffic Counts

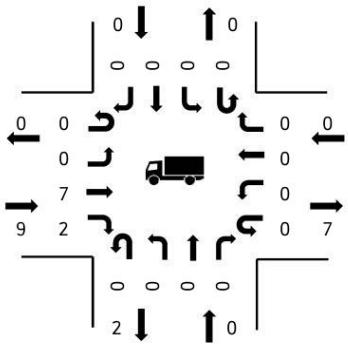
In-Process Trips

Location: Juniper Dr & Wilson Ln
Date: 2026-03-03
Peak Hour Start: 04:45 PM
Peak 15 Minute Start: 05:30 PM
Peak Hour Factor: 0.88

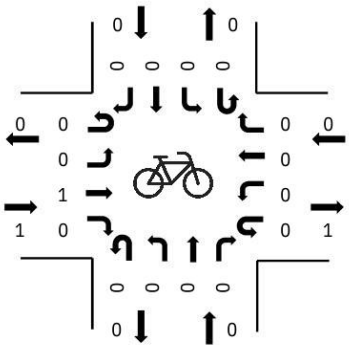
Motorized Vehicles



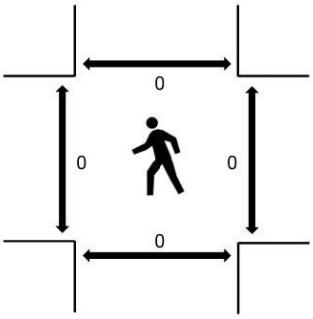
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Juniper Dr)					Southbound (Juniper Dr)					Eastbound (Wilson Ln)					Westbound (Wilson Ln)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	0	0	0	0	0	0	6	18	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (Juniper Dr)					SB (Juniper Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	1	0	3	0	0	0	0	0	0	0	0	20	1	0	0	2	17	0	0	0	44	
02:15:00 PM	2	0	4	0	0	0	0	0	0	0	0	26	1	0	0	6	37	0	0	0	76	
02:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	18	0	0	0	2	26	0	0	0	47	
02:45:00 PM	0	0	4	0	0	0	0	0	0	0	0	28	0	0	0	1	23	0	0	0	56	223
03:00:00 PM	0	0	2	0	0	0	0	0	0	0	0	24	2	0	0	6	27	0	0	0	61	240
03:15:00 PM	2	0	4	0	0	0	0	0	0	0	0	41	3	0	0	2	27	0	0	0	79	243
03:30:00 PM	3	0	3	0	0	0	0	0	0	0	0	35	0	0	0	2	52	0	0	0	95	291
03:45:00 PM	0	0	3	0	0	0	0	0	0	0	0	33	0	0	0	4	43	0	0	0	83	318
04:00:00 PM	1	0	3	0	0	0	0	0	0	0	0	25	0	0	0	4	51	0	0	0	84	341
04:15:00 PM	2	0	1	0	0	0	0	0	0	0	0	30	1	0	0	3	46	0	0	0	83	345
04:30:00 PM	1	0	4	0	0	0	0	0	0	0	0	34	1	0	0	9	48	0	0	0	97	347
04:45:00 PM	1	0	8	0	0	0	0	0	0	0	0	26	1	0	0	12	43	0	0	0	91	355
05:00:00 PM	1	0	4	0	0	0	0	0	0	0	0	28	2	0	0	4	46	0	0	0	85	356
05:15:00 PM	5	0	3	0	0	0	0	0	0	0	0	39	3	0	0	7	40	0	0	0	97	370
05:30:00 PM	0	0	5	0	0	0	0	0	0	0	0	25	5	0	0	5	68	0	0	0	108	381
05:45:00 PM	0	0	3	0	0	0	0	0	0	0	0	42	1	0	0	3	35	0	0	0	84	374

Car Volumes

Time	NB (Juniper Dr)					SB (Juniper Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	1	0	3	0	0	0	0	0	0	0	0	17	1	0	0	2	16	0	0	0	40	
02:15:00 PM	2	0	3	0	0	0	0	0	0	0	0	26	1	0	0	5	35	0	0	0	72	
02:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	17	0	0	0	1	24	0	0	0	43	
02:45:00 PM	0	0	3	0	0	0	0	0	0	0	0	28	0	0	0	1	23	0	0	0	55	210
03:00:00 PM	0	0	2	0	0	0	0	0	0	0	0	21	2	0	0	6	25	0	0	0	56	226
03:15:00 PM	2	0	4	0	0	0	0	0	0	0	0	39	2	0	0	2	25	0	0	0	74	228
03:30:00 PM	3	0	3	0	0	0	0	0	0	0	0	32	0	0	0	2	52	0	0	0	92	277
03:45:00 PM	0	0	3	0	0	0	0	0	0	0	0	31	0	0	0	4	40	0	0	0	78	300
04:00:00 PM	1	0	3	0	0	0	0	0	0	0	0	23	0	0	0	4	49	0	0	0	80	324
04:15:00 PM	2	0	1	0	0	0	0	0	0	0	0	28	1	0	0	3	46	0	0	0	81	331
04:30:00 PM	1	0	3	0	0	0	0	0	0	0	0	34	1	0	0	9	48	0	0	0	96	335
04:45:00 PM	1	0	8	0	0	0	0	0	0	0	0	25	0	0	0	12	43	0	0	0	89	346
05:00:00 PM	1	0	4	0	0	0	0	0	0	0	0	26	2	0	0	4	46	0	0	0	83	349
05:15:00 PM	5	0	3	0	0	0	0	0	0	0	0	35	2	0	0	7	40	0	0	0	92	360
05:30:00 PM	0	0	5	0	0	0	0	0	0	0	0	25	5	0	0	5	68	0	0	0	108	372
05:45:00 PM	0	0	3	0	0	0	0	0	0	0	0	42	1	0	0	3	35	0	0	0	84	367

Truck Volumes

Time	NB (Juniper Dr)					SB (Juniper Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	4	
02:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	4	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	4	
02:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	5	14
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	2	0	0	0	5	15
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	14
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	5	18
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	4	17
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	14
04:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	9
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	7
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	10
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Bike Volumes

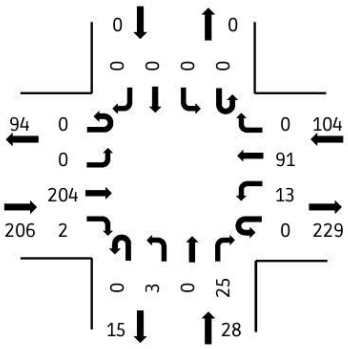
Time	NB (Juniper Dr)					SB (Juniper Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

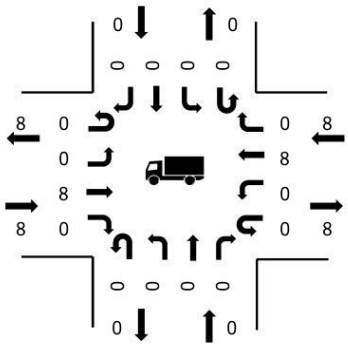
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0
03:00:00 PM	0	4	0	0	4	4
03:15:00 PM	0	1	0	0	1	5
03:30:00 PM	0	0	0	0	0	5
03:45:00 PM	0	0	0	0	0	5
04:00:00 PM	0	0	0	0	0	1
04:15:00 PM	0	0	0	0	0	0
04:30:00 PM	0	1	0	0	1	1
04:45:00 PM	0	0	0	0	0	1
05:00:00 PM	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0

Location: Juniper Dr & Wilson Ln
Date: 2026-03-04
Peak Hour Start: 07:00 AM
Peak 15 Minute Start: 07:45 AM
Peak Hour Factor: 0.85

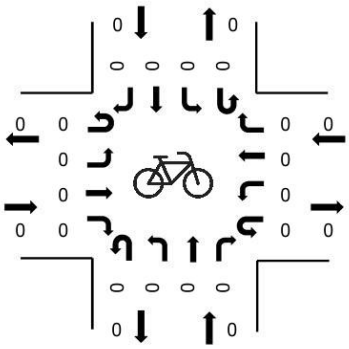
Motorized Vehicles



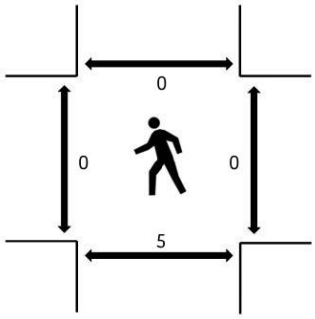
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Juniper Dr)					Southbound (Juniper Dr)					Eastbound (Wilson Ln)					Westbound (Wilson Ln)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	9	0	0	0

All Vehicle Volumes

Time	NB (Juniper Dr)					SB (Juniper Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	1	0	9	0	0	0	0	0	0	0	0	38	1	0	0	2	17	0	0	0	68	
06:45:00 AM	1	0	4	0	0	0	0	0	0	0	0	50	1	0	0	0	15	0	0	0	71	
07:00:00 AM	0	0	11	0	0	0	0	0	0	0	0	48	0	0	0	3	21	0	0	0	83	
07:15:00 AM	0	0	4	0	0	0	0	0	0	0	0	49	0	0	0	6	23	0	0	0	82	304
07:30:00 AM	1	0	5	0	0	0	0	0	0	0	0	45	0	0	0	3	20	0	0	0	74	310
07:45:00 AM	2	0	5	0	0	0	0	0	0	0	0	62	2	0	0	1	27	0	0	0	99	338
08:00:00 AM	0	0	3	0	0	0	0	0	0	0	0	24	0	0	0	2	29	0	0	0	58	313
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	3	12	0	0	0	41	272
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	2	6	0	0	0	20	218
08:45:00 AM	0	0	1	0	0	0	0	0	0	0	0	24	1	0	0	1	13	0	0	0	40	159
09:00:00 AM	0	0	2	0	0	0	0	0	0	0	0	10	0	0	0	0	11	0	0	0	23	124
09:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	26	0	0	0	1	18	0	0	0	46	129

Car Volumes

Time	NB (Juniper Dr)					SB (Juniper Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	1	0	9	0	0	0	0	0	0	0	0	36	1	0	0	2	15	0	0	0	64	
06:45:00 AM	1	0	4	0	0	0	0	0	0	0	0	47	1	0	0	0	11	0	0	0	64	
07:00:00 AM	0	0	11	0	0	0	0	0	0	0	0	46	0	0	0	3	21	0	0	0	81	
07:15:00 AM	0	0	4	0	0	0	0	0	0	0	0	48	0	0	0	6	20	0	0	0	78	287
07:30:00 AM	1	0	5	0	0	0	0	0	0	0	0	42	0	0	0	3	17	0	0	0	68	291
07:45:00 AM	2	0	5	0	0	0	0	0	0	0	0	60	2	0	0	1	25	0	0	0	95	322
08:00:00 AM	0	0	3	0	0	0	0	0	0	0	0	21	0	0	0	2	28	0	0	0	54	295
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	3	8	0	0	0	34	251
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	2	6	0	0	0	18	201
08:45:00 AM	0	0	1	0	0	0	0	0	0	0	0	21	1	0	0	1	10	0	0	0	34	140
09:00:00 AM	0	0	2	0	0	0	0	0	0	0	0	9	0	0	0	0	11	0	0	0	22	108
09:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	22	0	0	0	0	13	0	0	0	36	110

Truck Volumes

Time	NB (Juniper Dr)					SB (Juniper Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	4	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	7	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	4	17
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	6	19
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	4	16
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	4	18
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	7	21
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	17
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	6	19
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	16
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	0	0	0	10	19

Bike Volumes

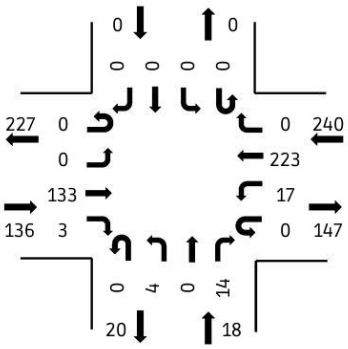
Time	NB (Juniper Dr)					SB (Juniper Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

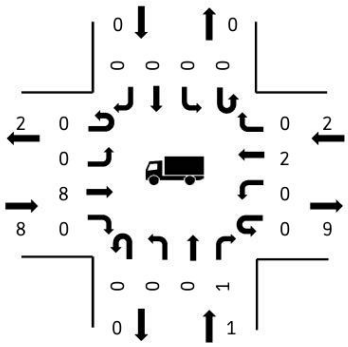
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
06:30:00 AM	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0
07:30:00 AM	0	4	0	0	4	4
07:45:00 AM	0	1	0	0	1	5
08:00:00 AM	0	0	0	0	0	5
08:15:00 AM	0	0	0	0	0	5
08:30:00 AM	0	0	0	0	0	1
08:45:00 AM	0	0	0	0	0	0
09:00:00 AM	0	1	0	0	1	1
09:15:00 AM	0	0	0	0	0	1

Location: Anthony Dr & Wilson Ln
Date: 2026-03-03
Peak Hour Start: 04:45 PM
Peak 15 Minute Start: 05:30 PM
Peak Hour Factor: 0.88

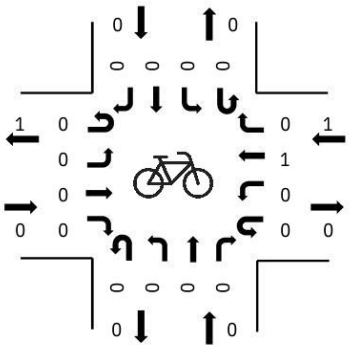
Motorized Vehicles



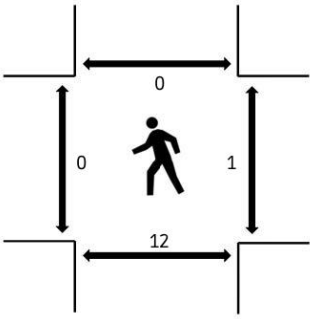
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Anthony Dr)					Southbound (Anthony Dr)					Eastbound (Wilson Ln)					Westbound (Wilson Ln)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	7	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	0

All Vehicle Volumes

Time	NB (Anthony Dr)					SB (Anthony Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	3	0	0	0	0	0	0	0	0	22	1	0	0	1	19	0	0	0	46	
02:15:00 PM	3	0	0	0	0	0	0	0	0	0	0	29	1	0	0	3	42	0	0	0	78	
02:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	21	0	0	0	3	28	0	0	0	53	
02:45:00 PM	0	0	2	0	0	0	0	0	0	0	0	30	2	0	0	2	23	0	0	0	59	236
03:00:00 PM	1	0	1	0	0	0	0	0	0	0	0	25	0	0	0	6	33	0	0	0	66	256
03:15:00 PM	3	0	3	0	0	0	0	0	0	0	0	43	1	0	0	2	25	0	0	0	77	255
03:30:00 PM	5	0	9	0	0	0	0	0	0	0	0	36	1	0	0	0	49	0	0	0	100	302
03:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	35	1	0	0	2	46	0	0	0	85	328
04:00:00 PM	2	0	2	0	0	0	0	0	0	0	0	27	1	0	0	6	52	0	0	0	90	352
04:15:00 PM	1	0	1	0	0	0	0	0	0	0	0	31	0	0	0	4	50	0	0	0	87	362
04:30:00 PM	2	0	1	0	0	0	0	0	0	0	0	35	2	0	0	7	55	0	0	0	102	364
04:45:00 PM	1	0	4	0	0	0	0	0	0	0	0	32	3	0	0	2	53	0	0	0	95	374
05:00:00 PM	2	0	2	0	0	0	0	0	0	0	0	29	0	0	0	4	52	0	0	0	89	373
05:15:00 PM	1	0	5	0	0	0	0	0	0	0	0	40	0	0	0	6	46	0	0	0	98	384
05:30:00 PM	0	0	3	0	0	0	0	0	0	0	0	32	0	0	0	5	72	0	0	0	112	394
05:45:00 PM	1	0	3	0	0	0	0	0	0	0	0	44	0	0	0	4	37	0	0	0	89	388

Car Volumes

Time	NB (Anthony Dr)					SB (Anthony Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	3	0	0	0	0	0	0	0	0	19	1	0	0	1	19	0	0	0	43	
02:15:00 PM	3	0	0	0	0	0	0	0	0	0	0	27	1	0	0	3	38	0	0	0	72	
02:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	20	0	0	0	3	26	0	0	0	50	
02:45:00 PM	0	0	2	0	0	0	0	0	0	0	0	29	2	0	0	2	23	0	0	0	58	223
03:00:00 PM	1	0	1	0	0	0	0	0	0	0	0	23	0	0	0	6	30	0	0	0	61	241
03:15:00 PM	3	0	3	0	0	0	0	0	0	0	0	42	0	0	0	2	23	0	0	0	73	242
03:30:00 PM	5	0	8	0	0	0	0	0	0	0	0	33	1	0	0	0	49	0	0	0	96	288
03:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	33	1	0	0	2	42	0	0	0	79	309
04:00:00 PM	2	0	2	0	0	0	0	0	0	0	0	25	1	0	0	6	50	0	0	0	86	334
04:15:00 PM	1	0	1	0	0	0	0	0	0	0	0	29	0	0	0	4	50	0	0	0	85	346
04:30:00 PM	2	0	1	0	0	0	0	0	0	0	0	33	2	0	0	7	55	0	0	0	100	350
04:45:00 PM	1	0	4	0	0	0	0	0	0	0	0	31	3	0	0	2	53	0	0	0	94	365
05:00:00 PM	2	0	1	0	0	0	0	0	0	0	0	28	0	0	0	4	50	0	0	0	85	364
05:15:00 PM	1	0	5	0	0	0	0	0	0	0	0	36	0	0	0	6	46	0	0	0	94	373
05:30:00 PM	0	0	3	0	0	0	0	0	0	0	0	30	0	0	0	5	72	0	0	0	110	383
05:45:00 PM	1	0	3	0	0	0	0	0	0	0	0	44	0	0	0	4	37	0	0	0	89	378

Truck Volumes

Time	NB (Anthony Dr)					SB (Anthony Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	6	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	3	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	5	15
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	4	13
03:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	14
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	6	19
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	4	18
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	16
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	14
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	9
05:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4	9
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	11
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	11
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Bike Volumes

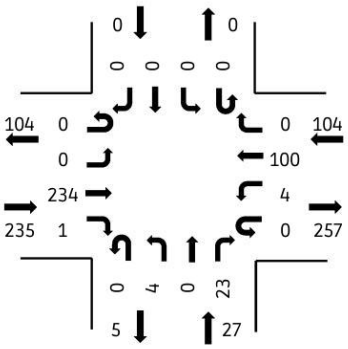
Time	NB (Anthony Dr)					SB (Anthony Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

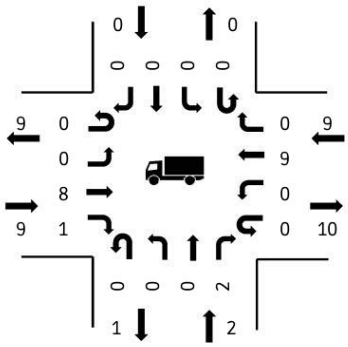
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	
02:45:00 PM	0	2	0	0	2	2
03:00:00 PM	0	3	0	0	3	5
03:15:00 PM	0	18	3	0	21	26
03:30:00 PM	0	37	56	0	93	119
03:45:00 PM	0	5	1	0	6	123
04:00:00 PM	0	1	0	0	1	121
04:15:00 PM	0	0	0	0	0	100
04:30:00 PM	0	0	0	0	0	7
04:45:00 PM	0	4	0	0	4	5
05:00:00 PM	0	2	0	0	2	6
05:15:00 PM	0	1	0	0	1	7
05:30:00 PM	0	5	1	0	6	13
05:45:00 PM	0	1	0	0	1	10

Location: Anthony Dr & Wilson Ln
Date: 2026-03-04
Peak Hour Start: 07:00 AM
Peak 15 Minute Start: 07:45 AM
Peak Hour Factor: 0.89

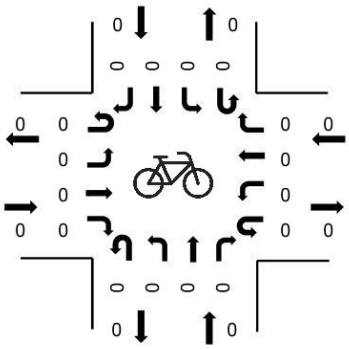
Motorized Vehicles



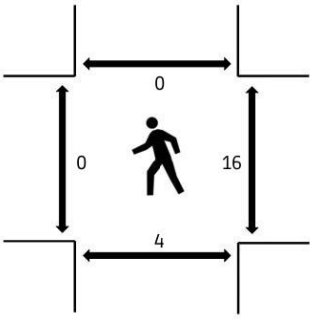
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Anthony Dr)					Southbound (Anthony Dr)					Eastbound (Wilson Ln)					Westbound (Wilson Ln)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	9	0	0	0	0	0	0	0	0	3	100	0	0	0	9	0	0	0

All Vehicle Volumes

Time	NB (Anthony Dr)					SB (Anthony Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	1	0	7	0	0	0	0	0	0	0	0	47	1	0	0	3	18	0	0	0	77	
06:45:00 AM	1	0	2	0	0	0	0	0	0	0	0	48	1	0	0	2	14	0	0	0	68	
07:00:00 AM	0	0	5	0	0	0	0	0	0	0	0	61	0	0	0	3	24	0	0	0	93	
07:15:00 AM	2	0	8	0	0	0	0	0	0	0	0	53	0	0	0	1	27	0	0	0	91	329
07:30:00 AM	1	0	6	0	0	0	0	0	0	0	0	50	0	0	0	0	22	0	0	0	79	331
07:45:00 AM	1	0	4	0	0	0	0	0	0	0	0	70	1	0	0	0	27	0	0	0	103	366
08:00:00 AM	2	0	2	0	0	0	0	0	0	0	0	27	0	0	0	0	28	0	0	0	59	332
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	15	0	0	0	41	282
08:30:00 AM	0	0	2	0	0	0	0	0	0	0	0	12	0	0	0	0	7	0	0	0	21	224
08:45:00 AM	0	0	1	0	0	0	0	0	0	0	0	23	0	0	0	0	14	0	0	0	38	159
09:00:00 AM	0	0	2	0	0	0	0	0	0	0	0	14	0	0	0	0	11	0	0	0	27	127
09:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	2	18	0	0	0	47	133

Car Volumes

Time	NB (Anthony Dr)					SB (Anthony Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	1	0	6	0	0	0	0	0	0	0	0	46	0	0	0	3	15	0	0	0	71	
06:45:00 AM	1	0	2	0	0	0	0	0	0	0	0	48	1	0	0	2	9	0	0	0	63	
07:00:00 AM	0	0	5	0	0	0	0	0	0	0	0	59	0	0	0	3	23	0	0	0	90	
07:15:00 AM	2	0	7	0	0	0	0	0	0	0	0	53	0	0	0	1	24	0	0	0	87	311
07:30:00 AM	1	0	6	0	0	0	0	0	0	0	0	45	0	0	0	0	19	0	0	0	71	311
07:45:00 AM	1	0	3	0	0	0	0	0	0	0	0	69	0	0	0	0	25	0	0	0	98	346
08:00:00 AM	2	0	2	0	0	0	0	0	0	0	0	24	0	0	0	0	27	0	0	0	55	311
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	11	0	0	0	35	259
08:30:00 AM	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0	7	0	0	0	18	206
08:45:00 AM	0	0	1	0	0	0	0	0	0	0	0	21	0	0	0	0	11	0	0	0	33	141
09:00:00 AM	0	0	2	0	0	0	0	0	0	0	0	12	0	0	0	0	11	0	0	0	25	111
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	2	13	0	0	0	36	112

Truck Volumes

Time	NB (Anthony Dr)					SB (Anthony Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	0	0	6	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	3	
07:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	18
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	3	0	0	0	8	20
07:45:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	5	20
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	4	21
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	6	23
08:30:00 AM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	18
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	5	18
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	16
09:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	11	21

Bike Volumes

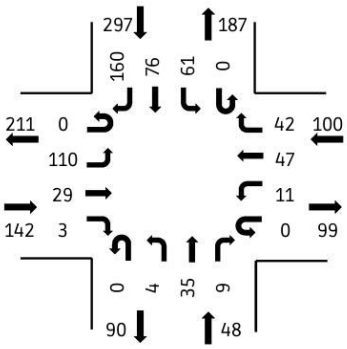
Time	NB (Anthony Dr)					SB (Anthony Dr)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

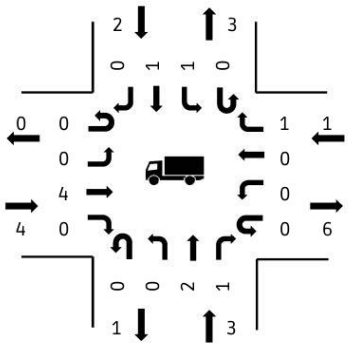
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
06:30:00 AM	0	0	1	0	1	
06:45:00 AM	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	
07:15:00 AM	0	1	0	0	1	2
07:30:00 AM	0	2	10	0	12	13
07:45:00 AM	0	1	6	0	7	20
08:00:00 AM	0	2	0	0	2	22
08:15:00 AM	0	0	0	0	0	21
08:30:00 AM	0	0	0	0	0	9
08:45:00 AM	0	0	0	0	0	2
09:00:00 AM	0	1	0	0	1	1
09:15:00 AM	0	0	0	0	0	1

Location: Main St & Wilson Ln
Date: 2026-03-03
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:30 PM
Peak Hour Factor: 0.89

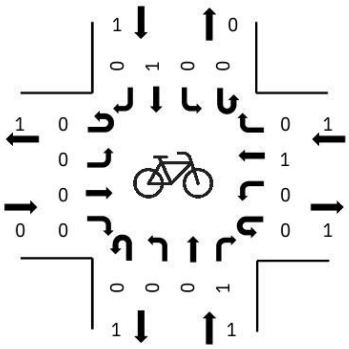
Motorized Vehicles



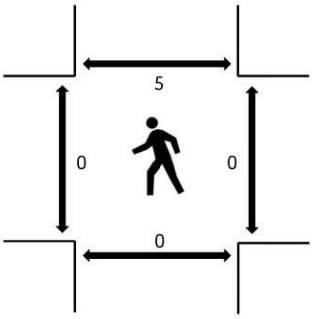
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (Wilson Ln)					Westbound (Wilson Ln)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	6	11	0	0	2	1	0	0	0	0	14	0	0	0	0	0	2	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	1	8	3	0	0	6	12	22	0	0	21	6	0	0	0	0	5	6	0	0	90	
02:15:00 PM	0	6	2	0	0	12	4	22	0	0	20	12	0	0	0	2	10	9	0	0	99	
02:30:00 PM	2	8	1	0	0	5	3	25	0	0	15	4	0	0	0	1	10	7	0	0	81	
02:45:00 PM	1	6	0	0	0	7	10	25	0	0	23	7	2	0	0	1	14	12	0	0	108	378
03:00:00 PM	2	12	0	0	0	12	18	48	0	0	27	4	0	0	0	3	9	12	0	0	147	435
03:15:00 PM	0	3	0	0	0	10	9	25	0	0	17	11	0	0	0	4	12	10	0	0	101	437
03:30:00 PM	4	19	5	0	0	6	11	37	0	0	49	15	1	0	0	6	5	9	0	0	167	523
03:45:00 PM	1	10	1	0	0	6	7	27	0	0	28	9	1	0	0	5	13	14	0	0	122	537
04:00:00 PM	1	6	4	0	0	9	15	28	0	0	47	7	0	0	0	0	16	13	0	0	146	536
04:15:00 PM	0	9	3	0	0	7	17	40	1	0	30	8	1	0	0	4	10	11	0	0	141	576
04:30:00 PM	1	11	2	0	0	7	23	34	0	0	26	12	0	0	0	3	16	14	0	0	149	558
04:45:00 PM	1	6	3	0	0	13	12	45	0	0	31	6	1	0	0	3	10	8	0	0	139	575
05:00:00 PM	0	10	3	0	0	13	10	33	0	0	22	7	1	0	0	1	14	17	0	0	131	560
05:15:00 PM	1	7	1	0	0	16	19	36	0	0	26	9	0	0	0	5	10	10	0	0	140	559
05:30:00 PM	2	6	2	0	0	16	22	58	0	0	28	5	2	0	0	2	14	7	0	0	164	574
05:45:00 PM	1	12	3	0	0	16	25	33	0	0	34	8	0	0	0	3	9	8	0	0	152	587

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	1	8	3	0	0	6	10	22	0	0	18	4	0	0	0	0	5	5	0	0	82	
02:15:00 PM	0	6	2	0	0	12	4	21	0	0	19	11	0	0	0	2	8	8	0	0	93	
02:30:00 PM	1	8	1	0	0	4	3	23	0	0	14	3	0	0	0	0	9	7	0	0	73	
02:45:00 PM	1	6	0	0	0	7	9	25	0	0	22	7	1	0	0	1	13	11	0	0	103	351
03:00:00 PM	2	12	0	0	0	12	18	48	0	0	25	4	0	0	0	2	9	10	0	0	142	411
03:15:00 PM	0	3	0	0	0	10	9	24	0	0	17	11	0	0	0	3	11	10	0	0	98	416
03:30:00 PM	4	19	5	0	0	6	10	37	0	0	45	14	0	0	0	5	5	8	0	0	158	501
03:45:00 PM	1	10	1	0	0	6	7	27	0	0	27	9	1	0	0	5	12	12	0	0	118	516
04:00:00 PM	1	6	4	0	0	9	15	26	0	0	45	7	0	0	0	0	16	13	0	0	142	516
04:15:00 PM	0	9	3	0	0	7	16	40	1	0	30	7	1	0	0	2	10	9	0	0	135	553
04:30:00 PM	1	10	1	0	0	7	23	34	0	0	26	12	0	0	0	3	16	14	0	0	147	542
04:45:00 PM	1	6	3	0	0	13	12	45	0	0	31	5	1	0	0	3	10	8	0	0	138	562
05:00:00 PM	0	8	3	0	0	13	9	33	0	0	22	6	1	0	0	1	14	16	0	0	126	546
05:15:00 PM	1	7	1	0	0	15	19	36	0	0	26	7	0	0	0	5	10	10	0	0	137	548
05:30:00 PM	2	6	2	0	0	16	22	58	0	0	28	4	2	0	0	2	14	7	0	0	163	564
05:45:00 PM	1	12	2	0	0	16	25	33	0	0	34	8	0	0	0	3	9	8	0	0	151	577

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	2	0	0	0	3	2	0	0	0	0	0	1	0	0	8	
02:15:00 PM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	2	1	0	0	6	
02:30:00 PM	1	0	0	0	0	1	0	2	0	0	1	1	0	0	0	1	1	0	0	0	8	
02:45:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	1	0	0	5	27
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	2	0	0	5	24
03:15:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	3	21
03:30:00 PM	0	0	0	0	0	0	1	0	0	0	4	1	1	0	0	1	0	1	0	0	9	22
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	4	21
04:00:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4	20
04:15:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	2	0	0	6	23
04:30:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13
05:00:00 PM	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	5	14
05:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	11
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	10
05:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10

Bike Volumes

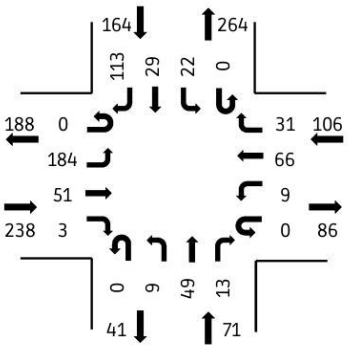
Time	NB (Main St)					SB (Main St)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
05:30:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
05:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4

Pedestrian Volumes

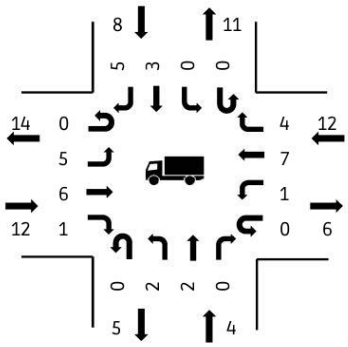
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0
03:15:00 PM	2	0	0	0	2	2
03:30:00 PM	5	0	0	0	5	7
03:45:00 PM	0	0	0	0	0	7
04:00:00 PM	1	0	0	0	1	8
04:15:00 PM	0	0	0	1	1	7
04:30:00 PM	0	1	1	0	2	4
04:45:00 PM	0	0	0	1	1	5
05:00:00 PM	0	0	0	0	0	4
05:15:00 PM	0	0	0	0	0	3
05:30:00 PM	2	0	0	0	2	3
05:45:00 PM	3	0	0	0	3	5

Location: S Main St & Wilson Ln
Date: 2026-03-04
Peak Hour Start: 07:00 AM
Peak 15 Minute Start: 07:45 AM
Peak Hour Factor: 0.91

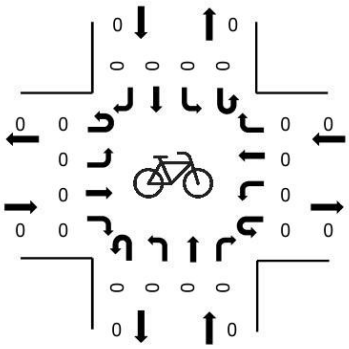
Motorized Vehicles



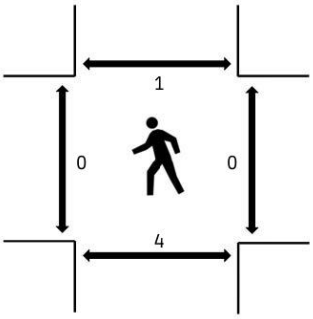
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (S Main St)					Southbound (S Main St)					Eastbound (Wilson Ln)					Westbound (Wilson Ln)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
22	4	0	0	0	0	10	4	0	0	3	12	33	0	0	11	11	13	0	0

All Vehicle Volumes

Time	NB (S Main St)					SB (S Main St)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	11	4	0	0	1	3	13	0	0	32	21	0	0	0	1	12	7	0	0	105	
06:45:00 AM	0	11	3	0	0	5	5	18	0	0	42	4	0	0	0	2	4	6	0	0	100	
07:00:00 AM	3	11	2	0	0	3	8	25	0	0	49	9	1	0	0	1	8	13	0	0	133	
07:15:00 AM	0	18	6	0	0	9	5	33	0	0	44	10	0	0	0	2	21	7	0	0	155	493
07:30:00 AM	3	7	1	0	0	5	12	32	0	0	33	13	0	0	0	3	19	4	0	0	132	520
07:45:00 AM	3	13	4	0	0	5	4	23	0	0	58	19	2	0	0	3	18	7	0	0	159	579
08:00:00 AM	1	11	3	0	0	4	8	17	0	0	44	17	1	0	0	1	16	5	0	0	128	574
08:15:00 AM	1	6	2	0	0	5	4	10	0	0	24	4	0	0	0	3	7	5	0	0	71	490
08:30:00 AM	1	4	0	0	0	8	3	4	0	0	14	3	1	0	0	0	2	6	0	0	46	404
08:45:00 AM	0	7	0	0	0	4	3	9	0	0	18	5	1	0	0	0	3	7	0	0	57	302
09:00:00 AM	0	3	0	0	0	2	8	11	0	0	9	4	1	0	0	0	5	3	0	0	46	220
09:15:00 AM	1	6	0	0	0	5	5	13	0	0	17	8	1	0	0	1	9	4	0	0	70	219

Car Volumes

Time	NB (S Main St)					SB (S Main St)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	11	4	0	0	1	2	12	0	0	31	21	0	0	0	1	11	6	0	0	100	
06:45:00 AM	0	11	2	0	0	5	5	16	0	0	40	3	0	0	0	2	3	6	0	0	93	
07:00:00 AM	2	9	2	0	0	3	8	25	0	0	48	9	1	0	0	1	8	13	0	0	129	
07:15:00 AM	0	18	6	0	0	9	4	32	0	0	44	10	0	0	0	2	18	5	0	0	148	470
07:30:00 AM	2	7	1	0	0	5	10	31	0	0	33	9	0	0	0	2	17	3	0	0	120	490
07:45:00 AM	3	13	4	0	0	5	4	20	0	0	54	17	1	0	0	3	16	6	0	0	146	543
08:00:00 AM	1	10	3	0	0	4	7	16	0	0	41	16	1	0	0	1	15	4	0	0	119	533
08:15:00 AM	1	6	1	0	0	5	4	9	0	0	24	3	0	0	0	2	4	5	0	0	64	449
08:30:00 AM	1	2	0	0	0	7	2	4	0	0	13	2	1	0	0	0	1	6	0	0	39	368
08:45:00 AM	0	7	0	0	0	4	2	8	0	0	14	4	1	0	0	0	2	6	0	0	48	270
09:00:00 AM	0	3	0	0	0	2	8	11	0	0	9	3	1	0	0	0	4	3	0	0	44	195
09:15:00 AM	0	5	0	0	0	5	4	10	0	0	15	6	1	0	0	1	7	4	0	0	58	189

Truck Volumes

Time	NB (S Main St)					SB (S Main St)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	5	
06:45:00 AM	0	0	1	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	0	0	7	
07:00:00 AM	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	
07:15:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	2	0	0	7	23
07:30:00 AM	1	0	0	0	0	0	2	1	0	0	0	4	0	0	0	1	2	1	0	0	12	30
07:45:00 AM	0	0	0	0	0	0	0	3	0	0	4	2	1	0	0	0	2	1	0	0	13	36
08:00:00 AM	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	0	1	1	0	0	9	41
08:15:00 AM	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	3	0	0	0	7	41
08:30:00 AM	0	2	0	0	0	1	1	0	0	0	1	1	0	0	0	0	1	0	0	0	7	36
08:45:00 AM	0	0	0	0	0	0	1	1	0	0	4	1	0	0	0	0	1	1	0	0	9	32
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	25
09:15:00 AM	1	1	0	0	0	0	1	3	0	0	2	2	0	0	0	0	2	0	0	0	12	30

Bike Volumes

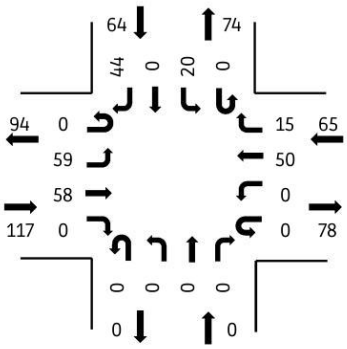
Time	NB (S Main St)					SB (S Main St)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

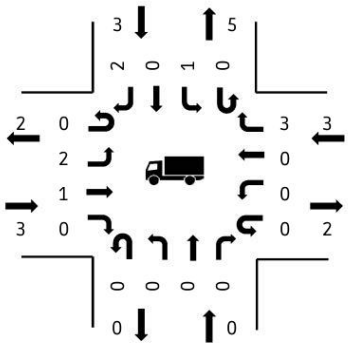
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
06:30:00 AM	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0
07:30:00 AM	1	1	0	0	2	2
07:45:00 AM	0	3	0	0	3	5
08:00:00 AM	0	0	0	0	0	5
08:15:00 AM	0	1	0	0	1	6
08:30:00 AM	0	0	1	0	1	5
08:45:00 AM	0	0	0	0	0	2
09:00:00 AM	0	0	0	0	0	2
09:15:00 AM	0	0	0	1	1	2

Location: Laurel Ln & Wilson Ln
Date: 2026-03-03
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:15 PM
Peak Hour Factor: 0.89

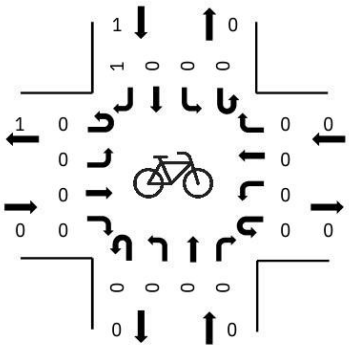
Motorized Vehicles



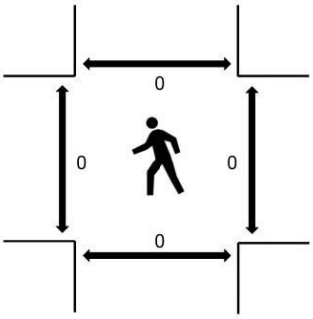
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Laurel Ln)					Southbound (Laurel Ln)					Eastbound (Wilson Ln)					Westbound (Wilson Ln)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	5	0	4	0	0	3	2	0	0	0	0	0	20	0	0

All Vehicle Volumes

Time	NB (Laurel Ln)					SB (Laurel Ln)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	7	0	5	0	0	8	0	0	0	0	0	7	3	0	0	30	
02:15:00 PM	0	0	0	0	0	3	0	7	0	0	5	13	0	0	0	0	10	3	0	0	41	
02:30:00 PM	0	0	0	0	0	4	0	11	0	0	13	12	0	0	0	0	9	5	0	0	54	
02:45:00 PM	0	0	0	0	0	2	0	6	0	0	2	10	0	0	0	0	15	3	0	0	38	163
03:00:00 PM	0	0	0	0	0	2	0	14	0	0	4	4	0	0	0	0	11	6	0	0	41	174
03:15:00 PM	0	0	0	0	0	2	0	5	0	0	3	12	0	0	0	0	10	6	0	0	38	171
03:30:00 PM	0	0	0	0	0	4	0	6	0	0	12	12	0	0	0	0	12	1	0	0	47	164
03:45:00 PM	0	0	0	0	0	4	0	8	0	0	6	7	0	0	0	0	18	1	0	0	44	170
04:00:00 PM	0	0	0	0	0	9	0	5	0	0	9	15	0	0	0	0	16	1	0	0	55	184
04:15:00 PM	0	0	0	0	0	5	0	15	0	0	17	16	0	0	0	0	11	5	0	0	69	215
04:30:00 PM	0	0	0	0	0	6	0	13	0	0	17	12	0	0	0	0	9	7	0	0	64	232
04:45:00 PM	0	0	0	0	0	0	0	11	0	0	16	15	0	0	0	0	14	2	0	0	58	246
05:00:00 PM	0	0	0	0	0	4	0	14	0	0	7	12	0	0	0	0	15	3	0	0	55	246
05:15:00 PM	0	0	0	0	0	7	0	10	0	0	8	13	0	0	0	0	16	1	0	0	55	232
05:30:00 PM	0	0	0	0	0	8	0	13	0	0	9	10	0	0	0	0	10	0	0	0	50	218
05:45:00 PM	0	0	0	0	0	1	0	3	0	0	8	12	0	0	0	0	11	1	0	0	36	196

Car Volumes

Time	NB (Laurel Ln)					SB (Laurel Ln)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	4	0	5	0	0	8	0	0	0	0	0	7	3	0	0	27	
02:15:00 PM	0	0	0	0	0	2	0	7	0	0	5	13	0	0	0	0	8	3	0	0	38	
02:30:00 PM	0	0	0	0	0	4	0	9	0	0	13	11	0	0	0	0	9	3	0	0	49	
02:45:00 PM	0	0	0	0	0	2	0	6	0	0	2	10	0	0	0	0	14	3	0	0	37	151
03:00:00 PM	0	0	0	0	0	2	0	14	0	0	4	4	0	0	0	0	11	6	0	0	41	165
03:15:00 PM	0	0	0	0	0	2	0	5	0	0	3	12	0	0	0	0	8	6	0	0	36	163
03:30:00 PM	0	0	0	0	0	4	0	6	0	0	12	11	0	0	0	0	11	1	0	0	45	159
03:45:00 PM	0	0	0	0	0	4	0	7	0	0	6	7	0	0	0	0	17	1	0	0	42	164
04:00:00 PM	0	0	0	0	0	9	0	5	0	0	9	14	0	0	0	0	16	1	0	0	54	177
04:15:00 PM	0	0	0	0	0	4	0	14	0	0	17	16	0	0	0	0	11	3	0	0	65	206
04:30:00 PM	0	0	0	0	0	6	0	13	0	0	15	12	0	0	0	0	9	6	0	0	61	222
04:45:00 PM	0	0	0	0	0	0	0	10	0	0	16	15	0	0	0	0	14	2	0	0	57	237
05:00:00 PM	0	0	0	0	0	3	0	14	0	0	7	12	0	0	0	0	15	3	0	0	54	237
05:15:00 PM	0	0	0	0	0	7	0	10	0	0	6	13	0	0	0	0	16	1	0	0	53	225
05:30:00 PM	0	0	0	0	0	8	0	12	0	0	8	9	0	0	0	0	10	0	0	0	47	211
05:45:00 PM	0	0	0	0	0	1	0	3	0	0	7	12	0	0	0	0	11	1	0	0	35	189

Truck Volumes

Time	NB (Laurel Ln)					SB (Laurel Ln)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
02:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	
02:30:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	2	0	0	5	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	12
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	8
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	5
03:45:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	6
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	7
04:15:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	4	9
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	10
04:45:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9
05:00:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	7
05:30:00 PM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	3	7
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7

Bike Volumes

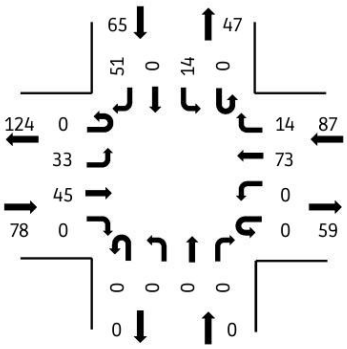
Time	NB (Laurel Ln)					SB (Laurel Ln)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

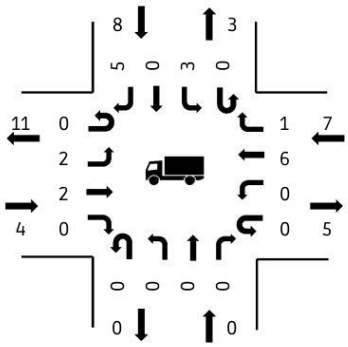
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0

Location: Laurel Ln & Wilson Ln
Date: 2026-03-04
Peak Hour Start: 07:15 AM
Peak 15 Minute Start: 07:15 AM
Peak Hour Factor: 0.8

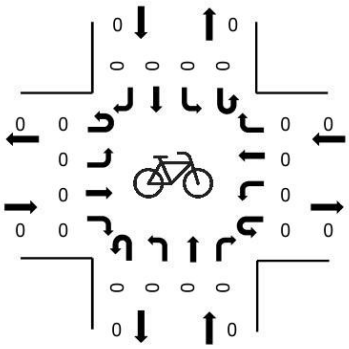
Motorized Vehicles



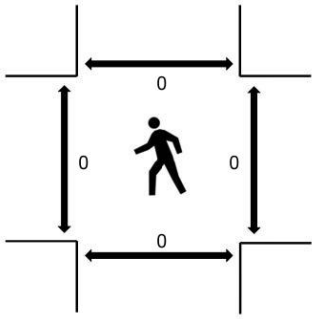
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Laurel Ln)					Southbound (Laurel Ln)					Eastbound (Wilson Ln)					Westbound (Wilson Ln)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	21	0	10	0	0	6	4	0	0	0	0	8	7	0	0

All Vehicle Volumes

Time	NB (Laurel Ln)					SB (Laurel Ln)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	1	0	12	0	0	22	12	0	0	0	0	8	3	0	0	58	
06:45:00 AM	0	0	0	0	0	4	0	9	0	0	14	10	0	0	0	0	11	4	0	0	52	
07:00:00 AM	0	0	0	0	0	2	0	13	0	0	7	5	0	0	0	0	6	5	0	0	38	
07:15:00 AM	0	0	0	0	0	7	0	12	0	0	11	13	0	0	0	0	23	6	0	0	72	220
07:30:00 AM	0	0	0	0	0	3	0	19	0	0	5	9	0	0	0	0	24	2	0	0	62	224
07:45:00 AM	0	0	0	0	0	1	0	11	0	0	12	7	0	0	0	0	16	5	0	0	52	224
08:00:00 AM	0	0	0	0	0	3	0	9	0	0	5	16	0	0	0	0	10	1	0	0	44	230
08:15:00 AM	0	0	0	0	0	2	0	5	0	0	4	8	0	0	0	0	6	3	0	0	28	186
08:30:00 AM	0	0	0	0	0	3	0	6	0	0	6	9	0	0	0	0	2	1	0	0	27	151
08:45:00 AM	0	0	0	0	0	0	0	2	0	0	4	7	0	0	0	0	6	4	0	0	23	122
09:00:00 AM	0	0	0	0	0	0	0	4	0	0	1	7	0	0	0	0	1	3	0	0	16	94
09:15:00 AM	0	0	0	0	0	0	0	3	0	0	8	10	0	0	0	0	8	2	0	0	31	97

Car Volumes

Time	NB (Laurel Ln)					SB (Laurel Ln)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	9	0	0	20	12	0	0	0	0	8	3	0	0	52	
06:45:00 AM	0	0	0	0	0	4	0	8	0	0	13	9	0	0	0	0	10	4	0	0	48	
07:00:00 AM	0	0	0	0	0	1	0	13	0	0	7	5	0	0	0	0	5	5	0	0	36	
07:15:00 AM	0	0	0	0	0	5	0	10	0	0	11	12	0	0	0	0	20	5	0	0	63	199
07:30:00 AM	0	0	0	0	0	2	0	17	0	0	5	8	0	0	0	0	22	2	0	0	56	203
07:45:00 AM	0	0	0	0	0	1	0	10	0	0	10	7	0	0	0	0	15	5	0	0	48	203
08:00:00 AM	0	0	0	0	0	3	0	9	0	0	5	16	0	0	0	0	10	1	0	0	44	211
08:15:00 AM	0	0	0	0	0	2	0	3	0	0	3	8	0	0	0	0	6	1	0	0	23	171
08:30:00 AM	0	0	0	0	0	3	0	6	0	0	6	8	0	0	0	0	2	1	0	0	26	141
08:45:00 AM	0	0	0	0	0	0	0	1	0	0	4	7	0	0	0	0	6	3	0	0	21	114
09:00:00 AM	0	0	0	0	0	0	0	3	0	0	1	7	0	0	0	0	1	3	0	0	15	85
09:15:00 AM	0	0	0	0	0	0	0	3	0	0	8	9	0	0	0	0	8	0	0	0	28	90

Truck Volumes

Time	NB (Laurel Ln)					SB (Laurel Ln)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	1	0	3	0	0	2	0	0	0	0	0	0	0	0	0	6	
06:45:00 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	4	
07:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
07:15:00 AM	0	0	0	0	0	2	0	2	0	0	0	1	0	0	0	0	3	1	0	0	9	21
07:30:00 AM	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	2	0	0	0	6	21
07:45:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0	0	0	4	21
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
08:15:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	2	0	0	5	15
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	10
08:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2	8
09:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	7

Bike Volumes

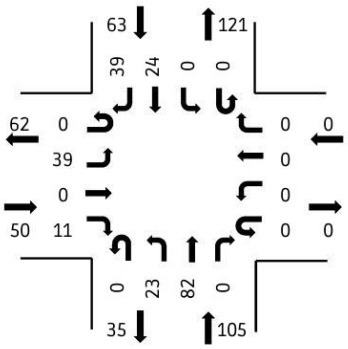
Time	NB (Laurel Ln)					SB (Laurel Ln)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

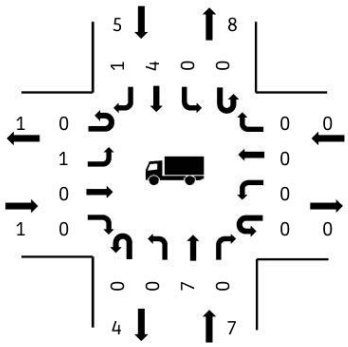
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
06:30:00 AM	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0

Location: Bombing Range Rd & Wilson Ln
Date: 2026-03-03
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 05:00 PM
Peak Hour Factor: 0.87

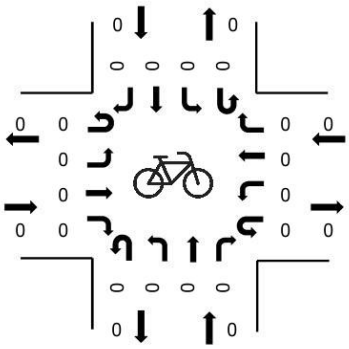
Motorized Vehicles



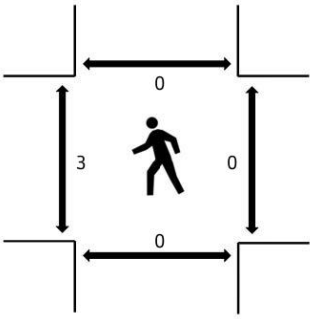
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Bombing Range Rd)					Southbound (Bombing Range Rd)					Eastbound (Wilson Ln)					Westbound (Wilson Ln)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	8	0	0	0	0	17	3	0	0	3	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (Bombing Range Rd)					SB (Bombing Range Rd)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	3	15	0	0	0	0	14	3	0	0	4	0	2	0	0	0	0	0	0	0	41	
02:15:00 PM	3	21	0	0	0	0	12	5	0	0	5	0	6	0	0	0	0	0	0	0	52	
02:30:00 PM	5	20	0	0	0	0	16	6	0	0	7	0	6	0	0	0	0	0	0	0	60	
02:45:00 PM	3	7	0	0	0	0	9	8	0	0	8	0	3	0	0	0	0	0	0	0	38	191
03:00:00 PM	3	12	0	0	0	0	12	8	0	0	4	0	0	0	0	0	0	0	0	0	39	189
03:15:00 PM	3	13	0	0	0	0	7	4	0	0	8	0	0	0	0	0	0	0	0	0	35	172
03:30:00 PM	11	15	0	0	0	0	5	6	0	0	6	0	3	0	0	0	0	0	0	0	46	158
03:45:00 PM	7	30	0	0	0	0	5	7	0	0	3	0	3	0	0	0	0	0	0	0	55	175
04:00:00 PM	4	11	0	0	0	0	5	13	0	0	5	0	4	0	0	0	0	0	0	0	42	178
04:15:00 PM	2	20	0	0	0	0	4	9	0	0	10	0	4	0	0	0	0	0	0	0	49	192
04:30:00 PM	6	17	0	0	0	0	3	15	0	0	10	0	3	0	0	0	0	0	0	0	54	200
04:45:00 PM	4	20	0	0	0	0	9	7	0	0	12	0	0	0	0	0	0	0	0	0	52	197
05:00:00 PM	11	25	0	0	0	0	8	8	0	0	7	0	4	0	0	0	0	0	0	0	63	218
05:15:00 PM	5	13	0	0	0	0	5	10	0	0	8	0	1	0	0	0	0	0	0	0	42	211
05:30:00 PM	1	8	0	0	0	0	12	5	0	0	7	0	1	0	0	0	0	0	0	0	34	191
05:45:00 PM	3	9	0	0	0	0	8	9	0	0	4	0	2	0	0	0	0	0	0	0	35	174

Car Volumes

Time	NB (Bombing Range Rd)					SB (Bombing Range Rd)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	3	10	0	0	0	0	10	2	0	0	4	0	2	0	0	0	0	0	0	0	31	
02:15:00 PM	1	14	0	0	0	0	7	4	0	0	5	0	6	0	0	0	0	0	0	0	37	
02:30:00 PM	5	9	0	0	0	0	15	5	0	0	6	0	5	0	0	0	0	0	0	0	45	
02:45:00 PM	3	6	0	0	0	0	7	7	0	0	7	0	2	0	0	0	0	0	0	0	32	145
03:00:00 PM	3	7	0	0	0	0	9	8	0	0	4	0	0	0	0	0	0	0	0	0	31	145
03:15:00 PM	3	10	0	0	0	0	4	3	0	0	8	0	0	0	0	0	0	0	0	0	28	136
03:30:00 PM	9	12	0	0	0	0	1	6	0	0	6	0	3	0	0	0	0	0	0	0	37	128
03:45:00 PM	7	26	0	0	0	0	1	7	0	0	3	0	3	0	0	0	0	0	0	0	47	143
04:00:00 PM	4	9	0	0	0	0	4	13	0	0	4	0	4	0	0	0	0	0	0	0	38	150
04:15:00 PM	2	16	0	0	0	0	3	9	0	0	10	0	4	0	0	0	0	0	0	0	44	166
04:30:00 PM	6	17	0	0	0	0	2	14	0	0	10	0	3	0	0	0	0	0	0	0	52	181
04:45:00 PM	4	19	0	0	0	0	8	7	0	0	11	0	0	0	0	0	0	0	0	0	49	183
05:00:00 PM	11	23	0	0	0	0	7	8	0	0	7	0	4	0	0	0	0	0	0	0	60	205
05:15:00 PM	5	13	0	0	0	0	5	9	0	0	7	0	1	0	0	0	0	0	0	0	40	201
05:30:00 PM	1	7	0	0	0	0	8	5	0	0	6	0	1	0	0	0	0	0	0	0	28	177
05:45:00 PM	3	7	0	0	0	0	6	9	0	0	4	0	2	0	0	0	0	0	0	0	31	159

Truck Volumes

Time	NB (Bombing Range Rd)					SB (Bombing Range Rd)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10	
02:15:00 PM	2	7	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	15	
02:30:00 PM	0	11	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	15	
02:45:00 PM	0	1	0	0	0	0	2	1	0	0	1	0	1	0	0	0	0	0	0	0	6	46
03:00:00 PM	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	44
03:15:00 PM	0	3	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7	36
03:30:00 PM	2	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9	30
03:45:00 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8	32
04:00:00 PM	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	28
04:15:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26
04:30:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	19
04:45:00 PM	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	14
05:00:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
05:15:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	10
05:30:00 PM	0	1	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	6	14
05:45:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15

Bike Volumes

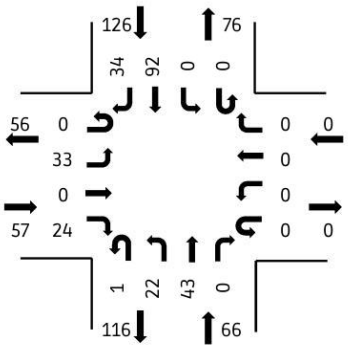
Time	NB (Bombing Range Rd)					SB (Bombing Range Rd)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

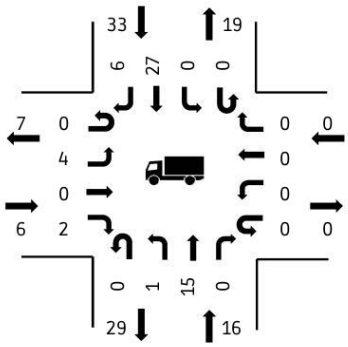
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:30:00 PM	0	0	0	1	1	1
04:45:00 PM	0	0	0	2	2	3
05:00:00 PM	0	0	0	0	0	3
05:15:00 PM	0	0	0	0	0	3
05:30:00 PM	0	0	0	0	0	2
05:45:00 PM	0	0	0	0	0	0

Location: Bombing Range Rd & Wilson Ln
Date: 2026-03-04
Peak Hour Start: 06:45 AM
Peak 15 Minute Start: 07:15 AM
Peak Hour Factor: 0.8

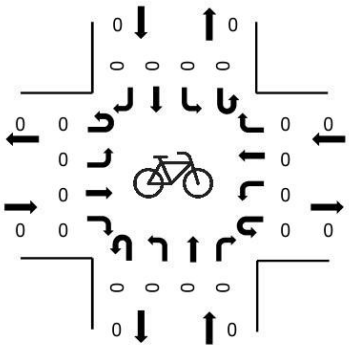
Motorized Vehicles



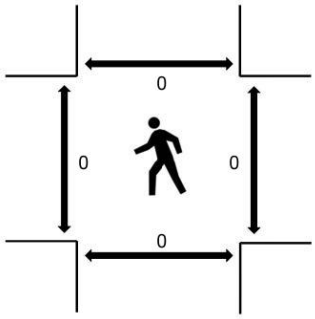
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Bombing Range Rd)					Southbound (Bombing Range Rd)					Eastbound (Wilson Ln)					Westbound (Wilson Ln)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
4	35	0	0	0	0	29	18	0	0	12	0	8	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (Bombing Range Rd)					SB (Bombing Range Rd)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	3	7	0	0	0	0	26	5	0	0	7	0	8	0	0	0	0	0	0	0	56	
06:45:00 AM	3	16	0	0	0	0	18	4	0	0	6	0	9	0	0	0	0	0	0	0	56	
07:00:00 AM	5	8	0	1	0	0	28	8	0	0	5	0	3	0	0	0	0	0	0	0	58	
07:15:00 AM	12	7	0	0	0	0	26	13	0	0	11	0	9	0	0	0	0	0	0	0	78	248
07:30:00 AM	2	12	0	0	0	0	20	9	0	0	11	0	3	0	0	0	0	0	0	0	57	249
07:45:00 AM	7	10	0	0	0	0	16	5	0	0	3	0	8	0	0	0	0	0	0	0	49	242
08:00:00 AM	3	14	0	0	0	0	21	5	0	0	4	0	3	0	0	0	0	0	0	0	50	234
08:15:00 AM	1	10	0	0	0	0	20	5	0	0	5	0	7	0	0	0	0	0	0	0	48	204
08:30:00 AM	5	6	0	0	0	0	10	4	0	0	6	0	7	0	0	0	0	0	0	0	38	185
08:45:00 AM	1	7	0	0	0	0	23	1	0	0	5	0	4	0	0	0	0	0	0	0	41	177
09:00:00 AM	1	14	0	0	0	0	11	3	0	0	7	0	3	0	0	0	0	0	0	0	39	166
09:15:00 AM	4	11	0	0	0	0	11	5	0	0	9	0	2	0	0	0	0	0	0	0	42	160

Car Volumes

Time	NB (Bombing Range Rd)					SB (Bombing Range Rd)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	3	4	0	0	0	0	21	5	0	0	7	0	8	0	0	0	0	0	0	0	48	
06:45:00 AM	3	12	0	0	0	0	15	4	0	0	5	0	8	0	0	0	0	0	0	0	47	
07:00:00 AM	5	3	0	1	0	0	20	6	0	0	5	0	3	0	0	0	0	0	0	0	43	
07:15:00 AM	11	5	0	0	0	0	19	11	0	0	10	0	8	0	0	0	0	0	0	0	64	202
07:30:00 AM	2	8	0	0	0	0	11	7	0	0	9	0	3	0	0	0	0	0	0	0	40	194
07:45:00 AM	7	7	0	0	0	0	12	5	0	0	3	0	7	0	0	0	0	0	0	0	41	188
08:00:00 AM	2	3	0	0	0	0	16	5	0	0	4	0	3	0	0	0	0	0	0	0	33	178
08:15:00 AM	1	3	0	0	0	0	10	5	0	0	5	0	7	0	0	0	0	0	0	0	31	145
08:30:00 AM	4	2	0	0	0	0	6	3	0	0	4	0	7	0	0	0	0	0	0	0	26	131
08:45:00 AM	1	3	0	0	0	0	17	1	0	0	5	0	4	0	0	0	0	0	0	0	31	121
09:00:00 AM	0	3	0	0	0	0	6	3	0	0	7	0	3	0	0	0	0	0	0	0	22	110
09:15:00 AM	3	5	0	0	0	0	6	5	0	0	8	0	2	0	0	0	0	0	0	0	29	108

Truck Volumes

Time	NB (Bombing Range Rd)					SB (Bombing Range Rd)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
06:45:00 AM	0	4	0	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	9	
07:00:00 AM	0	5	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	15	
07:15:00 AM	1	2	0	0	0	0	7	2	0	0	1	0	1	0	0	0	0	0	0	0	14	46
07:30:00 AM	0	4	0	0	0	0	9	2	0	0	2	0	0	0	0	0	0	0	0	0	17	55
07:45:00 AM	0	3	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	8	54
08:00:00 AM	1	11	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17	56
08:15:00 AM	0	7	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	17	59
08:30:00 AM	1	4	0	0	0	0	4	1	0	0	2	0	0	0	0	0	0	0	0	0	12	54
08:45:00 AM	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10	56
09:00:00 AM	1	11	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17	56
09:15:00 AM	1	6	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	13	52

Bike Volumes

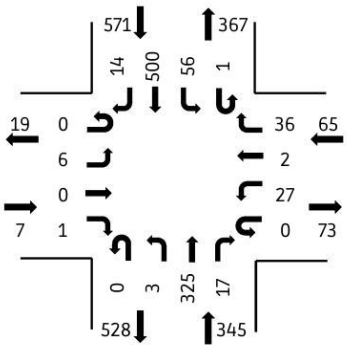
Time	NB (Bombing Range Rd)					SB (Bombing Range Rd)					EB (Wilson Ln)					WB (Wilson Ln)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

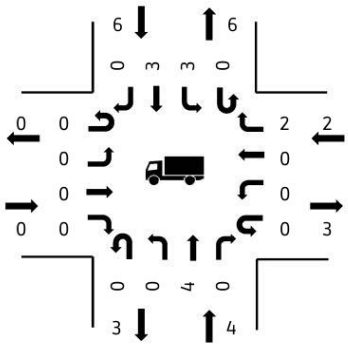
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
06:30:00 AM	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0

Location: Main St & S Front St
Date: 2026-03-03
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:15 PM
Peak Hour Factor: 0.93

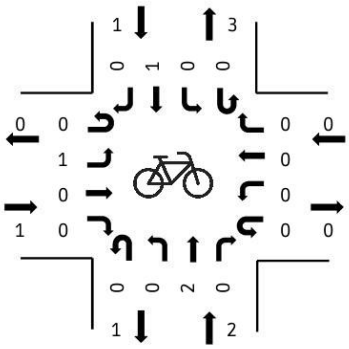
Motorized Vehicles



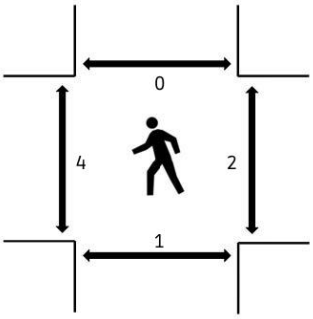
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (S Front St)					Westbound (S Front St)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	1	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (S Front St)					WB (S Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	50	5	0	0	9	88	1	0	0	0	0	0	0	0	2	0	15	0	0	170	
02:15:00 PM	0	65	7	0	0	3	53	1	0	0	0	0	0	0	0	3	0	7	0	0	139	
02:30:00 PM	0	55	1	0	0	6	60	2	0	0	1	0	0	0	0	5	0	6	0	0	136	
02:45:00 PM	0	84	1	0	0	8	63	0	0	0	1	0	0	0	0	0	0	4	0	0	161	606
03:00:00 PM	0	65	2	0	0	22	135	0	0	0	1	0	0	0	0	5	0	11	0	0	241	677
03:15:00 PM	0	68	2	0	0	8	71	1	0	0	1	0	0	0	0	1	0	7	0	0	159	697
03:30:00 PM	0	88	1	0	0	13	85	2	0	0	0	0	1	0	0	2	0	11	0	0	203	764
03:45:00 PM	0	90	5	0	0	13	71	2	0	0	1	1	1	0	0	4	0	6	0	0	194	797
04:00:00 PM	2	99	5	0	0	10	112	0	0	0	1	0	0	0	0	5	0	7	0	0	241	797
04:15:00 PM	0	75	5	0	0	12	107	2	0	0	1	0	0	0	0	6	1	10	0	0	219	857
04:30:00 PM	0	79	5	0	0	9	121	5	0	0	0	0	0	0	0	4	0	10	0	0	233	887
04:45:00 PM	1	80	1	0	0	9	113	5	0	0	1	0	1	0	0	5	0	10	0	0	226	919
05:00:00 PM	0	80	8	0	0	15	117	4	0	0	2	0	0	0	0	9	0	5	0	0	240	918
05:15:00 PM	0	89	3	0	0	13	133	2	1	0	1	0	1	0	0	8	1	15	0	0	267	966
05:30:00 PM	3	67	1	0	0	16	128	4	0	0	0	0	0	0	0	5	0	8	0	0	232	965
05:45:00 PM	0	89	5	0	0	12	122	4	0	0	3	0	0	0	0	5	1	8	0	0	249	988

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (S Front St)					WB (S Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	46	5	0	0	8	87	0	0	0	0	0	0	0	0	2	0	15	0	0	163	
02:15:00 PM	0	63	7	0	0	3	52	1	0	0	0	0	0	0	0	3	0	7	0	0	136	
02:30:00 PM	0	54	0	0	0	4	58	2	0	0	1	0	0	0	0	5	0	5	0	0	129	
02:45:00 PM	0	82	1	0	0	6	63	0	0	0	1	0	0	0	0	0	0	4	0	0	157	585
03:00:00 PM	0	61	2	0	0	22	129	0	0	0	1	0	0	0	0	5	0	9	0	0	229	651
03:15:00 PM	0	66	2	0	0	7	70	1	0	0	1	0	0	0	0	1	0	7	0	0	155	670
03:30:00 PM	0	84	1	0	0	12	85	1	0	0	0	0	1	0	0	2	0	11	0	0	197	738
03:45:00 PM	0	86	5	0	0	13	69	2	0	0	1	1	1	0	0	4	0	5	0	0	187	768
04:00:00 PM	2	95	4	0	0	8	109	0	0	0	1	0	0	0	0	5	0	7	0	0	231	770
04:15:00 PM	0	74	5	0	0	10	107	2	0	0	1	0	0	0	0	6	1	9	0	0	215	830
04:30:00 PM	0	76	4	0	0	9	120	5	0	0	0	0	0	0	0	4	0	10	0	0	228	861
04:45:00 PM	1	79	1	0	0	9	112	5	0	0	1	0	1	0	0	5	0	10	0	0	224	898
05:00:00 PM	0	78	8	0	0	14	116	4	0	0	2	0	0	0	0	9	0	5	0	0	236	903
05:15:00 PM	0	87	3	0	0	13	133	2	1	0	1	0	1	0	0	8	1	14	0	0	264	952
05:30:00 PM	3	67	1	0	0	16	128	4	0	0	0	0	0	0	0	5	0	8	0	0	232	956
05:45:00 PM	0	89	5	0	0	10	120	4	0	0	3	0	0	0	0	5	1	7	0	0	244	976

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (S Front St)					WB (S Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	4	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7	
02:15:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
02:30:00 PM	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	7	
02:45:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21
03:00:00 PM	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	12	26
03:15:00 PM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27
03:30:00 PM	0	4	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	26
03:45:00 PM	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	7	29
04:00:00 PM	0	4	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	27
04:15:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	27
04:30:00 PM	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26
04:45:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21
05:00:00 PM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15
05:15:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	14
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	5	12

Bike Volumes

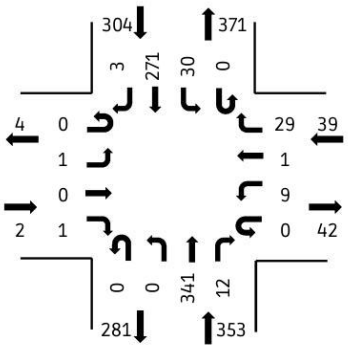
Time	NB (Main St)					SB (Main St)					EB (S Front St)					WB (S Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:00:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
05:15:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	6
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Pedestrian Volumes

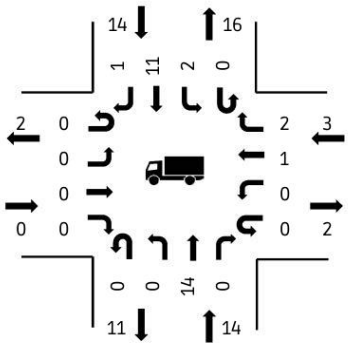
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	1	1	1	3	
02:15:00 PM	0	3	0	2	5	
02:30:00 PM	0	0	0	1	1	
02:45:00 PM	0	0	2	0	2	11
03:00:00 PM	0	0	2	3	5	13
03:15:00 PM	0	1	3	4	8	16
03:30:00 PM	0	4	2	0	6	21
03:45:00 PM	0	0	3	0	3	22
04:00:00 PM	0	0	1	2	3	20
04:15:00 PM	0	0	0	2	2	14
04:30:00 PM	0	0	0	0	0	8
04:45:00 PM	0	2	1	0	3	8
05:00:00 PM	0	0	0	1	1	6
05:15:00 PM	0	1	1	0	2	6
05:30:00 PM	0	0	0	2	2	8
05:45:00 PM	0	0	1	1	2	7

Location: Main St & S Front St
Date: 2026-03-04
Peak Hour Start: 07:00 AM
Peak 15 Minute Start: 07:00 AM
Peak Hour Factor: 0.91

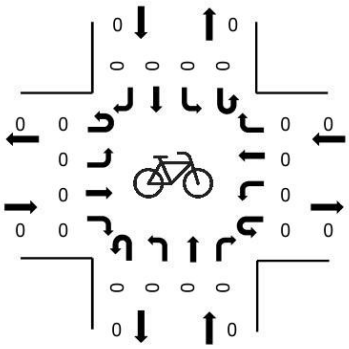
Motorized Vehicles



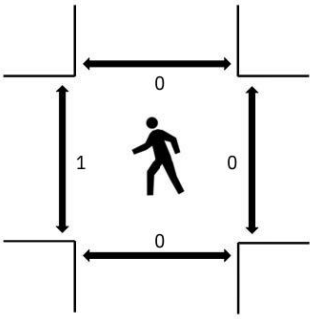
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (S Front St)					Westbound (S Front St)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	4	0	0	0	7	4	33	0	0	0	0	0	0	0	0	100	7	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (S Front St)					WB (S Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	74	1	0	0	4	23	1	0	0	2	0	0	0	0	1	1	15	0	0	122	
06:45:00 AM	0	83	3	0	0	4	38	1	0	0	4	0	0	0	0	4	0	3	0	0	140	
07:00:00 AM	0	96	3	0	0	7	74	0	0	0	0	0	0	0	0	3	1	7	0	0	191	
07:15:00 AM	0	101	2	0	0	8	72	0	0	0	0	0	0	0	0	4	0	4	0	0	191	644
07:30:00 AM	0	56	4	0	0	7	71	1	0	0	1	0	0	0	0	1	0	11	0	0	152	674
07:45:00 AM	0	88	3	0	0	8	54	2	0	0	0	0	1	0	0	1	0	7	0	0	164	698
08:00:00 AM	0	90	1	0	0	5	45	1	0	0	0	0	0	0	0	1	0	8	0	0	151	658
08:15:00 AM	0	55	1	0	0	1	34	1	0	0	0	0	0	0	0	3	0	5	0	0	100	567
08:30:00 AM	0	33	6	0	0	3	27	1	0	0	0	0	0	0	0	1	0	5	0	0	76	491
08:45:00 AM	2	42	5	0	0	3	51	2	0	0	1	0	1	0	0	0	0	6	0	0	113	440
09:00:00 AM	0	44	3	0	0	7	42	1	0	0	0	0	0	0	0	1	0	8	0	0	106	395
09:15:00 AM	1	46	1	0	0	2	36	0	0	0	0	1	0	0	0	1	0	6	0	0	94	389

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (S Front St)					WB (S Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	72	1	0	0	3	20	1	0	0	2	0	0	0	0	1	0	15	0	0	115	
06:45:00 AM	0	76	2	0	0	4	32	1	0	0	4	0	0	0	0	4	0	3	0	0	126	
07:00:00 AM	0	92	3	0	0	7	74	0	0	0	0	0	0	0	0	3	0	6	0	0	185	
07:15:00 AM	0	99	2	0	0	7	71	0	0	0	0	0	0	0	0	4	0	4	0	0	187	613
07:30:00 AM	0	53	4	0	0	6	64	1	0	0	1	0	0	0	0	1	0	10	0	0	140	638
07:45:00 AM	0	83	3	0	0	8	51	1	0	0	0	0	1	0	0	1	0	7	0	0	155	667
08:00:00 AM	0	85	1	0	0	3	41	1	0	0	0	0	0	0	0	1	0	8	0	0	140	622
08:15:00 AM	0	53	1	0	0	0	33	1	0	0	0	0	0	0	0	3	0	4	0	0	95	530
08:30:00 AM	0	30	6	0	0	2	24	0	0	0	0	0	0	0	0	1	0	4	0	0	67	457
08:45:00 AM	1	37	5	0	0	2	49	2	0	0	1	0	0	0	0	0	0	6	0	0	103	405
09:00:00 AM	0	39	3	0	0	5	39	1	0	0	0	0	0	0	0	1	0	7	0	0	95	360
09:15:00 AM	1	42	1	0	0	2	32	0	0	0	0	1	0	0	0	1	0	6	0	0	86	351

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (S Front St)					WB (S Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	1	0	0	0	7	
06:45:00 AM	0	7	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
07:00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	6	
07:15:00 AM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	31
07:30:00 AM	0	3	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	1	0	0	12	36
07:45:00 AM	0	5	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9	31
08:00:00 AM	0	5	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11	36
08:15:00 AM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	5	37
08:30:00 AM	0	3	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	1	0	0	9	34
08:45:00 AM	1	5	0	0	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	10	35
09:00:00 AM	0	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	0	11	35
09:15:00 AM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8	38

Bike Volumes

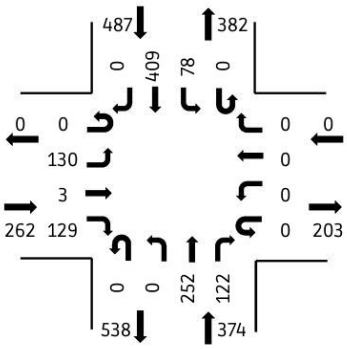
Time	NB (Main St)					SB (Main St)					EB (S Front St)					WB (S Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

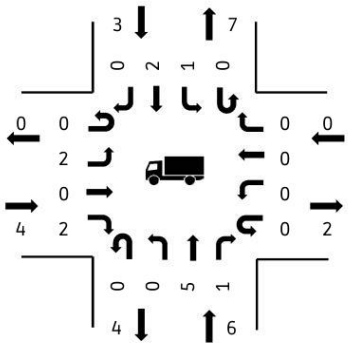
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
06:30:00 AM	0	0	1	1	2	
06:45:00 AM	0	0	1	1	2	
07:00:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	1	1	5
07:30:00 AM	0	0	0	0	0	3
07:45:00 AM	0	0	0	0	0	1
08:00:00 AM	0	0	0	0	0	1
08:15:00 AM	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0
08:45:00 AM	0	0	1	0	1	1
09:00:00 AM	0	0	1	0	1	2
09:15:00 AM	0	0	0	0	0	2

Location: Main St & I-84 EB
Date: 2026-03-03
Peak Hour Start: 04:30 PM
Peak 15 Minute Start: 05:15 PM
Peak Hour Factor: 0.93

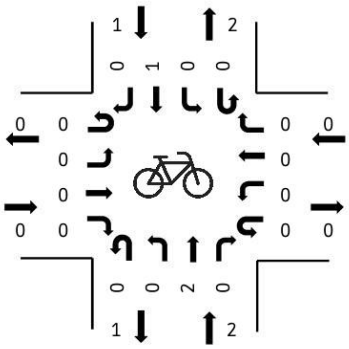
Motorized Vehicles



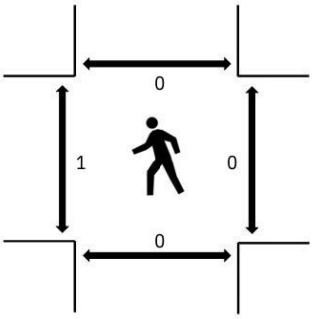
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (I-84 EB)					Westbound (I-84 EB)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	2	1	0	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 EB)					WB (I-84 EB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	44	22	0	0	20	91	0	0	0	3	1	5	0	0	0	0	0	0	0	186	
02:15:00 PM	0	54	18	0	0	25	50	0	0	0	4	0	5	0	0	0	0	0	0	0	156	
02:30:00 PM	0	49	13	0	0	17	62	0	0	0	8	0	7	0	0	0	0	0	0	0	156	
02:45:00 PM	0	78	7	0	0	15	63	0	0	0	7	0	9	0	0	0	0	0	0	0	179	677
03:00:00 PM	0	51	26	0	0	18	145	0	0	0	8	0	9	0	0	0	0	0	0	0	257	748
03:15:00 PM	0	57	19	0	0	15	75	0	0	0	5	0	6	0	0	0	0	0	0	0	177	769
03:30:00 PM	0	66	31	0	0	22	84	0	0	0	6	0	15	0	0	0	0	0	0	0	224	837
03:45:00 PM	0	71	27	0	0	11	71	0	0	0	12	0	14	0	0	0	0	0	0	0	206	864
04:00:00 PM	0	81	26	0	0	18	105	0	0	0	20	0	17	0	0	0	0	0	0	0	267	874
04:15:00 PM	0	53	33	0	0	31	98	0	0	0	24	1	19	0	0	0	0	0	0	0	259	956
04:30:00 PM	0	63	25	0	0	23	110	0	0	0	29	1	30	0	0	0	0	0	0	0	281	1013
04:45:00 PM	0	62	28	0	0	19	93	0	0	0	34	1	36	0	0	0	0	0	0	0	273	1080
05:00:00 PM	0	65	28	0	0	17	100	0	0	0	26	0	30	0	0	0	0	0	0	0	266	1079
05:15:00 PM	0	62	41	0	0	19	106	0	0	0	41	1	33	0	0	0	0	0	0	0	303	1123
05:30:00 PM	0	53	20	0	0	26	130	0	0	0	25	0	23	0	0	0	0	0	0	0	277	1119
05:45:00 PM	0	78	23	0	0	7	116	0	0	0	28	0	24	0	0	0	0	0	0	0	276	1122

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 EB)					WB (I-84 EB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	43	19	0	0	18	89	0	0	0	2	0	4	0	0	0	0	0	0	0	175	
02:15:00 PM	0	52	17	0	0	24	50	0	0	0	4	0	4	0	0	0	0	0	0	0	151	
02:30:00 PM	0	48	13	0	0	17	60	0	0	0	8	0	5	0	0	0	0	0	0	0	151	
02:45:00 PM	0	76	7	0	0	14	62	0	0	0	5	0	9	0	0	0	0	0	0	0	173	650
03:00:00 PM	0	48	22	0	0	17	139	0	0	0	6	0	9	0	0	0	0	0	0	0	241	716
03:15:00 PM	0	56	18	0	0	14	73	0	0	0	5	0	6	0	0	0	0	0	0	0	172	737
03:30:00 PM	0	64	29	0	0	18	83	0	0	0	6	0	14	0	0	0	0	0	0	0	214	800
03:45:00 PM	0	67	26	0	0	11	69	0	0	0	12	0	14	0	0	0	0	0	0	0	199	826
04:00:00 PM	0	77	26	0	0	18	102	0	0	0	20	0	15	0	0	0	0	0	0	0	258	843
04:15:00 PM	0	51	33	0	0	30	96	0	0	0	22	0	19	0	0	0	0	0	0	0	251	922
04:30:00 PM	0	62	25	0	0	23	110	0	0	0	29	1	29	0	0	0	0	0	0	0	279	987
04:45:00 PM	0	61	28	0	0	18	92	0	0	0	32	1	36	0	0	0	0	0	0	0	268	1056
05:00:00 PM	0	64	28	0	0	17	99	0	0	0	26	0	29	0	0	0	0	0	0	0	263	1061
05:15:00 PM	0	60	40	0	0	19	106	0	0	0	41	1	33	0	0	0	0	0	0	0	300	1110
05:30:00 PM	0	53	20	0	0	26	130	0	0	0	25	0	23	0	0	0	0	0	0	0	277	1108
05:45:00 PM	0	77	23	0	0	6	112	0	0	0	28	0	24	0	0	0	0	0	0	0	270	1110

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 EB)					WB (I-84 EB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	1	3	0	0	2	2	0	0	0	1	1	1	0	0	0	0	0	0	0	11	
02:15:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	
02:30:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	5	
02:45:00 PM	0	2	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	6	27
03:00:00 PM	0	3	4	0	0	1	6	0	0	0	2	0	0	0	0	0	0	0	0	0	16	32
03:15:00 PM	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	32
03:30:00 PM	0	2	2	0	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0	10	37
03:45:00 PM	0	4	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	38
04:00:00 PM	0	4	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	9	31
04:15:00 PM	0	2	0	0	0	1	2	0	0	0	2	1	0	0	0	0	0	0	0	0	8	34
04:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	26
04:45:00 PM	0	1	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	5	24
05:00:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	18
05:15:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:45:00 PM	0	1	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	12

Bike Volumes

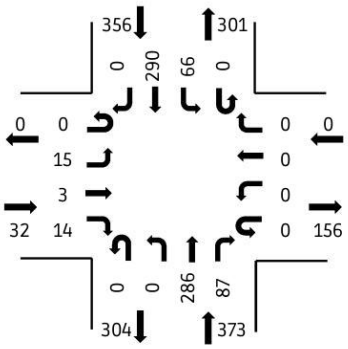
Time	NB (Main St)					SB (Main St)					EB (I-84 EB)					WB (I-84 EB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:15:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Pedestrian Volumes

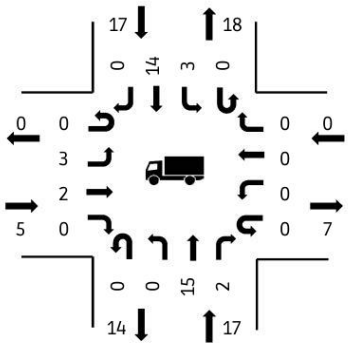
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	1	1	2	
02:15:00 PM	0	0	1	4	5	
02:30:00 PM	0	0	0	1	1	
02:45:00 PM	1	0	3	0	4	12
03:00:00 PM	0	0	3	3	6	16
03:15:00 PM	0	0	3	4	7	18
03:30:00 PM	0	0	3	0	3	20
03:45:00 PM	0	0	3	0	3	19
04:00:00 PM	0	0	2	2	4	17
04:15:00 PM	0	0	1	1	2	12
04:30:00 PM	0	0	0	0	0	9
04:45:00 PM	0	0	0	0	0	6
05:00:00 PM	0	0	0	1	1	3
05:15:00 PM	0	0	0	0	0	1
05:30:00 PM	0	0	0	2	2	3
05:45:00 PM	0	0	0	2	2	5

Location: Main St & I-84 EB
Date: 2026-03-04
Peak Hour Start: 07:00 AM
Peak 15 Minute Start: 07:15 AM
Peak Hour Factor: 0.93

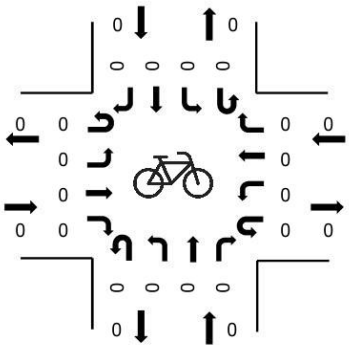
Motorized Vehicles



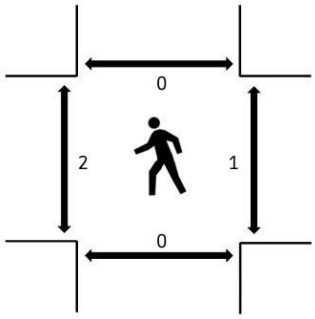
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (I-84 EB)					Westbound (I-84 EB)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	5	2	0	0	4	5	0	0	0	20	67	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 EB)					WB (I-84 EB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	56	32	0	0	19	27	0	0	0	1	0	2	0	0	0	0	0	0	0	137	
06:45:00 AM	0	68	23	0	0	25	42	0	0	0	1	0	1	0	0	0	0	0	0	0	160	
07:00:00 AM	0	83	19	0	0	14	77	0	0	0	3	0	3	0	0	0	0	0	0	0	199	
07:15:00 AM	0	83	22	0	0	17	75	0	0	0	4	0	4	0	0	0	0	0	0	0	205	701
07:30:00 AM	0	42	28	0	0	15	76	0	0	0	4	1	4	0	0	0	0	0	0	0	170	734
07:45:00 AM	0	78	18	0	0	20	62	0	0	0	4	2	3	0	0	0	0	0	0	0	187	761
08:00:00 AM	0	72	23	0	0	18	47	0	0	0	5	0	2	0	0	0	0	0	0	0	167	729
08:15:00 AM	0	40	21	0	0	16	36	0	0	0	3	0	1	0	0	0	0	0	0	0	117	641
08:30:00 AM	0	24	14	0	0	11	27	0	0	0	2	1	4	0	0	0	0	0	0	0	83	554
08:45:00 AM	0	32	15	0	0	11	51	0	0	0	3	0	4	0	0	0	0	0	0	0	116	483
09:00:00 AM	0	31	20	0	0	14	47	0	0	0	5	0	4	0	0	0	0	0	0	0	121	437
09:15:00 AM	0	40	12	0	0	9	37	0	0	0	1	0	1	0	0	0	0	0	0	0	100	420

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 EB)					WB (I-84 EB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	55	32	0	0	18	25	0	0	0	1	0	1	0	0	0	0	0	0	0	132	
06:45:00 AM	0	64	21	0	0	21	36	0	0	0	1	0	1	0	0	0	0	0	0	0	144	
07:00:00 AM	0	79	17	0	0	14	77	0	0	0	2	0	3	0	0	0	0	0	0	0	192	
07:15:00 AM	0	81	22	0	0	16	73	0	0	0	4	0	4	0	0	0	0	0	0	0	200	668
07:30:00 AM	0	38	28	0	0	13	68	0	0	0	3	1	4	0	0	0	0	0	0	0	155	691
07:45:00 AM	0	73	18	0	0	20	58	0	0	0	3	0	3	0	0	0	0	0	0	0	175	722
08:00:00 AM	0	70	21	0	0	17	42	0	0	0	3	0	1	0	0	0	0	0	0	0	154	684
08:15:00 AM	0	37	20	0	0	15	36	0	0	0	3	0	1	0	0	0	0	0	0	0	112	596
08:30:00 AM	0	24	10	0	0	10	23	0	0	0	1	0	3	0	0	0	0	0	0	0	71	512
08:45:00 AM	0	30	12	0	0	9	49	0	0	0	3	0	3	0	0	0	0	0	0	0	106	443
09:00:00 AM	0	27	19	0	0	14	43	0	0	0	4	0	4	0	0	0	0	0	0	0	111	400
09:15:00 AM	0	35	12	0	0	9	33	0	0	0	1	0	1	0	0	0	0	0	0	0	91	379

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 EB)					WB (I-84 EB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	1	0	0	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	5	
06:45:00 AM	0	4	2	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
07:00:00 AM	0	4	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	
07:15:00 AM	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	33
07:30:00 AM	0	4	0	0	0	2	8	0	0	0	1	0	0	0	0	0	0	0	0	0	15	43
07:45:00 AM	0	5	0	0	0	0	4	0	0	0	1	2	0	0	0	0	0	0	0	0	12	39
08:00:00 AM	0	2	2	0	0	1	5	0	0	0	2	0	1	0	0	0	0	0	0	0	13	45
08:15:00 AM	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	45
08:30:00 AM	0	0	4	0	0	1	4	0	0	0	1	1	1	0	0	0	0	0	0	0	12	42
08:45:00 AM	0	2	3	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	10	40
09:00:00 AM	0	4	1	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	10	37
09:15:00 AM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9	41

Bike Volumes

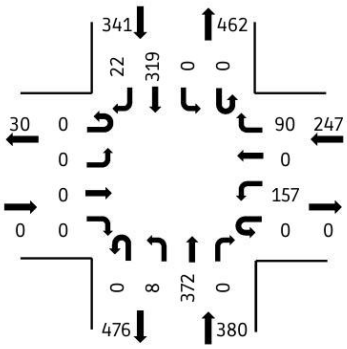
Time	NB (Main St)					SB (Main St)					EB (I-84 EB)					WB (I-84 EB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

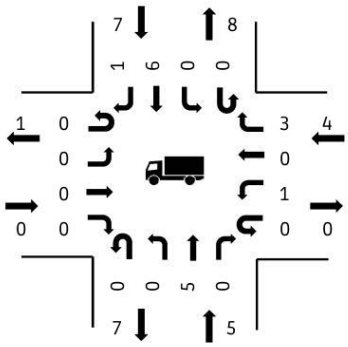
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
06:30:00 AM	0	0	1	1	2	
06:45:00 AM	0	0	1	0	1	
07:00:00 AM	0	0	1	1	2	
07:15:00 AM	0	0	0	1	1	6
07:30:00 AM	0	0	0	0	0	4
07:45:00 AM	0	0	0	0	0	3
08:00:00 AM	0	0	0	0	0	1
08:15:00 AM	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0
08:45:00 AM	0	0	1	0	1	1
09:00:00 AM	0	0	1	0	1	2
09:15:00 AM	0	0	0	0	0	2

Location: Main St & I-84 WB
Date: 2026-03-03
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:15 PM
Peak Hour Factor: 0.94

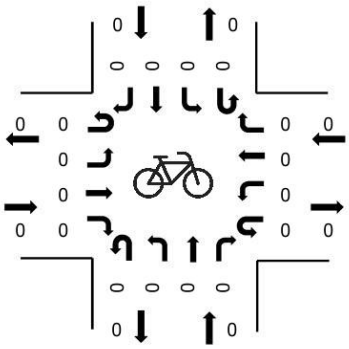
Motorized Vehicles



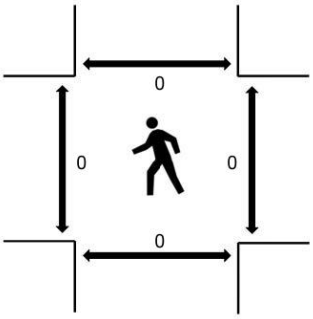
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (I-84 WB)					Westbound (I-84 WB)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	1	0	0	0	0	2	4	0	0	0	0	0	0	0	1	0	3	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 WB)					WB (I-84 WB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	6	41	0	0	0	0	91	8	0	0	0	0	0	0	0	20	0	12	0	0	178	
02:15:00 PM	3	56	0	0	0	0	63	6	0	0	0	0	0	0	0	15	0	15	0	0	158	
02:30:00 PM	2	54	0	0	0	0	57	11	0	0	0	0	0	0	0	18	0	19	0	0	161	
02:45:00 PM	5	80	0	0	0	0	60	10	0	0	0	0	0	0	0	17	0	14	0	0	186	683
03:00:00 PM	3	58	0	0	0	0	139	4	0	0	0	0	0	0	0	28	0	15	0	0	247	752
03:15:00 PM	2	59	0	0	0	0	62	3	0	0	0	0	0	0	0	25	0	15	0	0	166	760
03:30:00 PM	3	65	0	0	0	0	91	5	0	0	0	0	0	0	0	19	0	28	0	0	211	810
03:45:00 PM	6	83	0	0	0	0	58	8	0	0	0	0	0	0	0	24	0	21	0	0	200	824
04:00:00 PM	5	92	0	0	0	0	88	10	0	0	0	0	0	0	0	35	0	21	0	0	251	828
04:15:00 PM	4	75	0	0	0	0	79	13	0	0	0	0	0	0	0	34	0	18	0	0	223	885
04:30:00 PM	9	81	0	0	0	0	76	8	0	0	0	0	0	0	0	33	0	19	0	0	226	900
04:45:00 PM	2	95	0	0	0	0	59	7	0	0	0	0	0	0	0	32	3	22	0	0	220	920
05:00:00 PM	3	85	0	0	0	0	81	7	0	0	0	0	0	0	0	44	0	25	0	0	245	914
05:15:00 PM	1	106	0	0	0	0	72	4	0	0	0	0	0	0	0	42	0	33	0	0	258	949
05:30:00 PM	2	75	0	0	0	0	96	6	0	0	0	0	0	0	0	29	0	16	0	0	224	947
05:45:00 PM	2	106	0	0	0	0	70	5	0	0	0	0	0	0	0	42	0	16	0	0	241	968

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 WB)					WB (I-84 WB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	6	39	0	0	0	0	88	6	0	0	0	0	0	0	0	20	0	11	0	0	170	
02:15:00 PM	3	55	0	0	0	0	62	6	0	0	0	0	0	0	0	14	0	15	0	0	155	
02:30:00 PM	2	53	0	0	0	0	56	11	0	0	0	0	0	0	0	18	0	16	0	0	156	
02:45:00 PM	5	78	0	0	0	0	57	8	0	0	0	0	0	0	0	17	0	13	0	0	178	659
03:00:00 PM	2	52	0	0	0	0	133	4	0	0	0	0	0	0	0	27	0	15	0	0	233	722
03:15:00 PM	2	55	0	0	0	0	61	3	0	0	0	0	0	0	0	24	0	13	0	0	158	725
03:30:00 PM	3	63	0	0	0	0	85	5	0	0	0	0	0	0	0	19	0	26	0	0	201	770
03:45:00 PM	6	79	0	0	0	0	58	7	0	0	0	0	0	0	0	24	0	20	0	0	194	786
04:00:00 PM	5	89	0	0	0	0	88	9	0	0	0	0	0	0	0	33	0	20	0	0	244	797
04:15:00 PM	3	72	0	0	0	0	79	11	0	0	0	0	0	0	0	33	0	18	0	0	216	855
04:30:00 PM	9	80	0	0	0	0	76	6	0	0	0	0	0	0	0	33	0	15	0	0	219	873
04:45:00 PM	2	92	0	0	0	0	57	7	0	0	0	0	0	0	0	31	2	21	0	0	212	891
05:00:00 PM	3	84	0	0	0	0	80	7	0	0	0	0	0	0	0	44	0	25	0	0	243	890
05:15:00 PM	1	104	0	0	0	0	71	4	0	0	0	0	0	0	0	42	0	33	0	0	255	929
05:30:00 PM	2	75	0	0	0	0	96	6	0	0	0	0	0	0	0	28	0	14	0	0	221	931
05:45:00 PM	2	104	0	0	0	0	66	4	0	0	0	0	0	0	0	42	0	15	0	0	233	952

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 WB)					WB (I-84 WB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	2	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	1	0	0	8	
02:15:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	3	
02:30:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	5	
02:45:00 PM	0	2	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	1	0	0	8	24
03:00:00 PM	1	6	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	14	30
03:15:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	8	35
03:30:00 PM	0	2	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	10	40
03:45:00 PM	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	6	38
04:00:00 PM	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	7	31
04:15:00 PM	1	3	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	7	30
04:30:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	7	27
04:45:00 PM	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	1	0	0	8	29
05:00:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24
05:15:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	16
05:45:00 PM	0	2	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	1	0	0	8	16

Bike Volumes

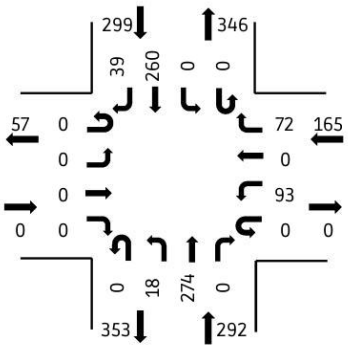
Time	NB (Main St)					SB (Main St)					EB (I-84 WB)					WB (I-84 WB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

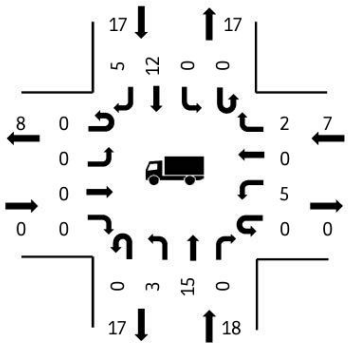
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	4	4	
02:30:00 PM	0	0	2	2	4	
02:45:00 PM	0	0	0	0	0	8
03:00:00 PM	0	0	7	2	9	17
03:15:00 PM	0	0	0	3	3	16
03:30:00 PM	0	0	2	0	2	14
03:45:00 PM	0	0	4	0	4	18
04:00:00 PM	0	0	2	0	2	11
04:15:00 PM	0	0	1	0	1	9
04:30:00 PM	0	0	0	0	0	7
04:45:00 PM	0	0	0	0	0	3
05:00:00 PM	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0

Location: Main St & I-84 WB
Date: 2026-03-04
Peak Hour Start: 07:00 AM
Peak 15 Minute Start: 07:15 AM
Peak Hour Factor: 0.88

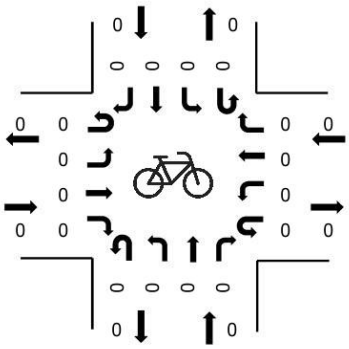
Motorized Vehicles



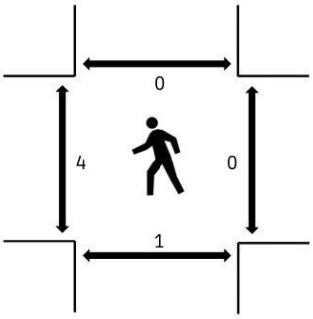
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (I-84 WB)					Westbound (I-84 WB)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
17	6	0	0	0	0	5	13	0	0	0	0	0	0	0	5	0	3	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 WB)					WB (I-84 WB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	21	43	0	0	0	0	34	33	0	0	0	0	0	0	0	12	0	17	0	0	160	
06:45:00 AM	10	60	0	0	0	0	44	16	0	0	0	0	0	0	0	18	0	18	0	0	166	
07:00:00 AM	6	74	0	0	0	0	69	8	0	0	0	0	0	0	0	20	0	23	0	0	200	
07:15:00 AM	1	84	0	0	0	0	69	12	0	0	0	0	0	0	0	23	0	26	0	0	215	741
07:30:00 AM	5	42	0	0	0	0	64	8	0	0	0	0	0	0	0	26	0	11	0	0	156	737
07:45:00 AM	6	74	0	0	0	0	58	11	0	0	0	0	0	0	0	24	0	12	0	0	185	756
08:00:00 AM	5	75	0	0	0	0	57	7	0	0	0	0	0	0	0	11	0	13	0	0	168	724
08:15:00 AM	2	41	0	0	0	0	41	3	0	0	0	0	0	0	0	10	0	15	0	0	112	621
08:30:00 AM	1	25	0	0	0	0	31	10	0	0	0	0	0	0	0	8	0	17	0	0	92	557
08:45:00 AM	3	32	0	0	0	0	51	6	0	0	0	0	0	0	0	15	0	9	0	0	116	488
09:00:00 AM	3	31	0	0	0	0	50	7	0	0	0	0	0	0	0	13	0	13	0	0	117	437
09:15:00 AM	4	38	0	0	0	0	36	8	0	0	0	0	0	0	0	13	0	11	0	0	110	435

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 WB)					WB (I-84 WB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	21	42	0	0	0	0	31	31	0	0	0	0	0	0	0	12	0	17	0	0	154	
06:45:00 AM	10	56	0	0	0	0	36	16	0	0	0	0	0	0	0	17	0	17	0	0	152	
07:00:00 AM	5	70	0	0	0	0	68	6	0	0	0	0	0	0	0	20	0	21	0	0	190	
07:15:00 AM	1	82	0	0	0	0	66	10	0	0	0	0	0	0	0	23	0	26	0	0	208	704
07:30:00 AM	4	38	0	0	0	0	58	7	0	0	0	0	0	0	0	23	0	11	0	0	141	691
07:45:00 AM	5	69	0	0	0	0	56	11	0	0	0	0	0	0	0	22	0	12	0	0	175	714
08:00:00 AM	5	71	0	0	0	0	55	7	0	0	0	0	0	0	0	10	0	13	0	0	161	685
08:15:00 AM	2	38	0	0	0	0	40	3	0	0	0	0	0	0	0	10	0	14	0	0	107	584
08:30:00 AM	1	22	0	0	0	0	29	10	0	0	0	0	0	0	0	7	0	16	0	0	85	528
08:45:00 AM	3	30	0	0	0	0	44	6	0	0	0	0	0	0	0	14	0	7	0	0	104	457
09:00:00 AM	3	28	0	0	0	0	46	5	0	0	0	0	0	0	0	13	0	13	0	0	108	404
09:15:00 AM	2	35	0	0	0	0	32	7	0	0	0	0	0	0	0	11	0	10	0	0	97	394

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (I-84 WB)					WB (I-84 WB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	1	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6	
06:45:00 AM	0	4	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	1	0	0	14	
07:00:00 AM	1	4	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	2	0	0	10	
07:15:00 AM	0	2	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7	37
07:30:00 AM	1	4	0	0	0	0	6	1	0	0	0	0	0	0	0	3	0	0	0	0	15	46
07:45:00 AM	1	5	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	10	42
08:00:00 AM	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	7	39
08:15:00 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	5	37
08:30:00 AM	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	7	29
08:45:00 AM	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	2	0	0	12	31
09:00:00 AM	0	3	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	9	33
09:15:00 AM	2	3	0	0	0	0	4	1	0	0	0	0	0	0	0	2	0	1	0	0	13	41

Bike Volumes

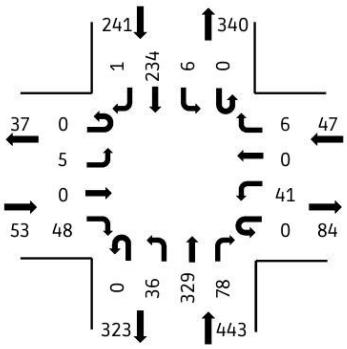
Time	NB (Main St)					SB (Main St)					EB (I-84 WB)					WB (I-84 WB)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

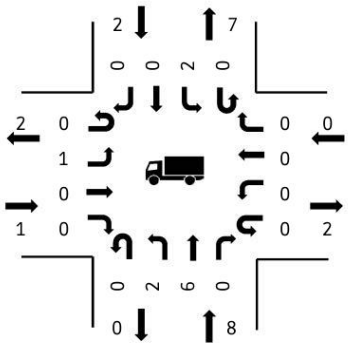
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
06:30:00 AM	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0
07:30:00 AM	0	0	0	1	1	1
07:45:00 AM	0	1	0	3	4	5
08:00:00 AM	0	0	0	0	0	5
08:15:00 AM	0	0	0	0	0	5
08:30:00 AM	0	1	0	2	3	7
08:45:00 AM	0	2	0	0	2	5
09:00:00 AM	0	0	0	3	3	8
09:15:00 AM	0	0	0	0	0	8

Location: Main St & N Front St
Date: 2026-03-03
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:15 PM
Peak Hour Factor: 0.94

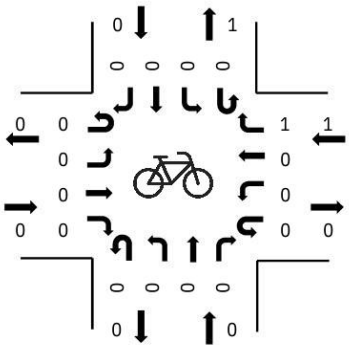
Motorized Vehicles



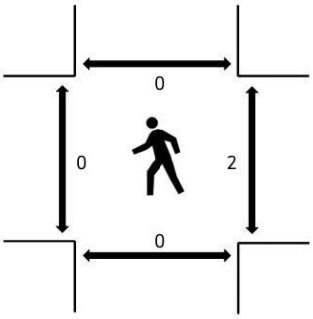
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (N Front St)					Westbound (N Front St)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
6	2	0	0	0	33	0	0	0	0	20	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (N Front St)					WB (N Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	4	31	16	0	0	2	69	1	0	0	1	0	12	0	0	15	2	2	0	0	155	
02:15:00 PM	9	49	13	0	0	0	35	0	0	0	1	0	6	0	0	20	0	1	0	0	134	
02:30:00 PM	8	52	14	0	0	0	38	0	0	0	2	0	10	0	0	6	2	1	0	0	133	
02:45:00 PM	11	63	19	0	0	2	68	0	0	0	1	1	7	0	0	9	1	0	0	0	182	604
03:00:00 PM	7	55	10	0	0	7	88	0	0	0	0	0	17	0	0	26	1	3	0	0	214	663
03:15:00 PM	7	50	13	0	0	4	45	0	0	0	0	0	12	0	0	8	1	0	0	0	140	669
03:30:00 PM	6	64	15	0	0	2	66	0	0	0	4	0	12	0	0	10	0	2	0	0	181	717
03:45:00 PM	12	79	15	0	0	4	44	0	0	0	0	1	12	0	0	10	0	2	0	0	179	714
04:00:00 PM	8	84	19	0	0	4	55	0	0	0	1	0	17	0	0	9	0	2	0	0	199	699
04:15:00 PM	10	69	14	0	0	5	63	1	0	0	1	1	14	0	0	11	0	1	0	0	190	749
04:30:00 PM	18	63	13	0	0	2	58	0	0	0	1	0	11	0	0	11	0	2	0	0	179	747
04:45:00 PM	18	79	17	0	0	1	43	1	0	0	0	1	12	0	0	9	0	0	0	0	181	749
05:00:00 PM	11	79	16	0	0	1	62	0	0	0	0	0	12	0	0	10	0	2	0	0	193	743
05:15:00 PM	5	97	28	0	0	2	49	0	0	0	3	0	14	0	0	9	0	1	0	0	208	761
05:30:00 PM	9	71	10	0	0	0	72	0	0	0	2	0	13	0	0	16	0	2	0	0	195	777
05:45:00 PM	11	82	24	0	0	3	51	1	0	0	0	0	9	0	0	6	0	1	0	0	188	784

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (N Front St)					WB (N Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	3	29	15	0	0	2	65	1	0	0	1	0	11	0	0	15	2	2	0	0	146	
02:15:00 PM	8	49	13	0	0	0	35	0	0	0	1	0	6	0	0	20	0	1	0	0	133	
02:30:00 PM	7	50	13	0	0	0	38	0	0	0	2	0	10	0	0	5	2	1	0	0	128	
02:45:00 PM	10	62	18	0	0	2	65	0	0	0	1	1	7	0	0	9	1	0	0	0	176	583
03:00:00 PM	3	52	10	0	0	5	84	0	0	0	0	0	16	0	0	26	1	3	0	0	200	637
03:15:00 PM	6	50	13	0	0	3	45	0	0	0	0	0	12	0	0	7	1	0	0	0	137	641
03:30:00 PM	5	64	13	0	0	0	66	0	0	0	3	0	10	0	0	9	0	2	0	0	172	685
03:45:00 PM	10	75	15	0	0	2	44	0	0	0	0	1	12	0	0	10	0	2	0	0	171	680
04:00:00 PM	8	80	17	0	0	2	55	0	0	0	1	0	17	0	0	8	0	2	0	0	190	670
04:15:00 PM	10	67	14	0	0	2	63	1	0	0	1	1	14	0	0	11	0	1	0	0	185	718
04:30:00 PM	16	61	13	0	0	1	58	0	0	0	1	0	11	0	0	11	0	2	0	0	174	720
04:45:00 PM	17	77	17	0	0	0	43	1	0	0	0	1	11	0	0	8	0	0	0	0	175	724
05:00:00 PM	10	78	16	0	0	0	62	0	0	0	0	0	12	0	0	10	0	2	0	0	190	724
05:15:00 PM	5	96	28	0	0	1	49	0	0	0	3	0	14	0	0	9	0	1	0	0	206	745
05:30:00 PM	9	69	10	0	0	0	72	0	0	0	1	0	13	0	0	16	0	2	0	0	192	763
05:45:00 PM	10	80	24	0	0	3	51	1	0	0	0	0	9	0	0	6	0	1	0	0	185	773

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (N Front St)					WB (N Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	1	2	1	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	9	
02:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
02:30:00 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	
02:45:00 PM	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21
03:00:00 PM	4	3	0	0	0	2	4	0	0	0	0	0	1	0	0	0	0	0	0	0	14	26
03:15:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	28
03:30:00 PM	1	0	2	0	0	2	0	0	0	0	1	0	2	0	0	1	0	0	0	0	9	32
03:45:00 PM	2	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	34
04:00:00 PM	0	4	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	9	29
04:15:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	31
04:30:00 PM	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27
04:45:00 PM	1	2	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	6	25
05:00:00 PM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19
05:15:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
05:30:00 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	14
05:45:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11

Bike Volumes

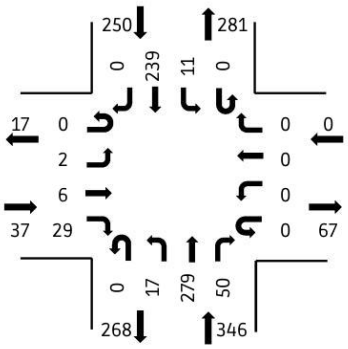
Time	NB (Main St)					SB (Main St)					EB (N Front St)					WB (N Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Pedestrian Volumes

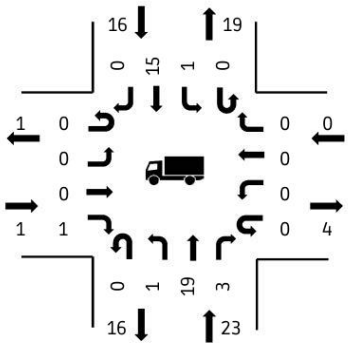
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	
02:45:00 PM	0	0	2	0	2	2
03:00:00 PM	1	0	6	0	7	9
03:15:00 PM	0	0	0	0	0	9
03:30:00 PM	0	0	2	0	2	11
03:45:00 PM	0	0	0	0	0	9
04:00:00 PM	0	0	2	0	2	4
04:15:00 PM	0	0	0	0	0	4
04:30:00 PM	0	0	0	0	0	2
04:45:00 PM	0	0	0	0	0	2
05:00:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	2	0	2	2

Location: Main St & N Front St
Date: 2026-03-04
Peak Hour Start: 07:00 AM
Peak 15 Minute Start: 07:15 AM
Peak Hour Factor: 0.81

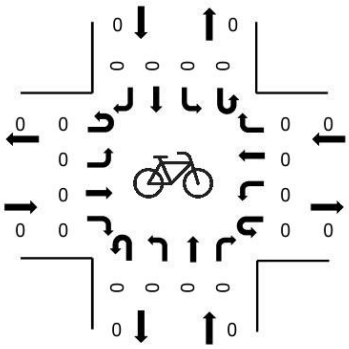
Motorized Vehicles



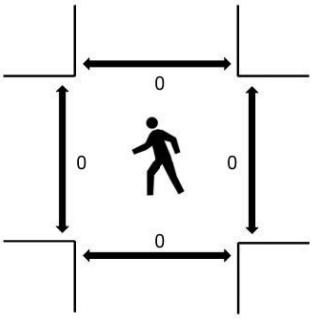
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (N Front St)					Westbound (N Front St)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
6	7	6	0	0	9	6	0	0	0	0	0	3	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (N Front St)					WB (N Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	7	36	9	0	0	0	43	0	0	0	1	0	17	0	0	0	0	0	0	0	113	
06:45:00 AM	8	45	5	0	0	1	46	2	0	0	0	1	10	0	0	0	0	0	0	0	118	
07:00:00 AM	7	81	10	0	0	3	68	0	0	0	1	1	6	0	0	0	0	0	0	0	177	
07:15:00 AM	3	88	15	0	0	4	75	0	0	0	1	3	6	0	0	0	0	0	0	0	195	603
07:30:00 AM	4	49	6	0	0	2	49	0	0	0	0	1	11	0	0	0	0	0	0	0	122	612
07:45:00 AM	3	61	19	0	0	2	47	0	0	0	0	1	6	0	0	0	0	0	0	0	139	633
08:00:00 AM	11	72	23	0	0	1	36	1	0	0	1	1	14	0	0	7	0	1	0	0	168	624
08:15:00 AM	8	36	12	0	0	0	23	2	0	0	2	2	9	0	0	10	2	0	0	0	106	535
08:30:00 AM	2	30	8	0	0	3	27	3	0	0	1	0	7	0	0	5	0	2	0	0	88	501
08:45:00 AM	9	26	7	0	0	0	38	0	0	0	3	0	12	0	0	5	1	0	0	0	101	463
09:00:00 AM	7	30	6	0	0	1	46	0	0	0	1	0	9	0	0	3	1	0	0	0	104	399
09:15:00 AM	11	26	12	0	0	4	26	2	0	0	1	1	6	0	0	6	0	0	0	0	95	388

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (N Front St)					WB (N Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	7	35	9	0	0	0	40	0	0	0	1	0	15	0	0	0	0	0	0	0	107	
06:45:00 AM	8	42	5	0	0	1	42	1	0	0	0	1	9	0	0	0	0	0	0	0	109	
07:00:00 AM	7	77	9	0	0	2	66	0	0	0	1	1	6	0	0	0	0	0	0	0	169	
07:15:00 AM	3	86	14	0	0	4	70	0	0	0	1	3	6	0	0	0	0	0	0	0	187	572
07:30:00 AM	3	41	6	0	0	2	43	0	0	0	0	1	10	0	0	0	0	0	0	0	106	571
07:45:00 AM	3	56	18	0	0	2	45	0	0	0	0	1	6	0	0	0	0	0	0	0	131	593
08:00:00 AM	11	69	22	0	0	1	34	1	0	0	1	1	14	0	0	7	0	1	0	0	162	586
08:15:00 AM	7	32	12	0	0	0	22	2	0	0	2	2	9	0	0	10	2	0	0	0	100	499
08:30:00 AM	2	28	8	0	0	3	26	2	0	0	1	0	6	0	0	4	0	2	0	0	82	475
08:45:00 AM	8	24	6	0	0	0	35	0	0	0	3	0	12	0	0	5	1	0	0	0	94	438
09:00:00 AM	6	28	5	0	0	1	40	0	0	0	1	0	9	0	0	3	1	0	0	0	94	370
09:15:00 AM	10	26	10	0	0	4	24	2	0	0	1	1	6	0	0	5	0	0	0	0	89	359

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (N Front St)					WB (N Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	6	
06:45:00 AM	0	3	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	9	
07:00:00 AM	0	4	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
07:15:00 AM	0	2	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8	31
07:30:00 AM	1	8	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	16	41
07:45:00 AM	0	5	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	40
08:00:00 AM	0	3	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	38
08:15:00 AM	1	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	36
08:30:00 AM	0	2	0	0	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	6	26
08:45:00 AM	1	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7	25
09:00:00 AM	1	2	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10	29
09:15:00 AM	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	6	29

Bike Volumes

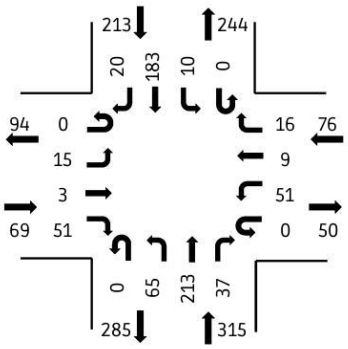
Time	NB (Main St)					SB (Main St)					EB (N Front St)					WB (N Front St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

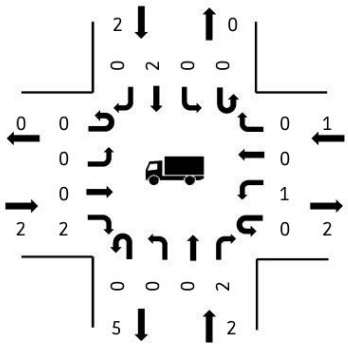
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
06:30:00 AM	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0

Location: Main St & Boardman Ave
Date: 2026-03-03
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:30 PM
Peak Hour Factor: 0.95

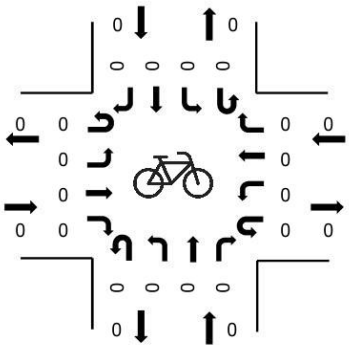
Motorized Vehicles



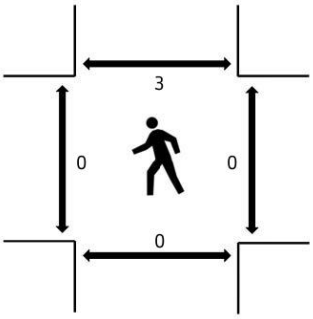
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (Boardman Ave)					Westbound (Boardman Ave)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	5	0	0	0	1	0	0	0	0	0	4	0	0	2	0	0	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (Boardman Ave)					WB (Boardman Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	6	23	3	0	0	2	38	5	0	0	1	3	8	0	0	30	2	12	0	0	133	
02:15:00 PM	9	30	9	0	0	1	20	7	0	0	4	0	9	0	0	8	0	4	0	0	101	
02:30:00 PM	19	24	9	0	0	1	29	11	0	0	5	3	13	0	0	4	0	2	0	0	120	
02:45:00 PM	8	28	25	0	0	6	34	2	0	0	1	1	10	0	0	4	1	2	0	0	122	476
03:00:00 PM	17	31	8	0	0	1	44	7	0	0	0	1	8	0	0	33	5	6	0	0	161	504
03:15:00 PM	14	28	10	0	0	3	29	7	0	0	8	1	5	0	0	8	0	0	0	0	113	516
03:30:00 PM	21	35	9	0	0	2	42	8	0	0	7	1	19	0	0	11	2	3	0	0	160	556
03:45:00 PM	25	45	5	0	0	0	16	7	0	0	4	4	9	0	0	4	2	1	0	0	122	556
04:00:00 PM	20	50	15	0	0	1	46	7	0	0	3	2	14	0	0	7	2	4	0	0	171	566
04:15:00 PM	18	41	7	0	0	1	60	4	0	0	4	0	18	0	0	7	2	7	0	0	169	622
04:30:00 PM	14	41	8	0	0	3	53	8	0	0	6	1	19	0	0	7	0	5	0	0	165	627
04:45:00 PM	14	54	13	0	0	0	38	4	0	0	4	0	9	0	0	7	4	2	0	0	149	654
05:00:00 PM	16	51	11	0	0	2	55	11	0	0	5	0	7	0	0	7	1	5	0	0	171	654
05:15:00 PM	14	69	8	0	0	3	41	2	0	0	3	0	13	0	0	10	2	4	0	0	169	654
05:30:00 PM	14	45	9	0	0	2	50	2	0	0	4	3	18	0	0	25	2	4	0	0	178	667
05:45:00 PM	21	48	9	0	0	3	37	5	0	0	3	0	13	0	0	9	4	3	0	0	155	673

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (Boardman Ave)					WB (Boardman Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	6	22	3	0	0	1	35	5	0	0	1	3	8	0	0	30	2	12	0	0	128	
02:15:00 PM	9	30	9	0	0	1	20	7	0	0	4	0	8	0	0	8	0	4	0	0	100	
02:30:00 PM	18	24	8	0	0	1	29	11	0	0	4	2	13	0	0	4	0	2	0	0	116	
02:45:00 PM	7	28	25	0	0	6	34	2	0	0	1	1	8	0	0	3	1	2	0	0	118	462
03:00:00 PM	17	29	8	0	0	1	44	7	0	0	0	1	8	0	0	32	4	6	0	0	157	491
03:15:00 PM	14	28	10	0	0	3	29	7	0	0	8	0	5	0	0	8	0	0	0	0	112	503
03:30:00 PM	21	34	9	0	0	2	42	8	0	0	5	1	16	0	0	10	2	3	0	0	153	540
03:45:00 PM	23	45	3	0	0	0	15	7	0	0	4	3	9	0	0	4	2	1	0	0	116	538
04:00:00 PM	20	48	14	0	0	0	45	6	0	0	1	0	14	0	0	7	2	4	0	0	161	542
04:15:00 PM	18	40	5	0	0	1	60	4	0	0	4	0	17	0	0	6	2	6	0	0	163	593
04:30:00 PM	13	40	7	0	0	3	51	7	0	0	6	1	19	0	0	7	0	5	0	0	159	599
04:45:00 PM	13	54	12	0	0	0	38	4	0	0	4	0	8	0	0	7	4	2	0	0	146	629
05:00:00 PM	16	51	10	0	0	2	55	11	0	0	5	0	7	0	0	7	1	5	0	0	170	638
05:15:00 PM	14	69	8	0	0	3	41	2	0	0	3	0	13	0	0	9	2	4	0	0	168	643
05:30:00 PM	14	45	8	0	0	2	49	2	0	0	4	3	18	0	0	25	2	4	0	0	176	660
05:45:00 PM	21	48	9	0	0	3	36	5	0	0	3	0	11	0	0	9	4	3	0	0	152	666

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (Boardman Ave)					WB (Boardman Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
02:30:00 PM	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	
02:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	4	14
03:00:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	4	13
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13
03:30:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	3	0	0	1	0	0	0	0	7	16
03:45:00 PM	2	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6	18
04:00:00 PM	0	2	1	0	0	1	1	1	0	0	2	2	0	0	0	0	0	0	0	0	10	24
04:15:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	6	29
04:30:00 PM	1	1	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6	28
04:45:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	25
05:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	11
05:30:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
05:45:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3	7

Bike Volumes

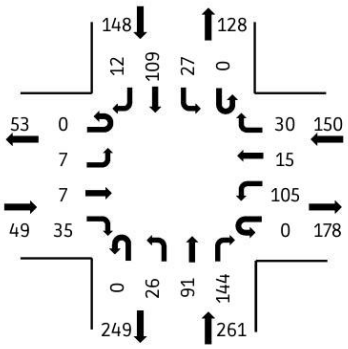
Time	NB (Main St)					SB (Main St)					EB (Boardman Ave)					WB (Boardman Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

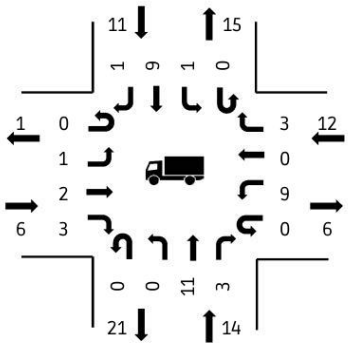
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	0	0	0	
02:15:00 PM	1	0	0	0	1	
02:30:00 PM	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	1
03:00:00 PM	4	0	0	0	4	5
03:15:00 PM	0	0	0	0	0	4
03:30:00 PM	0	0	0	0	0	4
03:45:00 PM	0	0	0	0	0	4
04:00:00 PM	2	0	0	0	2	2
04:15:00 PM	4	0	0	0	4	6
04:30:00 PM	1	0	0	0	1	7
04:45:00 PM	0	0	0	0	0	7
05:00:00 PM	2	0	0	0	2	7
05:15:00 PM	0	0	0	0	0	3
05:30:00 PM	1	0	0	0	1	3
05:45:00 PM	0	0	0	0	0	3

Location: Main St & Boardman Ave
Date: 2026-03-04
Peak Hour Start: 06:45 AM
Peak 15 Minute Start: 07:15 AM
Peak Hour Factor: 0.79

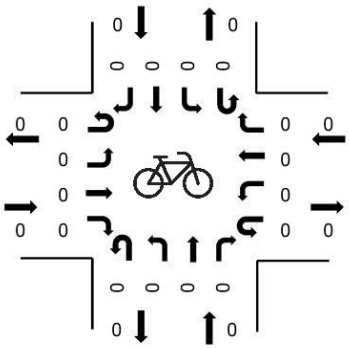
Motorized Vehicles



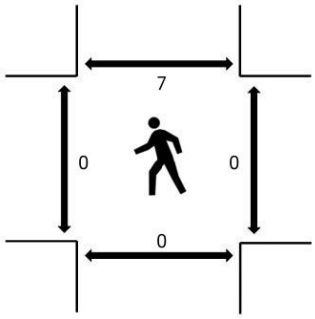
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Main St)					Southbound (Main St)					Eastbound (Boardman Ave)					Westbound (Boardman Ave)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	12	2	0	0	4	8	8	0	0	14	29	9	0	0	9	0	10	0	0

All Vehicle Volumes

Time	NB (Main St)					SB (Main St)					EB (Boardman Ave)					WB (Boardman Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	3	32	18	0	0	2	31	0	0	0	1	1	11	0	0	3	0	3	0	0	105	
06:45:00 AM	7	29	22	0	0	8	30	2	0	0	4	2	10	0	0	8	1	6	0	0	129	
07:00:00 AM	6	25	52	0	0	10	31	1	0	0	2	3	4	0	0	33	5	9	0	0	181	
07:15:00 AM	4	18	62	0	0	7	21	5	0	0	0	1	14	0	0	41	8	11	0	0	192	607
07:30:00 AM	9	19	8	0	0	2	27	4	0	0	1	1	7	0	0	23	1	4	0	0	106	608
07:45:00 AM	11	42	12	0	0	0	31	4	0	0	1	1	10	0	0	4	1	3	0	0	120	599
08:00:00 AM	10	29	22	0	0	7	23	3	0	0	3	0	4	0	0	9	0	2	0	0	112	530
08:15:00 AM	13	24	5	0	0	1	11	3	0	0	2	1	6	0	0	4	0	1	0	0	71	409
08:30:00 AM	9	12	7	0	0	0	19	3	0	0	1	2	6	0	0	2	0	0	0	0	61	364
08:45:00 AM	7	14	4	0	0	0	19	5	0	0	1	0	12	0	0	3	1	1	0	0	67	311
09:00:00 AM	10	14	5	0	0	1	29	3	0	0	2	0	8	0	0	5	1	1	0	0	79	278
09:15:00 AM	13	23	2	0	0	2	18	5	0	0	2	4	8	0	0	5	2	0	0	0	84	291

Car Volumes

Time	NB (Main St)					SB (Main St)					EB (Boardman Ave)					WB (Boardman Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	3	31	18	0	0	2	31	0	0	0	1	1	8	0	0	1	0	2	0	0	98	
06:45:00 AM	7	27	21	0	0	7	26	1	0	0	4	1	10	0	0	6	1	5	0	0	116	
07:00:00 AM	6	21	52	0	0	10	30	1	0	0	1	2	3	0	0	32	5	8	0	0	171	
07:15:00 AM	4	16	60	0	0	7	20	5	0	0	0	1	12	0	0	38	8	10	0	0	181	566
07:30:00 AM	9	16	8	0	0	2	24	4	0	0	1	1	7	0	0	20	1	4	0	0	97	565
07:45:00 AM	11	41	9	0	0	0	29	4	0	0	1	0	10	0	0	4	1	3	0	0	113	562
08:00:00 AM	10	28	21	0	0	6	23	3	0	0	3	0	3	0	0	8	0	2	0	0	107	498
08:15:00 AM	12	21	4	0	0	1	9	3	0	0	2	1	6	0	0	4	0	1	0	0	64	381
08:30:00 AM	8	12	6	0	0	0	18	2	0	0	1	1	6	0	0	2	0	0	0	0	56	340
08:45:00 AM	7	12	4	0	0	0	19	5	0	0	1	0	9	0	0	3	1	1	0	0	62	289
09:00:00 AM	10	12	5	0	0	1	26	3	0	0	2	0	7	0	0	4	1	0	0	0	71	253
09:15:00 AM	13	23	2	0	0	2	17	5	0	0	2	3	6	0	0	5	2	0	0	0	80	269

Truck Volumes

Time	NB (Main St)					SB (Main St)					EB (Boardman Ave)					WB (Boardman Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	1	0	0	7	
06:45:00 AM	0	2	1	0	0	1	4	1	0	0	0	1	0	0	0	2	0	1	0	0	13	
07:00:00 AM	0	4	0	0	0	0	1	0	0	0	1	1	1	0	0	1	0	1	0	0	10	
07:15:00 AM	0	2	2	0	0	0	1	0	0	0	0	0	2	0	0	3	0	1	0	0	11	41
07:30:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	9	43
07:45:00 AM	0	1	3	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	7	37
08:00:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	5	32
08:15:00 AM	1	3	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	28
08:30:00 AM	1	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	5	24
08:45:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5	22
09:00:00 AM	0	2	0	0	0	0	3	0	0	0	0	0	1	0	0	1	0	1	0	0	8	25
09:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	4	22

Bike Volumes

Time	NB (Main St)					SB (Main St)					EB (Boardman Ave)					WB (Boardman Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
06:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
06:30:00 AM	1	0	0	0	1	
06:45:00 AM	0	0	0	0	0	
07:00:00 AM	3	0	0	0	3	
07:15:00 AM	4	0	0	0	4	8
07:30:00 AM	0	0	0	0	0	7
07:45:00 AM	0	0	0	0	0	7
08:00:00 AM	0	0	0	0	0	4
08:15:00 AM	2	0	0	0	2	2
08:30:00 AM	0	0	0	0	0	2
08:45:00 AM	0	0	0	0	0	2
09:00:00 AM	1	0	0	0	1	3
09:15:00 AM	0	0	0	0	0	1

MEMORANDUM

TO: Carla McLane, City of Boardman, Oregon
CC: Bob Dayal, PNJD, Inc
FROM: Larry Frostad, P.E., PTOE
Timothy Fisch

DATE: May 1, 2025
SUBJECT: Woodspring Suites, Trip Generation & Distribution Letter

This report summarizes the Trip Generation and Distribution prepared for the Woodspring Suites proposed in Boardman, Oregon. The Letter provides information for use in determination of concurrency between the proposed project, applicable regulations, and the City's *Transportation System Plan*, which is currently being updated. This analysis is the initial step in addressing the City of Boardman's request to understand travel impacts in determining if further analysis is required.

The study was prepared per Traffic Impact Study guidance provided by the City (Chapter 4.10 – Traffic Impact Study, October 2002). The City of Boardman is the lead land use jurisdiction and agency that maintains access roads. Additional agencies can comment per invitation of City staff.

Project Description

Woodspring Suites is an 84-unit extended-stay hotel proposed at the site of the existing Boardman Dog Park on Front Street near Olson Road. Zoning at the site is Commercial, with Residential zoning adjacent to the north.

Access is assumed to be from a full-access approach off Front Street. Construction would initiate following receipt of administrative approvals from Boardman officials with completion and occupancy expected by the spring of 2026.

Attached **Figure 1** provides a site location map. **Figure 2** provides the most current site plan, which shows the building and main entry oriented to access Front Street.

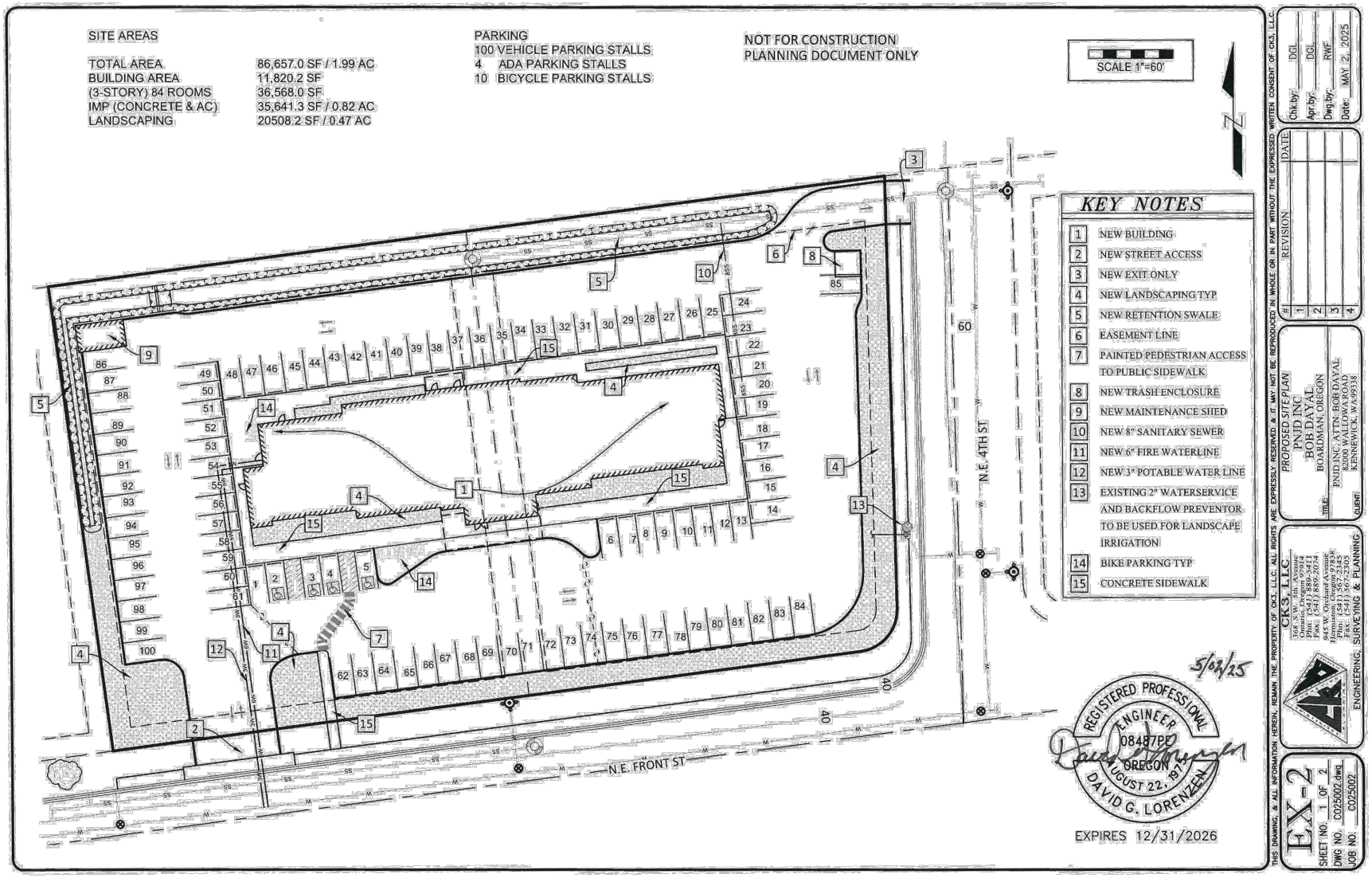
DATE: 5/2/25 JOB: 250176

WOODSPRING SUITES
FIGURE 1 - VICINITY MAP

ARDURRA

1717 S. RUSTLE STREET, SUITE 201
SPOKANE, WA 99224

509-319-2580 | WWW.ARDURRA.COM



DATE: 5/2/25 JOB: 250176

WOODSPRING SUITES
FIGURE 2 - SITE PLAN

ARDURRA
1717 S. RUSTLE STREET, SUITE 201
SPOKANE, WA 99224
509-319-2580 | WWW.ARDURRA.COM

Transportation Systems Plan

The City is currently updating this plan from the previous 2001 edition. The Main Street intersections at Boardman Avenue, N Front Street, and the Westbound Interstate 84 ramp terminal are shown to currently have service level issues, albeit mostly with low v/c ratios. The close spacing of these historical types of designs and the business access movements in between the intersections contribute to the operational issues. The *Boardman Main Street Interchange Area Management Plan* (IAMP) (DKS/Winterbrook Planning, April 2009) suggests access restrictions, bridge widening, and traffic signals as a way to mitigate these issues.

Trip Generation

Trip generation was forecast based on the methodologies of the Trip Generation Manual (ITE, 11th Edition, September 2021). The manual is a nationally recognized and locally accepted resource for forecasting traffic for commercial, institutional, and residential developments. The methods were developed based on the survey of other existing land uses located with the United States.

Calculations from the Trip Generation Manual yield total trips. However, not all these trips are new to streets. Internal, Pass-by, and Diverted, are terms used to describe the trip types that make up total trips for a commercial project depending on the purpose of the trip. While hotel trips can be considered as Pass-by or Diverted trips given the assumption is that the trips will be to and from the freeway, the impact is essentially the same as considering them as New trips on the local system.

Trip generation for Woodspring Suites was developed using ITE Land Use Code 311 – All Suites Hotel as it best approximates the planned use of the site. A description of this use is provided below:

> ITE Code 311. *"An all suites hotel is a place of lodging that provides sleeping accommodations, a small restaurant and lounge, and small amounts of meeting space. Each suite includes a sitting room and separate bedroom. An in-room kitchen is often provided."*

Trip generation was determined initially based on rates that correlate traffic densities to building area. The number of studies was insufficient (<20) or had a low R-squared value to meet criteria to use Fitted Curve Equations; hence the use of Average Rates. Trips were forecast for typical weekday and then the AM and PM peak hours of adjacent streets. An adjustment for the existing use is acknowledged in the net new trips shown in **Table 1.**

Table 1. Woodspring Suites, Forecast Trip Generation

Land Use:	Units	Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Code 311 – All Suites Hotel	84 Rooms	370	15	14	29	15	15	30
ITE Code 411 Public (Dog) Park – (Existing Use)	1 Acre	1	0	0	0	0	0	0
Net New Trips		369	15	14	29	15	15	30

Source: ITE Trip Generation Manual (11th Edition) & Trip Generation Handbook (3rd Edition)

As shown, the Woodspring Suites project is forecast to generate 370 weekday driveway trips (primarily passenger vehicle) with 29 generated during the AM peak hour and 30 PM peak hour. It should be noted here that the proposed 84-unit project is lower than the 200 rooms and associated trips estimated for this vicinity in the Future Conditions Analysis (Kittelson & Associates, January 2025) for the *Transportation Systems Plan* update. As such, they should not be added to the volumes shown in Figures 1 and 2 of Future Conditions Analysis Attachment A for 2045 Trip Assignment.

Trip Distribution and Assignment

Trip distribution and assignment is the process of forecasting the likely travel routes for development-related traffic to identify the impacts of a project on area streets. For this study, trip distribution was based on the existing network as well as the location of primary destination centers in relation to the development, such as Interstate 84, residential, work centers, shopping/entertainment areas, etc. Figures 16 and 17 of the Draft Existing Traffic Conditions document (Kittelson & Associates, January 2025) was also reviewed.

Trips will access the site via either the Laurel Lane or Main Street Interchanges then utilizing Columbia and Olson from Laurel Lane, or Front Street from Main Street. Existing volumes indicate the Main Street Interchange to be most likely used by drivers, although this can be somewhat influenced by Motorist Information Signing or by trip routing applications.

Trips were distributed to the network as shown with **Table 2.** The entering and exiting assignments overall are also shown for the street network described above. The existing trip is not included in **Table 2**.

Table 2. Trip Distribution and Trip Assignments

Origin/Destination	Distribution	Trip Assignments		
		Weekday	AM Peak	PM Peak
Interstate 84 via Front / Main Street				
- Westbound Ramps	35%	130	10	11
- Eastbound Ramps	35%	129	10	10
Interstate 84 via Olson, Columbia, and Laurel Lane				
- Westbound Ramps	15%	56	4	4
- Eastbound Ramps	15%	55	5	5
Trip Distribution Totals	100%	370	29	30

Trips were assigned based on the described distribution pattern with a summary of results shown with **Figure 3**. Intersections forecast to support more than 20 new trips are noted below:

Front Street / Main Street: 20 AM/21 PM peak hour trips
Main Street / Interstate 84 Westbound Ramps: 20 AM/21 PM peak hour trips

Impact Fees

Boardman does not currently charge a transportation impact fee as part of the project permitting process.

SUMMARY

Woodspring Suites is an 84-unit extended-stay hotel proposed at the location of the existing Boardman Dog Park in Boardman, Oregon. Access is assumed to be from Front Street. Completion and occupancy of the site is expected by the spring of 2026.

Trip generation was calculated using ITE Code 311 for All Suites Hotel. The project is forecast to generate 371 weekday trips that impact the street network. About 29 of these trips would be generated during the AM peak hour and 30 during the PM peak hour.

The adjacent roadways of Main Street, Front Street, Olson Road, Columbia Avenue, and Laurel Lane would provide routes for the majority of approaching and departing trips from Interstate 84. To that end, the Front Street / Main Street and Main Street / Interstate 84 Westbound Ramps intersections are anticipated to support the majority of site trips, both supporting around 20 trips during the AM and PM peak hours.

The trips estimated for this project have already been accounted for in the forecasting by Kittelson & Associates for the City's ongoing Transportation Systems Plan update. The site impacts of the project are addressed by extending frontage improvements, such as sidewalk, anticipated to be prescribed by the City.

RECOMMENDATIONS

Further study of this project in a Traffic Impact Analysis is not recommended as it will unnecessarily duplicate work already documented in the *Transportation Systems Plan* update.

The following recommendations are offered for consideration in the current planning efforts:

Update the travel forecast for the *Transportation System Plan* (Lot 5) as needed to incorporate the Woodspring Suites project.

Our recommendation for the City's *Transportation System Plan* update to address current and forecast performance issues is to prioritize the implementation of roundabouts over traffic signals. This is for several reasons:

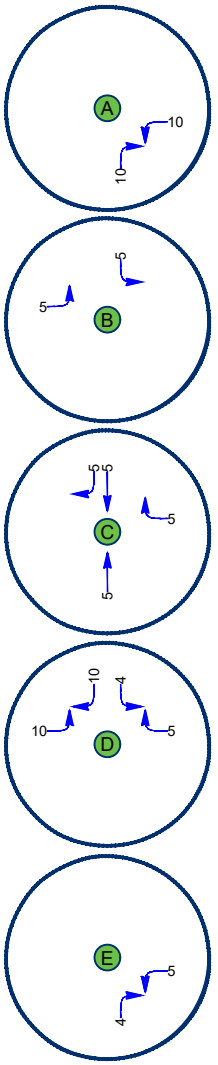
- Roundabouts were not mentioned as an alternative in the April 2009 *IAMP.* Understanding of the benefits of roundabouts has increased in the past 16 years. Oregon now has 271

documented roundabouts in the Kittelson Roundabouts Database, which includes the two in Boardman.

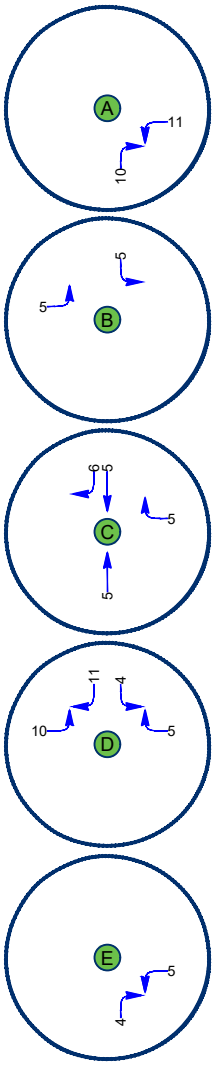
- Roundabouts do not need to wait for a signal warrant for consideration of implementation and thus can be constructed as soon as funding is available.
- Stated goals for multimodal safety performance favor roundabouts over signals.
- Favorable roadway grades
- The "wide node / narrow link" concept afforded by roundabouts may preserve the Interstate 84 bridge without need for widening for a left turn lane. Replacement of a bridge that is still in fair condition (per ODOT) is likely not a priority in comparison to other needs, and options that do not require widening are available.
- Reduction in pedestrian crossing distances
- Reduction in intersection queuing (as identified in the *IAMP*) due to signals, which may allow operations without access restrictions.
- Boardman does not currently have traffic signals and thus would have to consider ongoing signal operations and maintenance costs (including equipment rehabilitation and replacement projects) that the City does not currently budget for.

No further recommendations are provided. Please contact us if you have any questions on these recommendations.

AM PEAK



PM PEAK



DATE: 5/2/25 JOB: 250176

LEGEND

MAJOR COLLECTOR

INTERSTATE

INTERSECTION TURNING MOVEMENTS

WOODSPRING SUITES
FIGURE 3 - TRIP DISTRIBUTION
AM AND PM PEAK HOURS

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Appendix C: Safety

Crash History Data

Sight Distance Images

Left-Turn Lane Warrant Analysis

Right-Turn Lane Warrant Analysis

Preliminary Signal Warrant Analysis

URBAN NON-SYSTEM CRASH LISTING

CITY OF BOARDMAN, MORROW COUNTY

BOARDMAN AVE at N MAIN ST, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024

1 - 2 of 2 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E E D	A L C	D R U G S	M J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00118	N	N	N	N	Y	N	11/03/2021	07	BOARDMAN AVE	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY							WE	0	N MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	W -E									000		00
N							7A			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		000	000		00
N							45 50 23.79	-119 42 5.98																OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	E -S									000		00
																	PSNGR CAR		01	DRVR	INJC	38	F	OR-Y		004	000		02
																								OR<25					
00108	N	N	N	N	N	N	10/22/2021	07	BOARDMAN AVE	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L											02,27
CITY							FR	0	N MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	S -W									000		00
N							2P			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	M	NONE		028,016	038		02,27
N							45 50 23.79	-119 42 5.98																OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	N -S									000		00
																	PSNGR CAR		01	DRVR	INJC	20	F	OR-Y		000	000		00
																								OR<25					

CITY OF BOARDMAN, MORROW COUNTY **N MAIN ST at NW FRONT ST, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024**

1 - 2 of 2 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	D M R A L C	J U G S	S I N V	W C H L	O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00127	N	N N N	N				11/20/2021	07	NW FRONT ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										02
NO RPT							SA		N MAIN ST	CN		STOP SIGN	N	DRY	ANGL		N/A	S -N									000	00
N							6P			04	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 50 21.09	-119 42 5.49																UNK				
																02	NONE 9	STRGHT										
																	N/A	W -E									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
00069	N	N N N	N				08/10/2020	07	NW FRONT ST	INTER	CROSS	N	N	UNK	O-1 L-TURN	01	NONE 9	STRGHT										08,02
NO RPT							MO	0	N MAIN ST	CN		UNKNOWN	N	DRY	TURN		N/A	N -S									000	00
N							2P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 50 21.1	-119 42 5.49																UNK				
																02	NONE 9	TURN-L										
																	N/A	S -W									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				

03/18/2026 TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF BOARDMAN, MORROW COUNTY **N MAIN ST at NE FRONT ST, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024**

1 - 1 of 1 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D / P E A L C / D R U G S / M J I N V / S C H L / W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V# SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P# PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00037	N N N N N N	03/21/2024	07	NE FRONT ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE 9	STRGHT									27,02
CITY		TH	0	N MAIN ST	CN		STOP SIGN	N	DRY	ANGL	N/A	S -N								000	00
N		6A			04	0		N	DAWN	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
N		45 50 21.09	-119 42 5.49														UNK				
											02 NONE 9	STRGHT									
											N/A	W -E								000	00
											PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
																	UNK				

CITY OF BOARDMAN, MORROW COUNTY **N MAIN ST at WB EX N. MAIN ST C4, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024**

1 - 2 of 2 Crash records shown.

SER# / INVEST RD DPT / UNLOC?	S P E D	D M R A L C	J U G S	S I N V	W C O H	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00054	N	N N N	N			06/26/2020	01	N MAIN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										29
NO RPT						FR		WB EX N. MAIN ST C4	SE		UNKNOWN	N	DRY	REAR		N/A	SE-NW									006	00
N						9A			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N						45 50 19.56	-119 42 5.19	0002GZ100S00															UNK				
															02	NONE 9	STOP										
																N/A	SE-NW									011	00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																							UNK				
00069	N	N N N	N			07/29/2021	01	N MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										03
CITY						TH		WB EX N. MAIN ST C4	CN		STOP SIGN	N	DRY	ANGL		N/A	E -W									000	00
N						10P			02	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N						45 50 19.55	-119 42 5.19	0002GZ100S00															UNK				
															02	NONE 9	STRGHT										
																N/A	S -N									000	00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																							UNK				

CITY OF BOARDMAN, MORROW COUNTY **S MAIN ST at EB EF S. MAIN ST C3, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024**

1 - 2 of 2 Crash records shown.

SER# / INVEST RD DPT / UNLOC?	S P E D	D R A L C	M J U G S	S N I V	W C H L	O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00032	N	N	N	N			04/09/2020	01	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										02
NO RPT							TH		EB EF S. MAIN ST C3	CN		STOP SIGN	N	DRY	ANGL		N/A	SW-NE									000	00
N							6P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 50 13.87	-119 42 4.16	0002GY100S00															UNK				
																02	NONE 9	STRGHT										
																	N/A	S -N									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
00134	N	N	N	N	N	N	11/06/2023	01	S MAIN ST	INTER	CROSS	N	N	CLR	PED	01	NONE	TURN-R										02,27
CITY							MO		EB EF S. MAIN ST C3	CN		STOP SIGN	N	DRY	PED		PRVTE	NW-S									000	00
N							6P			03	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	59	F	OR-Y		029,016	000	02,27
N							45 50 13.87	-119 42 4.16	0002GW100S00															OR<25				
																		-										
																		STRGHT	01	PED	INJC	35	M		I XWLK	000	034	00
																		S N										

CITY OF BOARDMAN, MORROW COUNTY **S MAIN ST at EB EX S. MAIN ST C1, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024**

1 - 1 of 1 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	D R E C	M A L S	J G N V	S H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00135	N	Y	N	N			12/18/2021	01	EB EX S. MAIN ST C1	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT										03
CITY							SA		S MAIN ST	UN		STOP SIGN	N	WET	ANGL		N/A	N -S								000		00
N							5P			01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 50 13.87	-119 42 4.16	0002GW100S00															UNK				
																02	NONE 9	STRGHT										
																	N/A	W -E								000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				

CITY OF BOARDMAN, MORROW COUNTY **JUNIPER DR at WILSON RD, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024**

1 - 1 of 1 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	D R E C	M A L S	J G N V	S H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00062	N	N	N	N			06/01/2022	09	JUNIPER DR	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L										08
CITY							WE	0	WILSON RD	CN		STOP SIGN	N	DRY	TURN		N/A	E -S								000	00
N							4P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 49 40.75	-119 42 36.54																UNK				
																02	NONE 9	STOP										
																	N/A	S -W									012	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				

CITY OF BOARDMAN, MORROW COUNTY **S MAIN ST at WILSON RD, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024**

1 - 4 of 4 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	M R G S	J N V	S H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00073	N	N	N	N	N	N	08/10/2021	07	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										121	02
CITY			TU				0	WILSON RD	CN		STOP SIGN	N	DRY	ANGL			N/A	N -S									000		00
N			6P						03	0		N	DAY	PDO			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 49 40.75		-119 42 1.74																			UNK					
																02	NONE 9	STRGHT											
																	N/A	W -E								000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00014	N	N	N	N			02/16/2021	07	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-R											03,08
NO RPT			TU				0	WILSON RD	CN		STOP SIGN	N	WET	TURN			N/A	E -N								000		00
N			6P						02	0		N	DLIT	PDO			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 49 40.75		-119 42 1.74																			UNK					
																02	NONE 9	TURN-R											
																	N/A	N -W								000		00
																	UNKNOWN		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00065	N	N	N	N	N	N	06/06/2022	07	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										093	03
CITY			MO				0	WILSON RD	CN		STOP SIGN	N	DRY	ANGL			PRVTE	N -S								000		00
N			7P						03	0		N	DAY	INJ			PSNGR CAR		01	DRVR	INJB	86	M	OR-Y		000	000		00
N			45 49 40.75		-119 42 1.74																			OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	W -E								000		00
																	PSNGR CAR		01	DRVR	NONE	44	M	OR-Y		003	000	093	03
																								OR<25					
00031	N	N	N	N			03/05/2023	07	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02,27
CITY			SU				0	WILSON RD	CN		STOP SIGN	N	DRY	ANGL			PRVTE	N -S								000		00
N			8A						01	0		N	DAWN	INJ			PSNGR CAR		01	DRVR	INJC	76	M	OR-Y		028,016	000		02,27
N			45 49 40.75		-119 42 1.74																			OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	E -W								000		00
																	PSNGR CAR		01	DRVR	INJC	34	F	NONE		000	000		00
																								OR<25					

Stopping Sight Distance

Uphill

Travel Speed	30	mph
Reaction Time	2.5	seconds
Acceleration	11.2	ft/sec^2
Grade (percent)	0.00%	

SSD	200	feet

Reaction Distance

Travel Speed	30	mph
Travel Speed	44.1	fps
Reaction Time	2.5	seconds

Reaction Distance	110.3	feet

Braking Distance

Travel Speed	30	mph
Acceleration	11.2	ft/sec^2
Grade (percent)	0.00%	

Braking Distance	86.3	feet

Downhill

Travel Speed	30	mph
Reaction Time	2.5	seconds
Acceleration	11.2	ft/sec^2
Grade (percent)	0.00%	

SSD	200	feet

Travel Speed	30	mph
Travel Speed	44.1	fps
Reaction Time	2.5	seconds

Reaction Distance	110.3	feet

Travel Speed	30	mph
Acceleration	11.2	ft/sec^2
Grade (percent)	0.00%	

Braking Distance	86.3	feet

Note: If grades are less than 3%, no adjustment is needed.

Intersection Sight Distance

	Left Turn Looking Left	*Left Turn Looking Right*	*Right Turn Looking Left*
Approach Speed	30 mph	30 mph	30 mph
Number of Lanes	2 lanes	2 lanes	2
Vehicle Type (P/S/C)	P Passenger Car	P Passenger Car	P Passenger Car
Extra Crossing Lanes	0	0	
Time Gap	7.5 seconds	7.5 seconds	6.5 seconds
Intersection Sight Distance	**335 feet**	**335 feet**	**290 feet**

Notes:

1) For Approach speed, use the design speed of the roadway (typically 85th percentile speed).
2) For Time Gap, use 7.5 seconds for passenger cars, 9.5 seconds for single-unit trucks, and 11.5 seconds for combination trucks.
3) The above values are for 2-lane highways without medians and grades of 3 percent or less.
4) For grades in excess of 3 percent on the minor street, add .2 seconds for each percent grade.
5) For additional lanes, add 0.5 seconds per lane for passenger cars and 0.7 seconds per lane for trucks.

Figure A: Anthony Access – Looking West

Figure B: Anthony Access – Looking from 500 feet West

Figure C: Anthony Access – Looking East

Figure D: Anthony Access – Looking from 500 feet East

Figure E: Juniper Access – Looking from 500 feet West

Figure F: Juniper Access – Looking from 500 feet East

Left-Turn Lane Warrant Analysis

Project: 13849 - Wilson Road (Boardman)
Intersection: Wilson Lane & Site Access/Juniper Drive
Date: 4/29/2026
Scenario: Buildout PM (EBL)

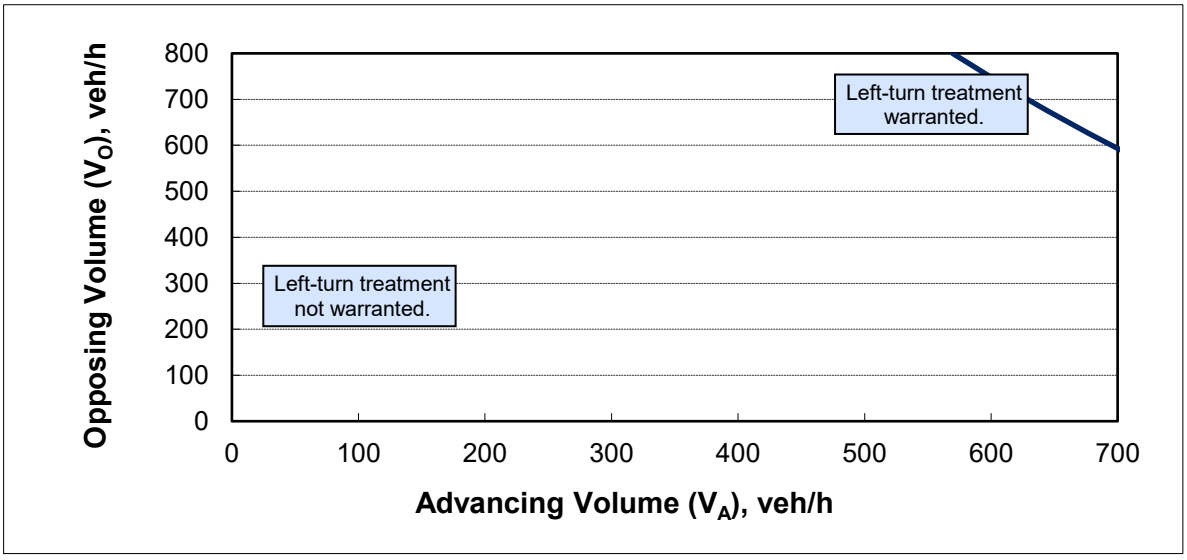
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Left-turns in advancing volume (V_A), veh/hr:	3
Advancing volume (V_A), veh/h:	141
Opposing volume (V_O), veh/h:	242

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1015
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS (2-Lane Roadway)

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 13849 - Wilson Road (Boardman)
Intersection: Wilson Lane & Site Access/Anthony Drive
Date: 4/29/2026
Scenario: Buildout PM (EBL)

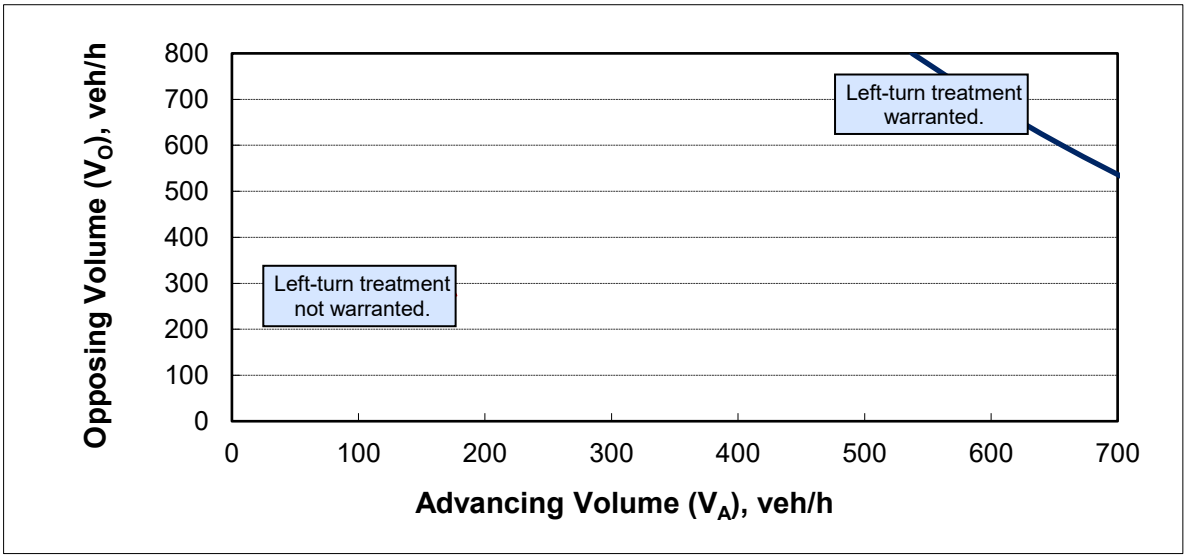
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Left-turns in advancing volume (V_A), veh/hr:	4
Advancing volume (V_A), veh/h:	167
Opposing volume (V_O), veh/h:	302

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	896
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS (2-Lane Roadway)

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 13849 - Wilson Road (Boardman)
Intersection: Wilson Lane & Site Access/Juniper Drive
Date: 4/29/2026
Scenario: Planning Horizon PM (EBL)

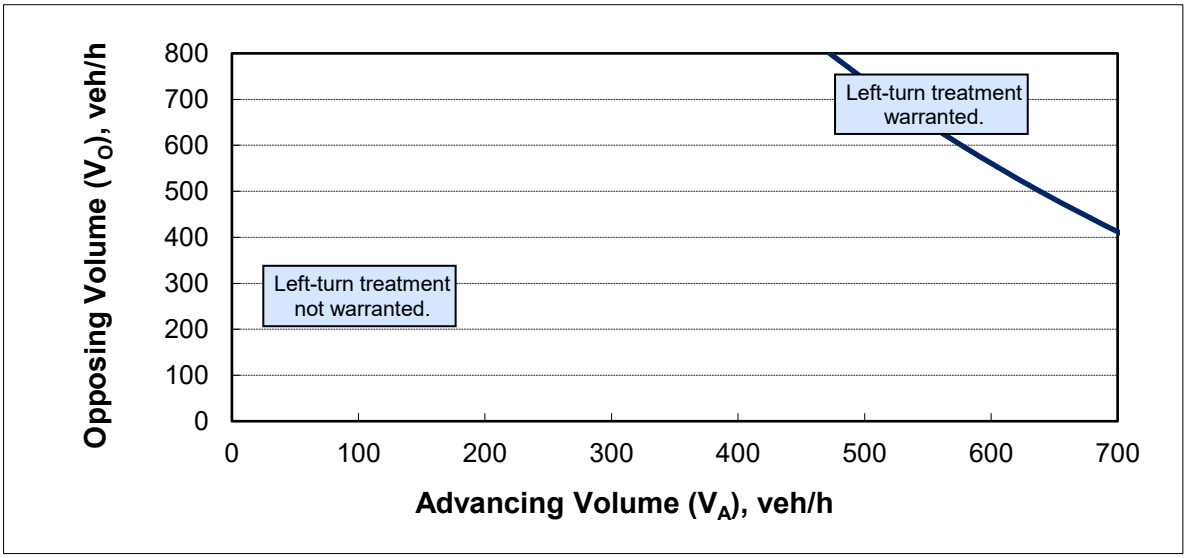
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Left-turns in advancing volume (V_A), veh/hr:	5
Advancing volume (V_A), veh/h:	160
Opposing volume (V_O), veh/h:	265

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	820
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS (2-Lane Roadway)

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 13849 - Wilson Road (Boardman)
Intersection: Wilson Lane & Site Access/Anthony Drive
Date: 4/29/2026
Scenario: Planning Horizon PM (EBL)

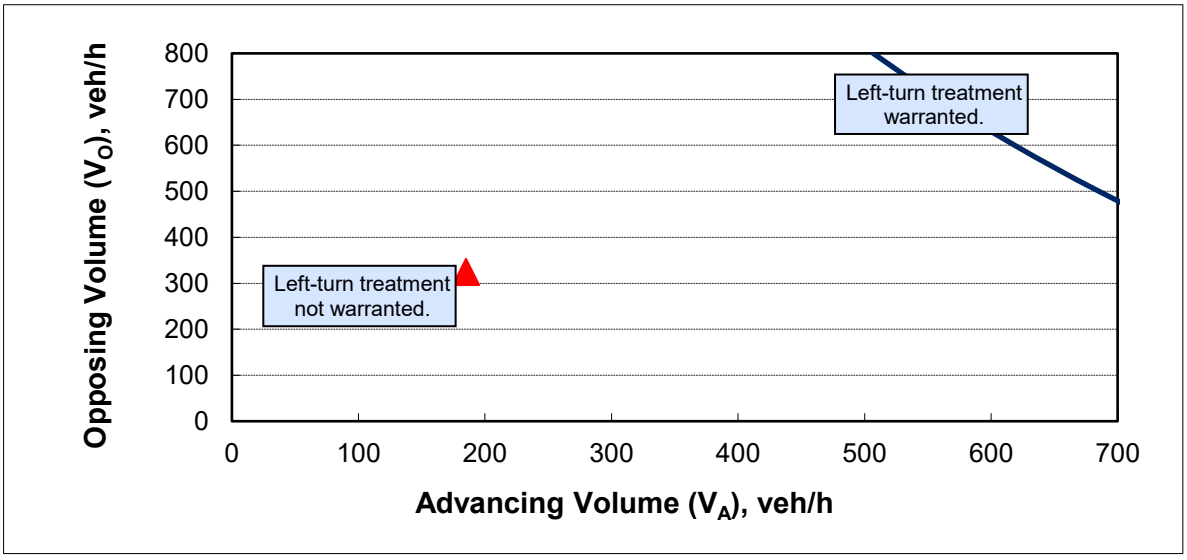
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Left-turns in advancing volume (V_A), veh/hr:	5
Advancing volume (V_A), veh/h:	185
Opposing volume (V_O), veh/h:	325

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	824
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS (2-Lane Roadway)

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Right-Turn Lane Warrant Analysis

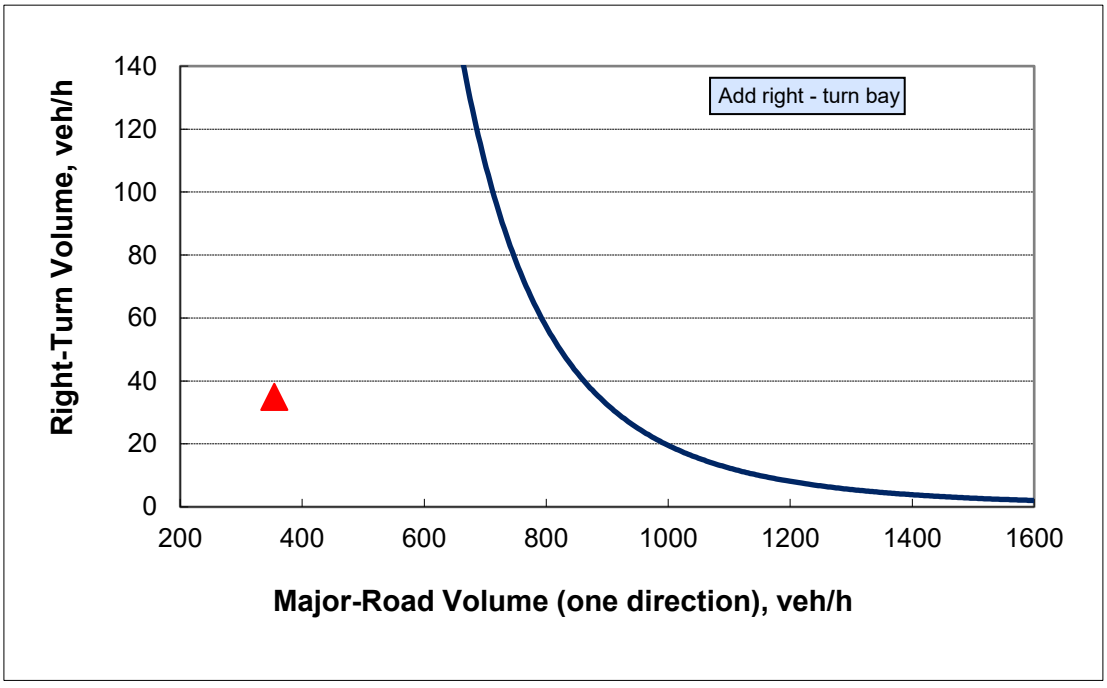
Project: 13849 - Wilson Road SW (Boardman)
Intersection: Wilson Road SW & Juniper Dr SW
Date: 4/29/2026
Scenario: 2033 Future PM - WB Right

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	354
Right-turn volume, veh/h:	35

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2912
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Right-Turn Lane Warrant Analysis

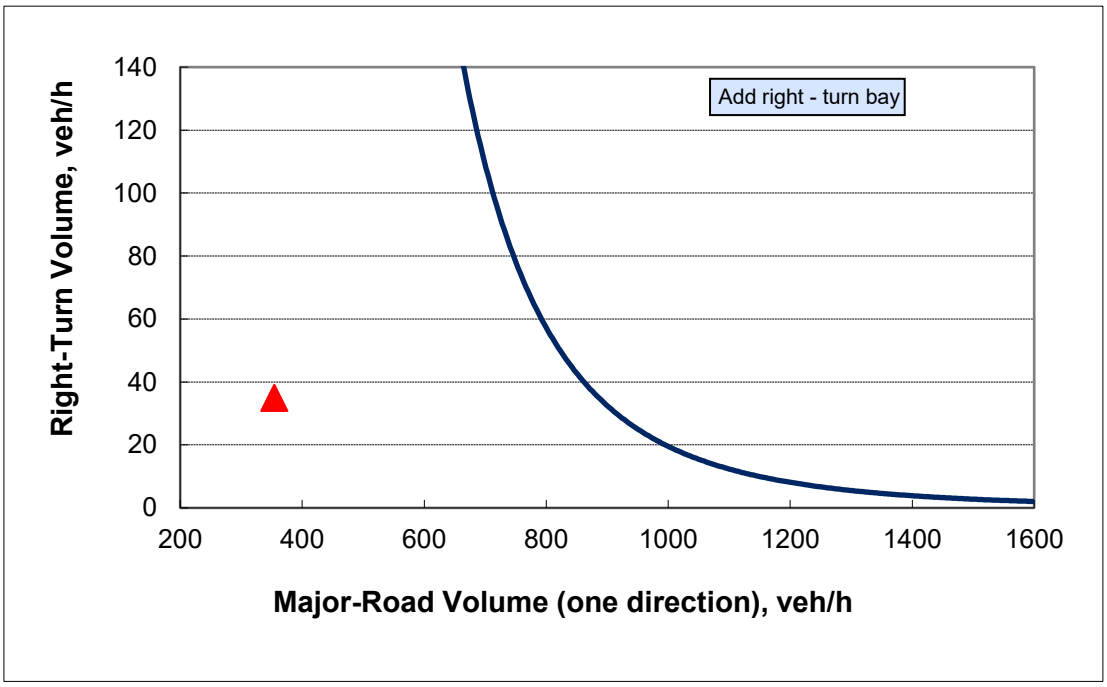
Project: 13849 - Wilson Road SW (Boardman)
Intersection: Wilson Road SW & Anthony Dr SW
Date: 4/29/2026
Scenario: 2033 Future PM - WB Right

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	354
Right-turn volume, veh/h:	35

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2912
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Buildout Conditions (PM Peak Hour)

Major Street:	Wilson Road SW	Minor Street:	Juniper Drive	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	412	Peak Hour Volumes:	28	Total
			21	Rights
			50%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	4,120	6,200	
Minor Street*	180	1,850	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	4,120	9,300	
Minor Street*	180	950	**No**
Combination Warrant			
Major Street	4,120	7,440	
Minor Street*	180	1,480	**No**

* Minor street right-turning traffic volumes reduced by 50%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Buildout Conditions (PM Peak Hour)

Major Street:	Wilson Road SW	Minor Street:	Anthony Drive	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	484	Peak Hour Volumes:	24	Total
			2	Rights
			0%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	4,840	6,200	
Minor Street*	240	1,850	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	4,840	9,300	
Minor Street*	240	950	**No**
Combination Warrant			
Major Street	4,840	7,440	
Minor Street*	240	1,480	**No**

* Minor street right-turning traffic volumes reduced by 00%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Buildout Conditions (PM Peak Hour)

Major Street:	S Main Street	Minor Street:	Wilson	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	412	Peak Hour Volumes:	196	Total
			3	Rights
			0%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	4,120	6,200	
Minor Street*	1,960	1,850	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	4,120	9,300	
Minor Street*	1,960	950	**No**
Combination Warrant			
Major Street	4,120	7,440	
Minor Street*	1,960	1,480	**No**

* Minor street right-turning traffic volumes reduced by 00%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Buildout Conditions (PM Peak Hour)

Major Street:	Wilson Lane	Minor Street:	Laurel Lane	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	215	Peak Hour Volumes:	79	Total
			58	Rights
			0%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	2,150	6,200	
Minor Street*	790	1,850	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	2,150	9,300	
Minor Street*	790	950	**No**
Combination Warrant			
Major Street	2,150	7,440	
Minor Street*	790	1,480	**No**

* Minor street right-turning traffic volumes reduced by 00%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Buildout Conditions (PM Peak Hour)

Major Street:	Bombing Range Road	Minor Street:	Wilson Lane	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	187	Peak Hour Volumes:	59	Total
			11	Rights
			0%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	1,870	6,200	
Minor Street*	590	1,850	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	1,870	9,300	
Minor Street*	590	950	**No**
Combination Warrant			
Major Street	1,870	7,440	
Minor Street*	590	1,480	**No**

* Minor street right-turning traffic volumes reduced by 00%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Buildout Conditions (PM Peak Hour)

Major Street:	S Main Street		Minor Street:	S Front Street	
Number of Lanes:	2		Number of Lanes:	2	
Peak Hour Volumes:	1108		Peak Hour Volumes:	96 6 0%	Total Rights RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	11,080	7,400	
Minor Street*	960	2,500	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	11,080	11,100	
Minor Street*	960	1,250	**No**
Combination Warrant			
Major Street	11,080	8,880	
Minor Street*	960	2,000	**No**

* Minor street right-turning traffic volumes reduced by 00%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2026 Existing Conditions (PM Peak Hour)

Major Street:	S Main Street	Minor Street:	I-84 EB Ramps	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	928	Peak Hour Volumes:	350	Total
			172	Rights
			50%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	9,280	6,200	
Minor Street*	2,640	1,850	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	9,280	9,300	
Minor Street*	2,640	950	**No**
Combination Warrant			
Major Street	9,280	7,440	
Minor Street*	2,640	1,480	**Yes**

* Minor street right-turning traffic volumes reduced by 50%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Buildout Conditions (PM Peak Hour)

Major Street:	S Main Street	Minor Street:	I-84 EB Ramps	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	1168	Peak Hour Volumes:	411	Total
			221	Rights
			50%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	11,680	6,200	
Minor Street*	3,010	1,850	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	11,680	9,300	
Minor Street*	3,010	950	**Yes**
Combination Warrant			
Major Street	11,680	7,440	
Minor Street*	3,010	1,480	**Yes**

* Minor street right-turning traffic volumes reduced by 50%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2033 Planning Horizon Conditions (PM Peak Hour)

Major Street:	S Main Street	Minor Street:	I-84 EB Ramps	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	1270	Peak Hour Volumes:	450	Total
			240	Rights
			50%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	12,700	6,200	
Minor Street*	3,300	1,850	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	12,700	9,300	
Minor Street*	3,300	950	**Yes**
Combination Warrant			
Major Street	12,700	7,440	
Minor Street*	3,300	1,480	**Yes**

* Minor street right-turning traffic volumes reduced by 50%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Existing Conditions (PM Peak Hour)

Major Street:	S Main Street	Minor Street:	I-84 WB Ramps	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	731	Peak Hour Volumes:	330	Total
			120	Rights
			50%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	7,310	6,200	
Minor Street*	2,700	1,850	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	7,310	9,300	
Minor Street*	2,700	950	**No**
Combination Warrant			
Major Street	7,310	7,440	
Minor Street*	2,700	1,480	**No**

* Minor street right-turning traffic volumes reduced by 50%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Background Conditions (PM Peak Hour)

Major Street:	S Main Street	Minor Street:	I-84 WB Ramps	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	832	Peak Hour Volumes:	384	Total
			130	Rights
			50%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	8,320	6,200	
Minor Street*	3,190	1,850	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	8,320	9,300	
Minor Street*	3,190	950	**No**
Combination Warrant			
Major Street	8,320	7,440	
Minor Street*	3,190	1,480	**Yes**

* Minor street right-turning traffic volumes reduced by 50%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Buildout Conditions (PM Peak Hour)

Major Street:	S Main Street	Minor Street:	I-84 WB Ramps	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	868	Peak Hour Volumes:	403	Total
			130	Rights
			50%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	8,680	6,200	
Minor Street*	3,380	1,850	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	8,680	9,300	
Minor Street*	3,380	950	**No**
Combination Warrant			
Major Street	8,680	7,440	
Minor Street*	3,380	1,480	**Yes**

* Minor street right-turning traffic volumes reduced by 50%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2033 Planning Horizon Conditions (PM Peak Hour)

Major Street:	S Main Street	Minor Street:	I-84 WB Ramps	
Number of Lanes:	1	Number of Lanes:	1	
Peak Hour Volumes:	950	Peak Hour Volumes:	340	Total
			145	Rights
			50%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	9,500	6,200	
Minor Street*	2,680	1,850	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	9,500	9,300	
Minor Street*	2,680	950	**Yes**
Combination Warrant			
Major Street	9,500	7,440	
Minor Street*	2,680	1,480	**Yes**

* Minor street right-turning traffic volumes reduced by 50%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Buildout Conditions (PM Peak Hour)

Major Street:	S Main Street		Minor Street:	N Front Street	
Number of Lanes:	2		Number of Lanes:	2	
Peak Hour Volumes:	770		Peak Hour Volumes:	60 6 0%	Total Rights RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	7,700	7,400	
Minor Street*	600	2,500	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	7,700	11,100	
Minor Street*	600	1,250	**No**
Combination Warrant			
Major Street	7,700	8,880	
Minor Street*	600	2,000	**No**

* Minor street right-turning traffic volumes reduced by 00%.

Preliminary Traffic Signal Warrant Analysis

Project:	13849 - 501 Wilson Lane (Boardman)
Date:	4/29/2026
Scenario:	Year 2028 Buildout Conditions (PM Peak Hour)

Major Street:	S Main Street	Minor Street:	Boardman Ave SW	
Number of Lanes:	2	Number of Lanes:	1	
Peak Hour Volumes:	584	Peak Hour Volumes:	93	Total
			16	Rights
			0%	RT Discount

Warrant Used:

	100 percent of standard warrants used
X	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	5,840	7,400	
Minor Street*	930	1,850	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	5,840	11,100	
Minor Street*	930	950	**No**
Combination Warrant			
Major Street	5,840	8,880	
Minor Street*	930	1,480	**No**

* Minor street right-turning traffic volumes reduced by 00%.

Appendix D: Operations

Definitions

Synchro Reports

Queuing Reports

LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	204	2	13	91	3	25
Future Vol, veh/h	204	2	13	91	3	25
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	4	4	8	8	0	0
Mvmt Flow	240	2	15	107	4	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	247	0	384	246
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	-	-	4.18	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.272	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1284	-	623	798
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1278	-	612	794
Mov Cap-2 Maneuver	-	-	-	-	612	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.98	9.89
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	769	-	-	225	-
HCM Lane V/C Ratio	0.043	-	-	0.012	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	234	1	4	100	4	23
Future Vol, veh/h	234	1	4	100	4	23
Conflicting Peds, #/hr	0	4	4	0	0	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	9	9	2	2
Mvmt Flow	263	1	4	112	4	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	268	0	389	283
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	4.19	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.281	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1256	-	615	755
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1251	-	610	741
Mov Cap-2 Maneuver	-	-	-	-	610	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.3	10.23
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	718	-	-	69	-
HCM Lane V/C Ratio	0.042	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	184	51	3	9	66	31	9	49	13	22	29	113
Future Vol, veh/h	184	51	3	9	66	31	9	49	13	22	29	113
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, %	5	5	5	11	11	11	6	6	6	5	5	5
Mvmt Flow	202	56	3	10	73	34	10	54	14	24	32	124
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.6	8.9	8.8	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	77%	8%	13%
Vol Thru, %	69%	21%	62%	18%
Vol Right, %	18%	1%	29%	69%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	238	106	164
LT Vol	9	184	9	22
Through Vol	49	51	66	29
RT Vol	13	3	31	113
Lane Flow Rate	78	262	116	180
Geometry Grp	1	1	1	1
Degree of Util (X)	0.11	0.355	0.158	0.232
Departure Headway (Hd)	5.074	4.889	4.873	4.627
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	701	732	730	771
Service Time	3.142	2.945	2.939	2.684
HCM Lane V/C Ratio	0.111	0.358	0.159	0.233
HCM Control Delay, s/veh	8.8	10.6	8.9	9.1
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	1.6	0.6	0.9

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	45	73	14	14	51
Future Vol, veh/h	33	45	73	14	14	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	4	4	7	7	8	8
Mvmt Flow	41	56	91	18	18	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	109	0	-	0	239	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	4.14	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.236	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1469	-	-	-	737	939
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1469	-	-	-	716	939
Mov Cap-2 Maneuver	-	-	-	-	716	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.18	0	9.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1469	-	-	-	880
HCM Lane V/C Ratio	0.028	-	-	-	0.092
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	24	23	43	92	34
Future Vol, veh/h	33	24	23	43	92	34
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	11	11	24	24	26	26
Mvmt Flow	41	30	29	54	115	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	248	136	158	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.51	6.31	4.34	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.416	-	-	-
Pot Cap-1 Maneuver	722	889	1299	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	706	889	1299	-	-	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.13	2.73	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1299	-	773	-	-
HCM Lane V/C Ratio	0.022	-	0.092	-	-
HCM Ctrl Dly (s/v)	7.8	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	1	29	0	341	12	30	271	3
Future Vol, veh/h	1	0	1	9	1	29	0	341	12	30	271	3
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	175	-	-	100	-	-
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, %	8	8	8	0	0	0	4	4	4	5	5	5
Mvmt Flow	1	0	1	10	1	32	0	375	13	33	298	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	742	754	300	745	749	381	302	0	0	388	0	0
Stage 1	366	366	-	381	381	-	-	-	-	-	-	-
Stage 2	375	388	-	364	368	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.1	6.5	6.2	4.14	-	-	4.15	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.5	4	3.3	2.236	-	-	2.245	-	-
Pot Cap-1 Maneuver	324	331	725	333	343	670	1248	-	-	1154	-	-
Stage 1	641	612	-	645	617	-	-	-	-	-	-	-
Stage 2	634	599	-	659	625	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	321	725	323	333	670	1246	-	-	1154	-	-
Mov Cap-2 Maneuver	299	321	-	323	333	-	-	-	-	-	-	-
Stage 1	622	594	-	645	617	-	-	-	-	-	-	-
Stage 2	603	599	-	640	606	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.55	12.15	0	0.81
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1246	-	-	423	324	670	1154	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.034	0.048	0.029	-	-
HCM Ctrl Dly (s/v)	0	-	-	13.6	16.5	10.6	8.2	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	4	19	0	0	0	0	286	116	88	290	0
Future Vol, veh/h	20	4	19	0	0	0	0	286	116	88	290	0
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	16	16	16	0	0	0	5	5	5	5	5	5
Mvmt Flow	22	4	20	0	0	0	0	308	125	95	312	0

Major/Minor	Minor1			Major2				Major1		
Conflicting Flow All	501	502	312	-	-	-		1	0	-
Stage 1	501	501	-	-	-	-		-	-	-
Stage 2	0	1	-	-	-	-		-	-	-
Critical Hdwy	7.26	6.66	6.36	-	-	-		4.15	-	-
Critical Hdwy Stg 1	6.26	5.66	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		-	-	-
Follow-up Hdwy	3.644	4.144	3.444	-	-	-		2.245	-	-
Pot Cap-1 Maneuver	459	452	697	0	0	0		1602	-	0
Stage 1	527	520	-	0	0	0		-	-	0
Stage 2	-	-	-	0	0	0		-	-	0
Platoon blocked, %									-	
Mov Cap-1 Maneuver	426	420	697	-	-	-		1602	-	-
Mov Cap-2 Maneuver	426	420	-	-	-	-		-	-	-
Stage 1	489	483	-	-	-	-		-	-	-
Stage 2	-	-	-	-	-	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	12.39		1.72
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	425	697	419	-
HCM Lane V/C Ratio	0.061	0.029	0.059	-
HCM Ctrl Dly (s/v)	14	10.3	7.4	0
HCM Lane LOS	B	B	A	A
HCM 95th %tile Q(veh)	0.2	0.1	0.2	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	124	0	96	24	274	0	0	260	52
Future Vol, veh/h	0	0	0	124	0	96	24	274	0	0	260	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	141	0	109	27	311	0	0	295	59

Major/Minor	Minor1		Major1				Major2			
Conflicting Flow All	661	720	311	355	0	-	-	-	0	
Stage 1	366	366	-	-	-	-	-	-	-	
Stage 2	295	355	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	4.1	-	-	-	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	
Pot Cap-1 Maneuver	378	356	734	1215	-	0	0	-	-	
Stage 1	658	626	-	-	-	0	0	-	-	
Stage 2	717	633	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	368	346	734	1215	-	-	-	-	-	
Mov Cap-2 Maneuver	368	346	-	-	-	-	-	-	-	
Stage 1	640	609	-	-	-	-	-	-	-	
Stage 2	717	633	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.37	0.65	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	145	-	368	734	-	-
HCM Lane V/C Ratio	0.022	-	0.383	0.149	-	-
HCM Ctrl Dly (s/v)	8	0	20.7	10.8	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	0.5	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	6	29	0	0	0	17	279	50	11	239	0
Future Vol, veh/h	2	6	29	0	0	0	17	279	50	11	239	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	80	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	7	36	0	0	0	21	344	62	14	295	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	709	770	295	743	740	375	295	0	0	406	0	0
Stage 1	322	322	-	417	417	-	-	-	-	-	-	-
Stage 2	386	448	-	326	322	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	352	333	749	334	347	676	1278	-	-	1164	-	0
Stage 1	694	654	-	617	595	-	-	-	-	-	-	0
Stage 2	641	576	-	691	654	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	342	324	749	302	338	676	1278	-	-	1164	-	-
Mov Cap-2 Maneuver	342	324	-	302	338	-	-	-	-	-	-	-
Stage 1	686	647	-	607	585	-	-	-	-	-	-	-
Stage 2	631	567	-	643	647	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.4	0	0.39	0.36
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	1278	-	-	328	749	-	1164	-
HCM Lane V/C Ratio	0.016	-	-	0.03	0.048	-	0.012	-
HCM Ctrl Dly (s/v)	7.9	-	-	16.3	10	0	8.1	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	-	0	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	7	35	105	15	30	26	91	144	27	109	12
Future Vol, veh/h	7	7	35	105	15	30	26	91	144	27	109	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	9	44	133	19	38	33	115	182	34	138	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	404	577	146	483	494	206	153	0	0	297	0	0
Stage 1	214	214	-	272	272	-	-	-	-	-	-	-
Stage 2	191	363	-	211	222	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	560	430	907	497	480	839	1440	-	-	1275	-	-
Stage 1	793	729	-	738	688	-	-	-	-	-	-	-
Stage 2	816	628	-	796	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	489	409	907	440	456	839	1440	-	-	1275	-	-
Mov Cap-2 Maneuver	489	409	-	440	456	-	-	-	-	-	-	-
Stage 1	772	710	-	721	672	-	-	-	-	-	-	-
Stage 2	740	614	-	728	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.65	16.97	0.75	1.44
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	700	489	1275	-	-
HCM Lane V/C Ratio	0.023	-	-	0.089	0.389	0.027	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	10.6	17	7.9	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.8	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	212	2	14	95	3	26
Future Vol, veh/h	212	2	14	95	3	26
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	4	4	8	8	0	0
Mvmt Flow	249	2	16	112	4	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	400	256
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.18	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.272	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1274	-	609	788
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1268	-	598	784
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.01	9.96
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	231	-
HCM Lane V/C Ratio	0.045	-	-	0.013	-
HCM Ctrl Dly (s/v)	10	-	-	7.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	243	1	4	104	4	24
Future Vol, veh/h	243	1	4	104	4	24
Conflicting Peds, #/hr	0	4	4	0	0	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	9	9	9	9	2	2
Mvmt Flow	273	1	4	117	4	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	278	0	403	294
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	-	-	4.19	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.281	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1245	-	603	746
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1241	-	598	732
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	10.31
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	709	-	-	67	-
HCM Lane V/C Ratio	0.044	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	195	53	3	9	69	35	9	51	14	26	30	122
Future Vol, veh/h	195	53	3	9	69	35	9	51	14	26	30	122
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, %	5	5	5	11	11	11	6	6	6	5	5	5
Mvmt Flow	214	58	3	10	76	38	10	56	15	29	33	134
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11	9	8.9	9.4
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	78%	8%	15%
Vol Thru, %	69%	21%	61%	17%
Vol Right, %	19%	1%	31%	69%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	251	113	178
LT Vol	9	195	9	26
Through Vol	51	53	69	30
RT Vol	14	3	35	122
Lane Flow Rate	81	276	124	196
Geometry Grp	1	1	1	1
Degree of Util (X)	0.116	0.379	0.17	0.255
Departure Headway (Hd)	5.156	4.952	4.937	4.7
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	689	723	720	759
Service Time	3.234	3.016	3.012	2.763
HCM Lane V/C Ratio	0.118	0.382	0.172	0.258
HCM Control Delay, s/veh	8.9	11	9	9.4
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	1.8	0.6	1

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	47	76	15	15	53
Future Vol, veh/h	34	47	76	15	15	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	4	4	7	7	8	8
Mvmt Flow	43	59	95	19	19	66

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	114	0	-	0	248	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	144	-
Critical Hdwy	4.14	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.236	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1463	-	-	-	727	934
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	706	934
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.16	0	9.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1463	-	-	-	872
HCM Lane V/C Ratio	0.029	-	-	-	0.097
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	25	24	45	96	35
Future Vol, veh/h	34	25	24	45	96	35
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	11	11	24	24	26	26
Mvmt Flow	43	31	30	56	120	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	258	142	164	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.51	6.31	4.34	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.416	-	-	-
Pot Cap-1 Maneuver	712	883	1292	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	695	883	1292	-	-	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.22	2.73	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	764	-	-
HCM Lane V/C Ratio	0.023	-	0.097	-	-
HCM Ctrl Dly (s/v)	7.9	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	0	5	9	1	30	0	355	12	31	282	67
Future Vol, veh/h	62	0	5	9	1	30	0	355	12	31	282	67
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	175	-	-	100	-	-
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, %	8	8	8	0	0	0	4	4	4	5	5	5
Mvmt Flow	68	0	5	10	1	33	0	390	13	34	310	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	806	819	348	775	849	397	385	0	0	403	0	0
Stage 1	416	416	-	397	397	-	-	-	-	-	-	-
Stage 2	391	403	-	378	453	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.1	6.5	6.2	4.14	-	-	4.15	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.5	4	3.3	2.236	-	-	2.245	-	-
Pot Cap-1 Maneuver	293	303	682	318	300	657	1163	-	-	1139	-	-
Stage 1	602	582	-	633	607	-	-	-	-	-	-	-
Stage 2	622	589	-	648	574	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	269	294	681	306	291	657	1162	-	-	1139	-	-
Mov Cap-2 Maneuver	269	294	-	306	291	-	-	-	-	-	-	-
Stage 1	584	564	-	633	607	-	-	-	-	-	-	-
Stage 2	589	589	-	623	556	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.25	12.4	0	0.67
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1162	-	-	282	304	657	1139	-	-
HCM Lane V/C Ratio	-	-	-	0.261	0.036	0.05	0.03	-	-
HCM Ctrl Dly (s/v)	0	-	-	22.3	17.3	10.8	8.3	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	4	48	0	0	0	0	331	148	97	338	0
Future Vol, veh/h	26	4	48	0	0	0	0	331	148	97	338	0
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	16	16	16	0	0	0	5	5	5	5	5	5
Mvmt Flow	28	4	52	0	0	0	0	356	159	104	363	0

Major/Minor	Minor1			Major2				Major1		
Conflicting Flow All	572	573	363	-	-	-		1	0	-
Stage 1	572	572	-	-	-	-		-	-	-
Stage 2	0	1	-	-	-	-		-	-	-
Critical Hdwy	7.26	6.66	6.36	-	-	-		4.15	-	-
Critical Hdwy Stg 1	6.26	5.66	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		-	-	-
Follow-up Hdwy	3.644	4.144	3.444	-	-	-		2.245	-	-
Pot Cap-1 Maneuver	411	411	651	0	0	0		1602	-	0
Stage 1	481	482	-	0	0	0		-	-	0
Stage 2	-	-	-	0	0	0		-	-	0
Platoon blocked, %									-	
Mov Cap-1 Maneuver	377	377	651	-	-	-		1602	-	-
Mov Cap-2 Maneuver	377	377	-	-	-	-		-	-	-
Stage 1	442	443	-	-	-	-		-	-	-
Stage 2	-	-	-	-	-	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	12.71		1.65
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	377	651	401	-
HCM Lane V/C Ratio	0.086	0.079	0.065	-
HCM Ctrl Dly (s/v)	15.4	11	7.4	0
HCM Lane LOS	C	B	A	A
HCM 95th %tile Q(veh)	0.3	0.3	0.2	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	158	0	105	52	297	0	0	282	59
Future Vol, veh/h	0	0	0	158	0	105	52	297	0	0	282	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	180	0	119	59	338	0	0	320	67

Major/Minor	Minor1		Major1				Major2			
Conflicting Flow All	776	843	338	388	0	-	-	-	0	
Stage 1	456	456	-	-	-	-	-	-	-	
Stage 2	320	388	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	4.1	-	-	-	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	
Pot Cap-1 Maneuver	317	303	709	1182	-	0	0	-	-	
Stage 1	588	572	-	-	-	0	0	-	-	
Stage 2	696	613	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	297	284	709	1182	-	-	-	-	-	
Mov Cap-2 Maneuver	297	284	-	-	-	-	-	-	-	
Stage 1	552	537	-	-	-	-	-	-	-	
Stage 2	696	613	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	24.82	1.22	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	268	-	297	709	-	-
HCM Lane V/C Ratio	0.05	-	0.604	0.168	-	-
HCM Ctrl Dly (s/v)	8.2	0	33.9	11.1	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	3.7	0.6	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	6	30	10	0	0	18	297	62	11	256	0
Future Vol, veh/h	2	6	30	10	0	0	18	297	62	11	256	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	80	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	7	37	12	0	0	22	367	77	14	316	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	754	831	316	796	793	405	316	0	0	443	0	0
Stage 1	343	343	-	449	449	-	-	-	-	-	-	-
Stage 2	411	488	-	347	343	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	328	308	729	307	324	650	1256	-	-	1128	-	0
Stage 1	676	641	-	593	575	-	-	-	-	-	-	0
Stage 2	622	553	-	673	641	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	318	298	729	276	314	650	1256	-	-	1128	-	-
Mov Cap-2 Maneuver	318	298	-	276	314	-	-	-	-	-	-	-
Stage 1	668	633	-	582	565	-	-	-	-	-	-	-
Stage 2	611	544	-	624	633	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.69	18.64	0.38	0.34
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	1256	-	-	303	729	276	1128	-
HCM Lane V/C Ratio	0.018	-	-	0.033	0.051	0.045	0.012	-
HCM Ctrl Dly (s/v)	7.9	-	-	17.3	10.2	18.6	8.2	-
HCM Lane LOS	A	-	-	C	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	7	36	109	16	31	27	102	150	28	120	12
Future Vol, veh/h	7	7	36	109	16	31	27	102	150	28	120	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	9	46	138	20	39	34	129	190	35	152	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	438	618	159	520	530	224	167	0	0	319	0	0
Stage 1	230	230	-	292	292	-	-	-	-	-	-	-
Stage 2	208	387	-	227	238	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	532	408	891	470	457	820	1423	-	-	1252	-	-
Stage 1	777	717	-	720	674	-	-	-	-	-	-	-
Stage 2	799	613	-	780	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	459	387	891	414	434	820	1423	-	-	1252	-	-
Mov Cap-2 Maneuver	459	387	-	414	434	-	-	-	-	-	-	-
Stage 1	755	697	-	703	658	-	-	-	-	-	-	-
Stage 2	720	598	-	710	692	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.86	18.51	0.73	1.39
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1423	-	-	678	461	1252	-	-
HCM Lane V/C Ratio	0.024	-	-	0.093	0.428	0.028	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	10.9	18.5	8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	213	2	14	99	11	3	0	26	33	0	4
Future Vol, veh/h	1	213	2	14	99	11	3	0	26	33	0	4
Conflicting Peds, #/hr	0	0	5	5	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	8	8	8	0	0	0	0	0	0
Mvmt Flow	1	251	2	16	116	13	4	0	31	39	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	129	0	0	258	0	0	409	421	257	409	416	123
Stage 1	-	-	-	-	-	-	259	259	-	156	156	-
Stage 2	-	-	-	-	-	-	149	162	-	253	260	-
Critical Hdwy	4.14	-	-	4.18	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.272	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1444	-	-	1273	-	-	557	527	787	557	530	933
Stage 1	-	-	-	-	-	-	750	697	-	851	772	-
Stage 2	-	-	-	-	-	-	858	768	-	756	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1444	-	-	1267	-	-	543	516	783	527	520	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	543	516	-	527	520	-
Stage 1	-	-	-	-	-	-	746	693	-	839	762	-
Stage 2	-	-	-	-	-	-	842	757	-	726	692	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.89	10.04	12.07
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	749	8	-	-	199	-	-	553
HCM Lane V/C Ratio	0.046	0.001	-	-	0.013	-	-	0.079
HCM Ctrl Dly (s/v)	10	7.5	0	-	7.9	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	276	1	4	115	11	4	0	24	33	0	4
Future Vol, veh/h	1	276	1	4	115	11	4	0	24	33	0	4
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	16	16	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	9	9	9	9	9	9	2	2	2	0	0	0
Mvmt Flow	1	310	1	4	129	12	4	0	27	37	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	315	0	0	455	467	331	473	462	135
Stage 1	-	-	-	-	-	-	317	317	-	144	144	-
Stage 2	-	-	-	-	-	-	138	151	-	328	317	-
Critical Hdwy	4.19	-	-	4.19	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.281	-	-	2.281	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1399	-	-	1206	-	-	515	493	711	505	500	919
Stage 1	-	-	-	-	-	-	694	654	-	863	781	-
Stage 2	-	-	-	-	-	-	865	773	-	689	658	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1399	-	-	1202	-	-	508	489	697	476	495	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	508	489	-	476	495	-
Stage 1	-	-	-	-	-	-	691	651	-	860	778	-
Stage 2	-	-	-	-	-	-	857	770	-	651	654	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.25	10.71	12.82
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	6	-	-	54	-	-	502
HCM Lane V/C Ratio	0.048	0.001	-	-	0.004	-	-	0.083
HCM Ctrl Dly (s/v)	10.7	7.6	0	-	8	0	-	12.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	239	75	3	9	77	35	9	51	14	26	30	136
Future Vol, veh/h	239	75	3	9	77	35	9	51	14	26	30	136
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, %	5	5	5	11	11	11	6	6	6	5	5	5
Mvmt Flow	263	82	3	10	85	38	10	56	15	29	33	149
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.9	9.5	9.3	10
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	75%	7%	14%
Vol Thru, %	69%	24%	64%	16%
Vol Right, %	19%	1%	29%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	317	121	192
LT Vol	9	239	9	26
Through Vol	51	75	77	30
RT Vol	14	3	35	136
Lane Flow Rate	81	348	133	211
Geometry Grp	1	1	1	1
Degree of Util (X)	0.125	0.486	0.193	0.287
Departure Headway (Hd)	5.521	5.022	5.214	4.902
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	652	707	691	724
Service Time	3.529	3.117	3.22	3.001
HCM Lane V/C Ratio	0.124	0.492	0.192	0.291
HCM Control Delay, s/veh	9.3	12.9	9.5	10
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	2.7	0.7	1.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	58	80	15	15	57
Future Vol, veh/h	45	58	80	15	15	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	4	4	7	7	8	8
Mvmt Flow	56	73	100	19	19	71

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	119	0	-	0	294	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	4.14	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.236	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1457	-	-	-	684	928
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1457	-	-	-	658	928
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.31	0	9.71
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1457	-	-	-	855
HCM Lane V/C Ratio	0.039	-	-	-	0.105
HCM Ctrl Dly (s/v)	7.6	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	25	24	45	96	39
Future Vol, veh/h	45	25	24	45	96	39
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	11	11	24	24	26	26
Mvmt Flow	56	31	30	56	120	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	261	144	169	0	-	0
Stage 1	144	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.51	6.31	4.34	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.416	-	-	-
Pot Cap-1 Maneuver	709	880	1286	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	693	880	1286	-	-	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.44	2.74	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1286	-	750	-	-
HCM Lane V/C Ratio	0.023	-	0.117	-	-
HCM Ctrl Dly (s/v)	7.9	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	0	5	9	1	30	0	399	12	31	296	67
Future Vol, veh/h	62	0	5	9	1	30	0	399	12	31	296	67
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	175	-	-	100	-	-
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, %	8	8	8	0	0	0	4	4	4	5	5	5
Mvmt Flow	68	0	5	10	1	33	0	438	13	34	325	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	870	883	363	838	913	445	400	0	0	452	0	0
Stage 1	431	431	-	445	445	-	-	-	-	-	-	-
Stage 2	439	452	-	393	468	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.1	6.5	6.2	4.14	-	-	4.15	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.5	4	3.3	2.236	-	-	2.245	-	-
Pot Cap-1 Maneuver	265	278	668	288	275	617	1148	-	-	1093	-	-
Stage 1	591	573	-	596	578	-	-	-	-	-	-	-
Stage 2	585	561	-	636	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	242	269	668	277	267	617	1147	-	-	1093	-	-
Mov Cap-2 Maneuver	242	269	-	277	267	-	-	-	-	-	-	-
Stage 1	572	554	-	596	578	-	-	-	-	-	-	-
Stage 2	553	561	-	611	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.84	13.02	0	0.66
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	254	276	617	1093	-	-
HCM Lane V/C Ratio	-	-	-	0.29	0.04	0.053	0.031	-	-
HCM Ctrl Dly (s/v)	0	-	-	24.8	18.6	11.2	8.4	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	5	40	0	0	0	0	357	166	97	350	0
Future Vol, veh/h	26	5	40	0	0	0	0	357	166	97	350	0
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	16	16	16	0	0	0	5	5	5	5	5	5
Mvmt Flow	28	5	43	0	0	0	0	384	178	104	376	0

Major/Minor	Minor1			Major2				Major1		
Conflicting Flow All	585	586	376	-	-	-		1	0	-
Stage 1	585	585	-	-	-	-		-	-	-
Stage 2	0	1	-	-	-	-		-	-	-
Critical Hdwy	7.26	6.66	6.36	-	-	-		4.15	-	-
Critical Hdwy Stg 1	6.26	5.66	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		-	-	-
Follow-up Hdwy	3.644	4.144	3.444	-	-	-		2.245	-	-
Pot Cap-1 Maneuver	402	404	640	0	0	0		1602	-	0
Stage 1	473	476	-	0	0	0		-	-	0
Stage 2	-	-	-	0	0	0		-	-	0
Platoon blocked, %									-	
Mov Cap-1 Maneuver	369	371	640	-	-	-		1602	-	-
Mov Cap-2 Maneuver	369	371	-	-	-	-		-	-	-
Stage 1	434	437	-	-	-	-		-	-	-
Stage 2	-	-	-	-	-	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	13.07		1.61
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	370	640	391	-
HCM Lane V/C Ratio	0.09	0.067	0.065	-
HCM Ctrl Dly (s/v)	15.7	11	7.4	0
HCM Lane LOS	C	B	A	A
HCM 95th %tile Q(veh)	0.3	0.2	0.2	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	164	0	105	59	316	0	0	288	59
Future Vol, veh/h	0	0	0	164	0	105	59	316	0	0	288	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	186	0	119	67	359	0	0	327	67

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	820	888	359	394	0	-	-	-	0
Stage 1	493	493	-	-	-	-	-	-	-
Stage 2	327	394	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	296	285	690	1175	-	0	0	-	-
Stage 1	561	550	-	-	-	0	0	-	-
Stage 2	690	609	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	275	265	690	1175	-	-	-	-	-
Mov Cap-2 Maneuver	275	265	-	-	-	-	-	-	-
Stage 1	521	511	-	-	-	-	-	-	-
Stage 2	690	609	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	29.89	1.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	283	-	275	690	-	-
HCM Lane V/C Ratio	0.057	-	0.678	0.173	-	-
HCM Ctrl Dly (s/v)	8.2	0	41.8	11.3	-	-
HCM Lane LOS	A	A	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	4.5	0.6	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	6	30	10	0	0	18	316	62	11	262	0
Future Vol, veh/h	2	6	30	10	0	0	18	316	62	11	262	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	80	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	7	37	12	0	0	22	390	77	14	323	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	785	862	323	827	823	428	323	0	0	467	0	0
Stage 1	351	351	-	473	473	-	-	-	-	-	-	-
Stage 2	435	511	-	354	351	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	313	295	722	293	311	631	1248	-	-	1105	-	0
Stage 1	670	636	-	576	562	-	-	-	-	-	-	0
Stage 2	604	540	-	667	636	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	303	286	722	263	301	631	1248	-	-	1105	-	-
Mov Cap-2 Maneuver	303	286	-	263	301	-	-	-	-	-	-	-
Stage 1	662	628	-	566	552	-	-	-	-	-	-	-
Stage 2	593	531	-	618	628	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.85	19.37	0.36	0.33
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	1248	-	-	290	722	263	1105	-
HCM Lane V/C Ratio	0.018	-	-	0.034	0.051	0.047	0.012	-
HCM Ctrl Dly (s/v)	7.9	-	-	17.8	10.3	19.4	8.3	-
HCM Lane LOS	A	-	-	C	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	7	36	114	16	31	27	106	165	28	121	12
Future Vol, veh/h	7	7	36	114	16	31	27	106	165	28	121	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	9	46	144	20	39	34	134	209	35	153	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	444	643	161	535	546	239	168	0	0	343	0	0
Stage 1	232	232	-	307	307	-	-	-	-	-	-	-
Stage 2	213	411	-	228	239	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	527	394	890	459	448	805	1422	-	-	1227	-	-
Stage 1	776	717	-	707	665	-	-	-	-	-	-	-
Stage 2	794	598	-	779	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	454	374	890	403	424	805	1422	-	-	1227	-	-
Mov Cap-2 Maneuver	454	374	-	403	424	-	-	-	-	-	-	-
Stage 1	753	696	-	690	649	-	-	-	-	-	-	-
Stage 2	714	584	-	708	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.93	19.53	0.69	1.39
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1422	-	-	670	449	1227	-	-
HCM Lane V/C Ratio	0.024	-	-	0.094	0.454	0.029	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	10.9	19.5	8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.3	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	235	5	15	110	15	5	0	30	35	0	5
Future Vol, veh/h	5	235	5	15	110	15	5	0	30	35	0	5
Conflicting Peds, #/hr	0	0	5	5	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	8	8	8	0	0	0	0	0	0
Mvmt Flow	6	276	6	18	129	18	6	0	35	41	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	287	0	0	461	479	284	462	473	138
Stage 1	-	-	-	-	-	-	296	296	-	174	174	-
Stage 2	-	-	-	-	-	-	165	182	-	288	299	-
Critical Hdwy	4.14	-	-	4.18	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.272	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1423	-	-	1241	-	-	514	489	759	514	493	915
Stage 1	-	-	-	-	-	-	717	672	-	833	759	-
Stage 2	-	-	-	-	-	-	842	752	-	724	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1423	-	-	1235	-	-	498	477	756	480	480	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	477	-	480	480	-
Stage 1	-	-	-	-	-	-	710	665	-	820	747	-
Stage 2	-	-	-	-	-	-	824	741	-	687	663	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.85	10.43	12.78
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	704	37	-	-	188	-	-	510
HCM Lane V/C Ratio	0.059	0.004	-	-	0.014	-	-	0.092
HCM Ctrl Dly (s/v)	10.4	7.5	0	-	8	0	-	12.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	300	5	5	125	15	5	0	30	35	0	5
Future Vol, veh/h	5	300	5	5	125	15	5	0	30	35	0	5
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	16	16	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	9	9	9	9	9	9	2	2	2	0	0	0
Mvmt Flow	6	337	6	6	140	17	6	0	34	39	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	347	0	0	507	524	360	524	518	149
Stage 1	-	-	-	-	-	-	355	355	-	160	160	-
Stage 2	-	-	-	-	-	-	152	169	-	364	358	-
Critical Hdwy	4.19	-	-	4.19	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.281	-	-	2.281	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1381	-	-	1174	-	-	476	458	685	467	465	903
Stage 1	-	-	-	-	-	-	662	630	-	847	769	-
Stage 2	-	-	-	-	-	-	851	759	-	659	631	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1381	-	-	1170	-	-	467	452	672	432	458	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	467	452	-	432	458	-
Stage 1	-	-	-	-	-	-	656	624	-	842	765	-
Stage 2	-	-	-	-	-	-	841	755	-	613	626	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	0.28	11.07	13.63
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	29	-	-	61	-	-	462
HCM Lane V/C Ratio	0.062	0.004	-	-	0.005	-	-	0.097
HCM Ctrl Dly (s/v)	11.1	7.6	0	-	8.1	0	-	13.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	260	80	5	10	85	40	10	60	15	30	35	150
Future Vol, veh/h	260	80	5	10	85	40	10	60	15	30	35	150
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, %	5	5	5	11	11	11	6	6	6	5	5	5
Mvmt Flow	286	88	5	11	93	44	11	66	16	33	38	165
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.7	10	9.8	10.9
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	75%	7%	14%
Vol Thru, %	71%	23%	63%	16%
Vol Right, %	18%	1%	30%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	345	135	215
LT Vol	10	260	10	30
Through Vol	60	80	85	35
RT Vol	15	5	40	150
Lane Flow Rate	93	379	148	236
Geometry Grp	1	1	1	1
Degree of Util (X)	0.149	0.555	0.223	0.34
Departure Headway (Hd)	5.756	5.27	5.419	5.185
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	622	686	662	692
Service Time	3.798	3.297	3.455	3.221
HCM Lane V/C Ratio	0.15	0.552	0.224	0.341
HCM Control Delay, s/veh	9.8	14.7	10	10.9
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.5	3.4	0.8	1.5

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	65	90	20	20	65
Future Vol, veh/h	50	65	90	20	20	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	4	4	7	7	8	8
Mvmt Flow	63	81	113	25	25	81

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	138	0	-	0	331	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	206	-
Critical Hdwy	4.14	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.236	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1434	-	-	-	651	910
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1434	-	-	-	623	910
Mov Cap-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.32	0	10.04
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1434	-	-	-	821
HCM Lane V/C Ratio	0.044	-	-	-	0.129
HCM Ctrl Dly (s/v)	7.6	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	30	30	50	105	45
Future Vol, veh/h	50	30	30	50	105	45
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	11	11	24	24	26	26
Mvmt Flow	63	38	38	63	131	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	297	159	188	0	-	0
Stage 1	159	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.51	6.31	4.34	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.416	-	-	-
Pot Cap-1 Maneuver	676	863	1265	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	656	863	1265	-	-	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.8	2.97	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1265	-	721	-	-
HCM Lane V/C Ratio	0.03	-	0.139	-	-
HCM Ctrl Dly (s/v)	7.9	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	0	5	10	5	35	0	435	15	35	325	70
Future Vol, veh/h	65	0	5	10	5	35	0	435	15	35	325	70
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	175	-	-	100	-	-
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, %	8	8	8	0	0	0	4	4	4	5	5	5
Mvmt Flow	71	0	5	11	5	38	0	478	16	38	357	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	954	968	397	920	998	486	435	0	0	495	0	0
Stage 1	474	474	-	486	486	-	-	-	-	-	-	-
Stage 2	481	495	-	434	512	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.1	6.5	6.2	4.14	-	-	4.15	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.5	4	3.3	2.236	-	-	2.245	-	-
Pot Cap-1 Maneuver	232	248	640	253	246	585	1114	-	-	1054	-	-
Stage 1	560	548	-	566	554	-	-	-	-	-	-	-
Stage 2	555	536	-	604	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	204	239	639	242	236	585	1113	-	-	1054	-	-
Mov Cap-2 Maneuver	204	239	-	242	236	-	-	-	-	-	-	-
Stage 1	539	528	-	566	554	-	-	-	-	-	-	-
Stage 2	514	536	-	577	520	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	30.83	14.44	0	0.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1113	-	-	215	240	585	1054	-	-
HCM Lane V/C Ratio	-	-	-	0.358	0.069	0.066	0.036	-	-
HCM Ctrl Dly (s/v)	0	-	-	30.8	21.1	11.6	8.5	-	-
HCM Lane LOS	A	-	-	D	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	5	55	0	0	0	0	390	180	105	380	0
Future Vol, veh/h	30	5	55	0	0	0	0	390	180	105	380	0
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	16	16	16	0	0	0	5	5	5	5	5	5
Mvmt Flow	32	5	59	0	0	0	0	419	194	113	409	0

Major/Minor	Minor1			Major2				Major1		
Conflicting Flow All	634	635	409	-	-	-		1	0	-
Stage 1	634	634	-	-	-	-		-	-	-
Stage 2	0	1	-	-	-	-		-	-	-
Critical Hdwy	7.26	6.66	6.36	-	-	-		4.15	-	-
Critical Hdwy Stg 1	6.26	5.66	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		-	-	-
Follow-up Hdwy	3.644	4.144	3.444	-	-	-		2.245	-	-
Pot Cap-1 Maneuver	372	378	614	0	0	0		1602	-	0
Stage 1	444	452	-	0	0	0		-	-	0
Stage 2	-	-	-	0	0	0		-	-	0
Platoon blocked, %									-	
Mov Cap-1 Maneuver	339	344	614	-	-	-		1602	-	-
Mov Cap-2 Maneuver	339	344	-	-	-	-		-	-	-
Stage 1	404	410	-	-	-	-		-	-	-
Stage 2	-	-	-	-	-	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	13.61		1.61
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	339	614	390	-
HCM Lane V/C Ratio	0.111	0.096	0.07	-
HCM Ctrl Dly (s/v)	16.9	11.5	7.4	0
HCM Lane LOS	C	B	A	A
HCM 95th %tile Q(veh)	0.4	0.3	0.2	-

Intersection	
Int Delay, s/veh	13.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	180	0	115	65	345	0	0	315	65
Future Vol, veh/h	0	0	0	180	0	115	65	345	0	0	315	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	205	0	131	74	392	0	0	358	74

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	898	972	392	432	0	-	-	-	0
Stage 1	540	540	-	-	-	-	-	-	-
Stage 2	358	432	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	263	255	661	1139	-	0	0	-	-
Stage 1	530	525	-	-	-	0	0	-	-
Stage 2	664	586	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	241	234	661	1139	-	-	-	-	-
Mov Cap-2 Maneuver	241	234	-	-	-	-	-	-	-
Stage 1	486	481	-	-	-	-	-	-	-
Stage 2	664	586	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	46.68	1.33	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	285	-	241	661	-	-
HCM Lane V/C Ratio	0.065	-	0.85	0.198	-	-
HCM Ctrl Dly (s/v)	8.4	0	69	11.8	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	6.8	0.7	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	10	35	10	0	0	20	345	70	15	285	0
Future Vol, veh/h	5	10	35	10	0	0	20	345	70	15	285	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	80	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	12	43	12	0	0	25	426	86	19	352	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	864	951	352	914	907	469	352	0	0	512	0	0
Stage 1	389	389	-	519	519	-	-	-	-	-	-	-
Stage 2	475	562	-	395	389	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	277	262	696	256	278	598	1218	-	-	1063	-	0
Stage 1	639	612	-	544	536	-	-	-	-	-	-	0
Stage 2	574	513	-	634	612	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	266	252	696	220	267	598	1218	-	-	1063	-	-
Mov Cap-2 Maneuver	266	252	-	220	267	-	-	-	-	-	-	-
Stage 1	628	601	-	533	525	-	-	-	-	-	-	-
Stage 2	562	503	-	573	601	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.39	22.31	0.37	0.42
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	1218	-	-	257	696	220	1063	-
HCM Lane V/C Ratio	0.02	-	-	0.072	0.062	0.056	0.017	-
HCM Ctrl Dly (s/v)	8	-	-	20.1	10.5	22.3	8.4	-
HCM Lane LOS	A	-	-	C	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0.2	0.1	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	10	40	125	20	35	30	115	180	35	135	15
Future Vol, veh/h	10	10	40	125	20	35	30	115	180	35	135	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	13	51	158	25	44	38	146	228	44	171	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	503	718	180	601	614	259	190	0	0	373	0	0
Stage 1	269	269	-	335	335	-	-	-	-	-	-	-
Stage 2	234	449	-	266	278	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	482	357	868	415	410	784	1396	-	-	1196	-	-
Stage 1	741	690	-	683	646	-	-	-	-	-	-	-
Stage 2	773	575	-	744	684	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	400	335	868	353	384	784	1396	-	-	1196	-	-
Mov Cap-2 Maneuver	400	335	-	353	384	-	-	-	-	-	-	-
Stage 1	714	665	-	664	628	-	-	-	-	-	-	-
Stage 2	681	560	-	662	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.95	25.34	0.71	1.54
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1396	-	-	594	399	1196	-	-
HCM Lane V/C Ratio	0.027	-	-	0.128	0.571	0.037	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	11.9	25.3	8.1	-	-
HCM Lane LOS	A	-	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	3.4	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	118	11	28	197	7	20
Future Vol, veh/h	118	11	28	197	7	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	0	0	0	0
Mvmt Flow	134	13	32	224	8	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	428	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	288	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1448	-	588	913
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1448	-	573	913
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.94	9.73
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	791	-	-	224	-
HCM Lane V/C Ratio	0.039	-	-	0.022	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	3	17	223	4	14
Future Vol, veh/h	133	3	17	223	4	14
Conflicting Peds, #/hr	0	12	12	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	6	1	1	6	6
Mvmt Flow	151	3	19	253	5	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	167	0	457	166
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	-	-	4.11	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.209	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1418	-	554	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	539	857
Mov Cap-2 Maneuver	-	-	-	-	539	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.54	9.88
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	758	-	-	127	-
HCM Lane V/C Ratio	0.027	-	-	0.014	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	29	3	11	47	42	4	35	9	61	76	160
Future Vol, veh/h	110	29	3	11	47	42	4	35	9	61	76	160
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	1	1	1	6	6	6	1	1	1
Mvmt Flow	124	33	3	12	53	47	4	39	10	69	85	180
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.7	8.7	8.4	10.4
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	77%	11%	21%
Vol Thru, %	73%	20%	47%	26%
Vol Right, %	19%	2%	42%	54%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	142	100	297
LT Vol	4	110	11	61
Through Vol	35	29	47	76
RT Vol	9	3	42	160
Lane Flow Rate	54	160	112	334
Geometry Grp	1	1	1	1
Degree of Util (X)	0.074	0.227	0.149	0.406
Departure Headway (Hd)	4.972	5.114	4.783	4.379
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	715	699	744	818
Service Time	3.038	3.175	2.848	2.423
HCM Lane V/C Ratio	0.076	0.229	0.151	0.408
HCM Control Delay, s/veh	8.4	9.7	8.7	10.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.2	0.9	0.5	2

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	58	50	15	20	44
Future Vol, veh/h	59	58	50	15	20	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	5	5	5	5
Mvmt Flow	66	65	56	17	22	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	262	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.13	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.227	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1520	-	-	-	720	991
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	689	991
Mov Cap-2 Maneuver	-	-	-	-	689	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.77	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1520	-	-	-	872
HCM Lane V/C Ratio	0.044	-	-	-	0.083
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	11	23	82	24	39
Future Vol, veh/h	39	11	23	82	24	39
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	7	7	8	8
Mvmt Flow	45	13	26	94	28	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	200	53	75	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.17	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.263	-	-	-
Pot Cap-1 Maneuver	788	1014	1493	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	772	1012	1488	-	-	-
Mov Cap-2 Maneuver	772	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.75	1.63	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1488	-	815	-	-
HCM Lane V/C Ratio	0.018	-	0.071	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	1	27	2	36	3	325	17	56	500	14
Future Vol, veh/h	6	0	1	27	2	36	3	325	17	56	500	14
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	175	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	3	3	1	1	1	1	1	1
Mvmt Flow	6	0	1	29	2	39	3	349	18	60	538	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1027	1046	549	1025	1044	361	557	0	0	370	0	0
Stage 1	670	670	-	367	367	-	-	-	-	-	-	-
Stage 2	357	376	-	658	677	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	215	230	539	212	228	682	1019	-	-	1194	-	-
Stage 1	450	459	-	650	620	-	-	-	-	-	-	-
Stage 2	665	620	-	452	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	189	217	537	200	215	680	1015	-	-	1192	-	-
Mov Cap-2 Maneuver	189	217	-	200	215	-	-	-	-	-	-	-
Stage 1	426	434	-	647	617	-	-	-	-	-	-	-
Stage 2	623	617	-	428	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.92	17.54	0.07	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1015	-	-	208	201	680	1192	-	-
HCM Lane V/C Ratio	0.003	-	-	0.036	0.155	0.057	0.051	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	22.9	26.2	10.6	8.2	-	-
HCM Lane LOS	A	-	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	174	4	172	0	0	0	0	252	163	104	409	0
Future Vol, veh/h	174	4	172	0	0	0	0	252	163	104	409	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	1	1	1
Mvmt Flow	187	4	185	0	0	0	0	271	175	112	440	0

Major/Minor	Minor1			Major2				Major1		
Conflicting Flow All	663	663	440	-	-	-		0	0	-
Stage 1	663	663	-	-	-	-		-	-	-
Stage 2	0	0	-	-	-	-		-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	-		4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-		2.209	-	-
Pot Cap-1 Maneuver	374	381	617	0	0	0		-	-	0
Stage 1	450	459	-	0	0	0		-	-	0
Stage 2	-	-	-	0	0	0		-	-	0
Platoon blocked, %									-	
Mov Cap-1 Maneuver	374	381	617	-	-	-		-	-	-
Mov Cap-2 Maneuver	374	381	-	-	-	-		-	-	-
Stage 1	450	459	-	-	-	-		-	-	-
Stage 2	-	-	-	-	-	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	18.86		
HCM LOS	C		

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	375	617	-	-
HCM Lane V/C Ratio	0.511	0.3	-	-
HCM Ctrl Dly (s/v)	24.2	13.3	-	-
HCM Lane LOS	C	B	-	-
HCM 95th %tile Q(veh)	2.8	1.3	-	-

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	210	0	120	11	372	0	0	319	29
Future Vol, veh/h	0	0	0	210	0	120	11	372	0	0	319	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	2	2	2
Mvmt Flow	0	0	0	223	0	128	12	396	0	0	339	31

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	759	789	396	370	0	-	-	-	0
Stage 1	419	419	-	-	-	-	-	-	-
Stage 2	339	370	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	4.11	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.209	-	-	-	-	-
Pot Cap-1 Maneuver	323	323	654	1194	-	0	0	-	-
Stage 1	612	590	-	-	-	0	0	-	-
Stage 2	675	620	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	319	319	654	1194	-	-	-	-	-
Mov Cap-2 Maneuver	319	319	-	-	-	-	-	-	-
Stage 1	604	583	-	-	-	-	-	-	-
Stage 2	675	620	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	29.01	0.23	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	52	-	319	654	-	-
HCM Lane V/C Ratio	0.01	-	0.7	0.195	-	-
HCM Ctrl Dly (s/v)	8	0	38.8	11.8	-	-
HCM Lane LOS	A	A	E	B	-	-
HCM 95th %tile Q(veh)	0	-	5	0.7	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	48	41	0	6	36	329	78	6	234	1
Future Vol, veh/h	5	0	48	41	0	6	36	329	78	6	234	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	80	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	5	0	51	44	0	6	38	350	83	6	249	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	689	774	249	732	733	393	250	0	0	435	0	0
Stage 1	262	262	-	470	470	-	-	-	-	-	-	-
Stage 2	427	512	-	262	263	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	363	332	794	339	350	660	1316	-	-	1130	-	-
Stage 1	747	695	-	578	563	-	-	-	-	-	-	-
Stage 2	610	540	-	748	695	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	347	320	794	306	338	659	1316	-	-	1128	-	-
Mov Cap-2 Maneuver	347	320	-	306	338	-	-	-	-	-	-	-
Stage 1	743	691	-	560	546	-	-	-	-	-	-	-
Stage 2	586	523	-	696	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.38	17.92	0.64	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1316	-	-	347	794	329	1128	-	-
HCM Lane V/C Ratio	0.029	-	-	0.015	0.064	0.152	0.006	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	15.5	9.8	17.9	8.2	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.5	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↑			↑	
Traffic Vol, veh/h	15	3	51	51	9	15	65	213	37	10	183	20
Future Vol, veh/h	15	3	51	51	9	15	65	213	37	10	183	20
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	1	1	1	1	1	1	1	1	1
Mvmt Flow	16	3	54	54	9	16	68	224	39	11	193	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	593	624	203	596	615	247	214	0	0	263	0	0
Stage 1	224	224	-	381	381	-	-	-	-	-	-	-
Stage 2	369	400	-	215	235	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	416	400	835	417	408	795	1362	-	-	1307	-	-
Stage 1	776	716	-	644	615	-	-	-	-	-	-	-
Stage 2	649	600	-	789	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	374	377	835	365	384	792	1362	-	-	1307	-	-
Mov Cap-2 Maneuver	374	377	-	365	384	-	-	-	-	-	-	-
Stage 1	770	710	-	611	584	-	-	-	-	-	-	-
Stage 2	593	570	-	729	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.43	15.81	1.61	0.37
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1362	-	-	632	412	1307	-	-
HCM Lane V/C Ratio	0.05	-	-	0.115	0.192	0.008	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	11.4	15.8	7.8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.7	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	11	29	205	7	21
Future Vol, veh/h	123	11	29	205	7	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	0	0	0	0
Mvmt Flow	140	13	33	233	8	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	152	0	445	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1441	-	574	906
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1441	-	559	906
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	757	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.94	9.78
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	785	-	-	223	-
HCM Lane V/C Ratio	0.041	-	-	0.023	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	3	18	232	4	15
Future Vol, veh/h	138	3	18	232	4	15
Conflicting Peds, #/hr	0	12	12	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	6	1	1	6	6
Mvmt Flow	157	3	20	264	5	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	172	0	475	172
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	305	-
Critical Hdwy	-	-	4.11	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.209	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1411	-	541	862
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	739	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1395	-	526	851
Mov Cap-2 Maneuver	-	-	-	-	526	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	739	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.55	9.92
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	753	-	-	130	-
HCM Lane V/C Ratio	0.029	-	-	0.015	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	119	30	3	11	49	48	4	36	9	67	79	171
Future Vol, veh/h	119	30	3	11	49	48	4	36	9	67	79	171
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	1	1	1	6	6	6	1	1	1
Mvmt Flow	134	34	3	12	55	54	4	40	10	75	89	192
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10	8.9	8.6	11
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	78%	10%	21%
Vol Thru, %	73%	20%	45%	25%
Vol Right, %	18%	2%	44%	54%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	152	108	317
LT Vol	4	119	11	67
Through Vol	36	30	49	79
RT Vol	9	3	48	171
Lane Flow Rate	55	171	121	356
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.246	0.163	0.439
Departure Headway (Hd)	5.069	5.194	4.85	4.44
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	701	687	733	809
Service Time	3.143	3.265	2.926	2.489
HCM Lane V/C Ratio	0.078	0.249	0.165	0.44
HCM Control Delay, s/veh	8.6	10	8.9	11
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.3	1	0.6	2.3

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	61	60	52	16	21	46
Future Vol, veh/h	61	60	52	16	21	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	5	5	5	5
Mvmt Flow	69	67	58	18	24	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	272	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	4.13	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.227	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1516	-	-	-	711	988
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1516	-	-	-	679	988
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	823	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.77	0	9.56
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1516	-	-	-	864
HCM Lane V/C Ratio	0.045	-	-	-	0.087
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	11	24	85	25	41
Future Vol, veh/h	41	11	24	85	25	41
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	7	7	8	8
Mvmt Flow	47	13	28	98	29	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	208	55	79	0	-	0
Stage 1	55	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.17	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.263	-	-	-
Pot Cap-1 Maneuver	780	1011	1488	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	764	1009	1484	-	-	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.83	1.65	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	805	-	-
HCM Lane V/C Ratio	0.019	-	0.074	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	0	6	28	2	37	3	338	18	58	520	95
Future Vol, veh/h	90	0	6	28	2	37	3	338	18	58	520	95
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	175	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	3	3	1	1	1	1	1	1
Mvmt Flow	97	0	6	30	2	40	3	363	19	62	559	102

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1110	1130	614	1065	1172	375	665	0	0	385	0	0
Stage 1	739	739	-	382	382	-	-	-	-	-	-	-
Stage 2	371	391	-	684	790	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	188	205	495	199	192	669	929	-	-	1179	-	-
Stage 1	412	427	-	639	611	-	-	-	-	-	-	-
Stage 2	653	610	-	437	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	165	193	493	185	180	668	925	-	-	1177	-	-
Mov Cap-2 Maneuver	165	193	-	185	180	-	-	-	-	-	-	-
Stage 1	389	403	-	635	608	-	-	-	-	-	-	-
Stage 2	610	607	-	409	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	53.32	18.7	0.07	0.71
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	925	-	-	172	185	668	1177	-	-
HCM Lane V/C Ratio	0.003	-	-	0.601	0.174	0.06	0.053	-	-
HCM Ctrl Dly (s/v)	8.9	-	-	53.3	28.5	10.7	8.2	-	-
HCM Lane LOS	A	-	-	F	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.3	0.6	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	9.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	186	4	214	0	0	0	0	309	207	113	470	0
Future Vol, veh/h	186	4	214	0	0	0	0	309	207	113	470	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	1	1	1
Mvmt Flow	200	4	230	0	0	0	0	332	223	122	505	0

Major/Minor	Minor1			Major2				Major1		
Conflicting Flow All	748	748	505	-	-	-		0	0	-
Stage 1	748	748	-	-	-	-		-	-	-
Stage 2	0	0	-	-	-	-		-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	-		4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-		2.209	-	-
Pot Cap-1 Maneuver	328	341	567	0	0	0		-	-	0
Stage 1	404	420	-	0	0	0		-	-	0
Stage 2	-	-	-	0	0	0		-	-	0
Platoon blocked, %									-	
Mov Cap-1 Maneuver	328	341	567	-	-	-		-	-	-
Mov Cap-2 Maneuver	328	341	-	-	-	-		-	-	-
Stage 1	404	420	-	-	-	-		-	-	-
Stage 2	-	-	-	-	-	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	23.5		
HCM LOS	C		

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	329	567	-	-
HCM Lane V/C Ratio	0.622	0.406	-	-
HCM Ctrl Dly (s/v)	32.4	15.6	-	-
HCM Lane LOS	D	C	-	-
HCM 95th %tile Q(veh)	3.9	2	-	-

Intersection	
Int Delay, s/veh	29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	254	0	130	48	402	0	0	346	36
Future Vol, veh/h	0	0	0	254	0	130	48	402	0	0	346	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	2	2	2
Mvmt Flow	0	0	0	270	0	138	51	428	0	0	368	38

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	898	936	428	406	0	-	-	-	0
Stage 1	530	530	-	-	-	-	-	-	-
Stage 2	368	406	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	4.11	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.209	-	-	-	-	-
Pot Cap-1 Maneuver	~ 260	265	627	1158	-	0	0	-	-
Stage 1	533	527	-	-	-	0	0	-	-
Stage 2	652	598	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 245	250	627	1158	-	-	-	-	-
Mov Cap-2 Maneuver	~ 245	250	-	-	-	-	-	-	-
Stage 1	502	496	-	-	-	-	-	-	-
Stage 2	652	598	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	90.78	0.88	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	192	-	245	627	-	-
HCM Lane V/C Ratio	0.044	-	1.102	0.221	-	-
HCM Ctrl Dly (s/v)	8.3	0	130.9	12.4	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	11.7	0.8	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	50	54	0	6	37	352	91	6	252	1
Future Vol, veh/h	5	0	50	54	0	6	37	352	91	6	252	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	80	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	5	0	53	57	0	6	39	374	97	6	268	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	735	833	269	784	786	425	269	0	0	473	0	0
Stage 1	281	281	-	504	504	-	-	-	-	-	-	-
Stage 2	453	552	-	281	282	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	338	306	775	313	327	634	1294	-	-	1094	-	-
Stage 1	730	682	-	554	544	-	-	-	-	-	-	-
Stage 2	590	518	-	730	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	323	295	775	280	314	632	1294	-	-	1092	-	-
Mov Cap-2 Maneuver	323	295	-	280	314	-	-	-	-	-	-	-
Stage 1	726	678	-	536	527	-	-	-	-	-	-	-
Stage 2	566	501	-	676	677	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.57	20.41	0.61	0.19
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1294	-	-	323	775	297	1092	-	-
HCM Lane V/C Ratio	0.03	-	-	0.016	0.069	0.215	0.006	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	16.3	10	20.4	8.3	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.8	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕							
Traffic Vol, veh/h	16	3	53	53	9	16	68	232	38	10	199	21
Future Vol, veh/h	16	3	53	53	9	16	68	232	38	10	199	21
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	1	1	1	1	1	1	1	1	1
Mvmt Flow	17	3	56	56	9	17	72	244	40	11	209	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	637	669	221	639	660	267	232	0	0	284	0	0
Stage 1	242	242	-	407	407	-	-	-	-	-	-	-
Stage 2	395	427	-	232	253	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	389	377	817	390	384	774	1342	-	-	1284	-	-
Stage 1	760	704	-	623	599	-	-	-	-	-	-	-
Stage 2	628	583	-	773	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	347	354	817	338	361	772	1342	-	-	1284	-	-
Mov Cap-2 Maneuver	347	354	-	338	361	-	-	-	-	-	-	-
Stage 1	753	698	-	589	567	-	-	-	-	-	-	-
Stage 2	570	552	-	711	694	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.83	16.85	1.58	0.34
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1342	-	-	603	385	1284	-	-
HCM Lane V/C Ratio	0.053	-	-	0.126	0.213	0.008	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	11.8	16.9	7.8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.8	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	127	11	29	207	35	7	0	21	22	0	2
Future Vol, veh/h	3	127	11	29	207	35	7	0	21	22	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	88	88	92	88	92	88	92	92	92
Heavy Vehicles, %	2	7	7	0	0	2	0	2	0	2	2	2
Mvmt Flow	3	144	13	33	235	38	8	0	24	24	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	157	0	0	458	496	151	471	483	254
Stage 1	-	-	-	-	-	-	157	157	-	320	320	-
Stage 2	-	-	-	-	-	-	301	339	-	151	163	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1290	-	-	1435	-	-	516	475	901	503	483	784
Stage 1	-	-	-	-	-	-	850	768	-	692	652	-
Stage 2	-	-	-	-	-	-	712	640	-	852	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1290	-	-	1435	-	-	499	461	901	475	469	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	461	-	475	469	-
Stage 1	-	-	-	-	-	-	848	766	-	673	634	-
Stage 2	-	-	-	-	-	-	691	622	-	827	761	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	0.81	10.01	12.74
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	750	36	-	-	188	-	-	491
HCM Lane V/C Ratio	0.042	0.003	-	-	0.023	-	-	0.053
HCM Ctrl Dly (s/v)	10	7.8	0	-	7.6	0	-	12.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	160	3	18	267	35	4	0	15	22	0	2
Future Vol, veh/h	4	160	3	18	267	35	4	0	15	22	0	2
Conflicting Peds, #/hr	0	0	12	12	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	88	88	92	88	92	88	92	92	92
Heavy Vehicles, %	2	6	6	1	1	2	6	2	6	2	2	2
Mvmt Flow	4	182	3	20	303	38	5	0	17	24	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	341	0	0	197	0	0	549	587	197	555	569	322
Stage 1	-	-	-	-	-	-	204	204	-	363	363	-
Stage 2	-	-	-	-	-	-	344	382	-	192	206	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.16	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.554	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	1218	-	-	1381	-	-	441	422	835	442	432	718
Stage 1	-	-	-	-	-	-	789	733	-	656	624	-
Stage 2	-	-	-	-	-	-	663	612	-	810	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1218	-	-	1366	-	-	425	408	824	423	417	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	425	408	-	423	417	-
Stage 1	-	-	-	-	-	-	777	721	-	643	613	-
Stage 2	-	-	-	-	-	-	649	601	-	790	720	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.43	10.4	13.74
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	688	41	-	-	100	-	-	438
HCM Lane V/C Ratio	0.031	0.004	-	-	0.015	-	-	0.06
HCM Ctrl Dly (s/v)	10.4	8	0	-	7.7	0	-	13.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	149	44	3	11	73	48	4	36	9	67	79	217
Future Vol, veh/h	149	44	3	11	73	48	4	36	9	67	79	217
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	1	1	1	6	6	6	1	1	1
Mvmt Flow	167	49	3	12	82	54	4	40	10	75	89	244
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.3	9.7	9.1	13
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	76%	8%	18%
Vol Thru, %	73%	22%	55%	22%
Vol Right, %	18%	2%	36%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	196	132	363
LT Vol	4	149	11	67
Through Vol	36	44	73	79
RT Vol	9	3	48	217
Lane Flow Rate	55	220	148	408
Geometry Grp	1	1	1	1
Degree of Util (X)	0.084	0.336	0.216	0.535
Departure Headway (Hd)	5.512	5.493	5.243	4.72
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	649	654	684	771
Service Time	3.552	3.526	3.28	2.72
HCM Lane V/C Ratio	0.085	0.336	0.216	0.529
HCM Control Delay, s/veh	9.1	11.3	9.7	13
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.3	1.5	0.8	3.2

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	68	67	64	16	21	58
Future Vol, veh/h	68	67	64	16	21	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	5	5	5	5
Mvmt Flow	76	75	72	18	24	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	90	0	-	0	309	81
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	4.13	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.227	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1499	-	-	-	677	971
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	803	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1499	-	-	-	643	971
Mov Cap-2 Maneuver	-	-	-	-	643	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	803	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.79	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	855
HCM Lane V/C Ratio	0.051	-	-	-	0.104
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	11	24	85	25	53
Future Vol, veh/h	48	11	24	85	25	53
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	7	7	8	8
Mvmt Flow	55	13	28	98	29	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	215	62	93	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.17	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.263	-	-	-
Pot Cap-1 Maneuver	773	1003	1471	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	756	1000	1467	-	-	-
Mov Cap-2 Maneuver	756	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.97	1.65	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1467	-	792	-	-
HCM Lane V/C Ratio	0.019	-	0.086	-	-
HCM Ctrl Dly (s/v)	7.5	-	10	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	0	6	28	2	37	3	368	18	58	566	95
Future Vol, veh/h	90	0	6	28	2	37	3	368	18	58	566	95
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	175	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	3	3	1	1	1	1	1	1
Mvmt Flow	97	0	6	30	2	40	3	396	19	62	609	102

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1192	1212	664	1147	1253	407	715	0	0	417	0	0
Stage 1	788	788	-	414	414	-	-	-	-	-	-	-
Stage 2	403	424	-	733	839	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	166	184	464	175	171	642	890	-	-	1147	-	-
Stage 1	387	405	-	614	591	-	-	-	-	-	-	-
Stage 2	628	591	-	410	380	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	144	172	463	162	160	640	887	-	-	1145	-	-
Mov Cap-2 Maneuver	144	172	-	162	160	-	-	-	-	-	-	-
Stage 1	365	382	-	610	588	-	-	-	-	-	-	-
Stage 2	585	588	-	383	358	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	69.58	20.67	0.07	0.67
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	887	-	-	150	162	640	1145	-	-
HCM Lane V/C Ratio	0.004	-	-	0.686	0.199	0.062	0.054	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	69.6	32.6	11	8.3	-	-
HCM Lane LOS	A	-	-	F	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.9	0.7	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	186	4	221	0	0	0	0	326	220	113	509	0
Future Vol, veh/h	186	4	221	0	0	0	0	326	220	113	509	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	1	1	1
Mvmt Flow	200	4	238	0	0	0	0	351	237	122	547	0

Major/Minor	Minor1			Major2				Major1		
Conflicting Flow All	790	790	547	-	-	-		0	0	-
Stage 1	790	790	-	-	-	-		-	-	-
Stage 2	0	0	-	-	-	-		-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	-		4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-		2.209	-	-
Pot Cap-1 Maneuver	308	322	537	0	0	0		-	-	0
Stage 1	383	401	-	0	0	0		-	-	0
Stage 2	-	-	-	0	0	0		-	-	0
Platoon blocked, %									-	
Mov Cap-1 Maneuver	308	322	537	-	-	-		-	-	-
Mov Cap-2 Maneuver	308	322	-	-	-	-		-	-	-
Stage 1	383	401	-	-	-	-		-	-	-
Stage 2	-	-	-	-	-	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	26.21		
HCM LOS	D		

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	308	537	-	-
HCM Lane V/C Ratio	0.663	0.443	-	-
HCM Ctrl Dly (s/v)	37	16.9	-	-
HCM Lane LOS	E	C	-	-
HCM 95th %tile Q(veh)	4.4	2.2	-	-

Intersection	
Int Delay, s/veh	44.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	273	0	130	53	414	0	0	365	36
Future Vol, veh/h	0	0	0	273	0	130	53	414	0	0	365	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	2	2	2
Mvmt Flow	0	0	0	290	0	138	56	440	0	0	388	38

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	941	980	440	427	0	-	-	-	0
Stage 1	553	553	-	-	-	-	-	-	-
Stage 2	388	427	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	4.11	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.209	-	-	-	-	-
Pot Cap-1 Maneuver	~ 243	250	617	1138	-	0	0	-	-
Stage 1	517	514	-	-	-	0	0	-	-
Stage 2	636	585	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 227	233	617	1138	-	-	-	-	-
Mov Cap-2 Maneuver	~ 227	233	-	-	-	-	-	-	-
Stage 1	483	480	-	-	-	-	-	-	-
Stage 2	636	585	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	137.89	0.95	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	204	-	227	617	-	-
HCM Lane V/C Ratio	0.05	-	1.278	0.224	-	-
HCM Ctrl Dly (s/v)	8.3	0	197.6	12.5	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	15.1	0.9	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	50	54	0	6	37	364	91	6	271	1
Future Vol, veh/h	5	0	50	54	0	6	37	364	91	6	271	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	80	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	5	0	53	57	0	6	39	387	97	6	288	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	768	866	289	817	818	438	289	0	0	486	0	0
Stage 1	302	302	-	516	516	-	-	-	-	-	-	-
Stage 2	466	565	-	301	302	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	321	293	755	297	313	623	1273	-	-	1082	-	-
Stage 1	712	668	-	545	537	-	-	-	-	-	-	-
Stage 2	581	511	-	712	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	282	755	266	301	622	1273	-	-	1080	-	-
Mov Cap-2 Maneuver	306	282	-	266	301	-	-	-	-	-	-	-
Stage 1	708	664	-	528	520	-	-	-	-	-	-	-
Stage 2	557	495	-	658	664	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.75	21.47	0.6	0.18
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1273	-	-	306	755	282	1080	-	-
HCM Lane V/C Ratio	0.031	-	-	0.017	0.07	0.226	0.006	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	17	10.1	21.5	8.4	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.9	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	3	53	68	9	16	68	234	48	10	203	21
Future Vol, veh/h	16	3	53	68	9	16	68	234	48	10	203	21
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	1	1	1	1	1	1	1	1	1
Mvmt Flow	17	3	56	72	9	17	72	246	51	11	214	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	643	686	225	651	672	275	236	0	0	297	0	0
Stage 1	246	246	-	415	415	-	-	-	-	-	-	-
Stage 2	397	440	-	236	257	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	385	369	812	383	379	767	1337	-	-	1270	-	-
Stage 1	756	701	-	617	594	-	-	-	-	-	-	-
Stage 2	627	576	-	769	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	344	346	812	332	355	764	1337	-	-	1270	-	-
Mov Cap-2 Maneuver	344	346	-	332	355	-	-	-	-	-	-	-
Stage 1	749	695	-	584	563	-	-	-	-	-	-	-
Stage 2	569	545	-	707	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.9	18.18	1.52	0.34
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1337	-	-	598	370	1270	-	-
HCM Lane V/C Ratio	0.054	-	-	0.127	0.264	0.008	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	11.9	18.2	7.9	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	1	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	140	15	35	230	35	10	0	25	25	0	5
Future Vol, veh/h	5	140	15	35	230	35	10	0	25	25	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	88	88	92	88	92	88	92	92	92
Heavy Vehicles, %	2	7	7	0	0	2	0	2	0	2	2	2
Mvmt Flow	5	159	17	40	261	38	11	0	28	27	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	299	0	0	176	0	0	519	557	168	530	547	280
Stage 1	-	-	-	-	-	-	178	178	-	360	360	-
Stage 2	-	-	-	-	-	-	341	379	-	170	187	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1262	-	-	1412	-	-	470	438	882	460	445	758
Stage 1	-	-	-	-	-	-	828	752	-	658	627	-
Stage 2	-	-	-	-	-	-	678	615	-	832	745	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1262	-	-	1412	-	-	449	422	882	428	427	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	449	422	-	428	427	-
Stage 1	-	-	-	-	-	-	824	748	-	636	605	-
Stage 2	-	-	-	-	-	-	650	594	-	801	742	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.24	0.89	10.52	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	691	53	-	-	206	-	-	461
HCM Lane V/C Ratio	0.058	0.004	-	-	0.028	-	-	0.071
HCM Ctrl Dly (s/v)	10.5	7.9	0	-	7.6	0	-	13.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	175	5	20	290	35	5	0	20	25	0	5
Future Vol, veh/h	5	175	5	20	290	35	5	0	20	25	0	5
Conflicting Peds, #/hr	0	0	12	12	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	88	88	92	88	92	88	92	92	92
Heavy Vehicles, %	2	6	6	1	1	2	6	2	6	2	2	2
Mvmt Flow	5	199	6	23	330	38	6	0	23	27	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	217	0	0	600	638	215	605	621	349
Stage 1	-	-	-	-	-	-	225	225	-	394	394	-
Stage 2	-	-	-	-	-	-	375	413	-	211	227	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.16	6.52	6.26	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.554	4.018	3.354	3.518	4.018	3.318
Pot Cap-1 Maneuver	1191	-	-	1359	-	-	407	395	815	410	403	695
Stage 1	-	-	-	-	-	-	769	718	-	631	605	-
Stage 2	-	-	-	-	-	-	638	594	-	791	716	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	1344	-	-	389	380	805	387	388	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	389	380	-	387	388	-
Stage 1	-	-	-	-	-	-	756	706	-	618	592	-
Stage 2	-	-	-	-	-	-	619	581	-	764	704	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	0.45	10.67	14.34
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	663	46	-	-	103	-	-	418
HCM Lane V/C Ratio	0.043	0.005	-	-	0.017	-	-	0.078
HCM Ctrl Dly (s/v)	10.7	8	0	-	7.7	0	-	14.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.3

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	160	50	5	15	80	55	5	40	10	75	90	235
Future Vol, veh/h	160	50	5	15	80	55	5	40	10	75	90	235
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	1	1	1	6	6	6	1	1	1
Mvmt Flow	180	56	6	17	90	62	6	45	11	84	101	264
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.2	10.4	9.5	15.2
HCM LOS	B	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	74%	10%	19%
Vol Thru, %	73%	23%	53%	22%
Vol Right, %	18%	2%	37%	59%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	215	150	400
LT Vol	5	160	15	75
Through Vol	40	50	80	90
RT Vol	10	5	55	235
Lane Flow Rate	62	242	169	449
Geometry Grp	1	1	1	1
Degree of Util (X)	0.099	0.382	0.256	0.607
Departure Headway (Hd)	5.774	5.7	5.471	4.866
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	619	631	656	742
Service Time	3.826	3.738	3.514	2.901
HCM Lane V/C Ratio	0.1	0.384	0.258	0.605
HCM Control Delay, s/veh	9.5	12.2	10.4	15.2
HCM Lane LOS	A	B	B	C
HCM 95th-tile Q	0.3	1.8	1	4.2

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	75	70	20	25	65
Future Vol, veh/h	75	75	70	20	25	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	5	5	5	5
Mvmt Flow	84	84	79	22	28	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	101	0	-	0	343	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	4.13	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.227	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1485	-	-	-	648	960
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1485	-	-	-	611	960
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.79	0	9.95
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1485	-	-	-	828
HCM Lane V/C Ratio	0.057	-	-	-	0.122
HCM Ctrl Dly (s/v)	7.6	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	15	30	95	30	60
Future Vol, veh/h	55	15	30	95	30	60
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	7	7	8	8
Mvmt Flow	63	17	34	109	34	69

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	250	72	106	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.17	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.263	-	-	-
Pot Cap-1 Maneuver	738	990	1454	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	719	987	1450	-	-	-
Mov Cap-2 Maneuver	719	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	853	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.27	1.81	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1450	-	763	-	-
HCM Lane V/C Ratio	0.024	-	0.105	-	-
HCM Ctrl Dly (s/v)	7.5	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	13.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	0	10	35	5	45	5	405	20	65	620	100
Future Vol, veh/h	100	0	10	35	5	45	5	405	20	65	620	100
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	175	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	3	3	1	1	1	1	1	1
Mvmt Flow	108	0	11	38	5	48	5	435	22	70	667	108

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1313	1334	724	1265	1377	448	778	0	0	459	0	0
Stage 1	864	864	-	459	459	-	-	-	-	-	-	-
Stage 2	449	470	-	806	918	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	137	155	429	145	144	608	843	-	-	1107	-	-
Stage 1	352	374	-	580	565	-	-	-	-	-	-	-
Stage 2	593	564	-	374	349	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	112	144	427	132	133	607	840	-	-	1105	-	-
Mov Cap-2 Maneuver	112	144	-	132	133	-	-	-	-	-	-	-
Stage 1	328	349	-	575	560	-	-	-	-	-	-	-
Stage 2	537	559	-	342	326	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	146.31	27.24	0.11	0.7
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	840	-	-	120	132	607	1105	-	-
HCM Lane V/C Ratio	0.006	-	-	0.983	0.326	0.08	0.063	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	146.3	45	11.4	8.5	-	-
HCM Lane LOS	A	-	-	F	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	6.5	1.3	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	14.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	205	5	240	0	0	0	0	355	240	125	550	0
Future Vol, veh/h	205	5	240	0	0	0	0	355	240	125	550	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	1	1	1
Mvmt Flow	220	5	258	0	0	0	0	382	258	134	591	0

Major/Minor	Minor1			Major2				Major1		
Conflicting Flow All	860	860	591	-	-	-		0	0	-
Stage 1	860	860	-	-	-	-		-	-	-
Stage 2	0	0	-	-	-	-		-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	-		4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-		2.209	-	-
Pot Cap-1 Maneuver	276	294	507	0	0	0		-	-	0
Stage 1	351	373	-	0	0	0		-	-	0
Stage 2	-	-	-	0	0	0		-	-	0
Platoon blocked, %									-	
Mov Cap-1 Maneuver	276	294	507	-	-	-		-	-	-
Mov Cap-2 Maneuver	276	294	-	-	-	-		-	-	-
Stage 1	351	373	-	-	-	-		-	-	-
Stage 2	-	-	-	-	-	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	37.03		
HCM LOS	E		

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	276	507	-	-
HCM Lane V/C Ratio	0.817	0.509	-	-
HCM Ctrl Dly (s/v)	57.4	19.3	-	-
HCM Lane LOS	F	C	-	-
HCM 95th %tile Q(veh)	6.6	2.9	-	-

Intersection	
Int Delay, s/veh	72.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	295	0	145	55	455	0	0	400	40
Future Vol, veh/h	0	0	0	295	0	145	55	455	0	0	400	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	2	1	1	1	2	2	2
Mvmt Flow	0	0	0	314	0	154	59	484	0	0	426	43

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	1027	1069	484	468	0	-	-	-	0
Stage 1	601	601	-	-	-	-	-	-	-
Stage 2	426	468	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	4.11	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.209	-	-	-	-	-
Pot Cap-1 Maneuver	~ 213	221	583	1099	-	0	0	-	-
Stage 1	487	489	-	-	-	0	0	-	-
Stage 2	607	561	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 197	205	583	1099	-	-	-	-	-
Mov Cap-2 Maneuver	~ 197	205	-	-	-	-	-	-	-
Stage 1	452	454	-	-	-	-	-	-	-
Stage 2	607	561	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	226.57	0.91	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	194	-	197	583	-	-
HCM Lane V/C Ratio	0.053	-	1.59	0.265	-	-
HCM Ctrl Dly (s/v)	8.5	0$	331.3	13.4	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	20.3	1.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	55	60	0	10	45	400	100	10	295	5
Future Vol, veh/h	10	0	55	60	0	10	45	400	100	10	295	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	80	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	11	0	59	64	0	11	48	426	106	11	314	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	859	967	316	912	917	481	319	0	0	534	0	0
Stage 1	338	338	-	576	576	-	-	-	-	-	-	-
Stage 2	521	630	-	335	340	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	279	256	729	257	274	589	1241	-	-	1039	-	-
Stage 1	681	644	-	506	505	-	-	-	-	-	-	-
Stage 2	542	478	-	683	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	260	243	729	224	260	588	1241	-	-	1037	-	-
Mov Cap-2 Maneuver	260	243	-	224	260	-	-	-	-	-	-	-
Stage 1	674	638	-	485	485	-	-	-	-	-	-	-
Stage 2	512	459	-	622	636	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.76	25.85	0.66	0.27
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1241	-	-	260	729	246	1037	-	-
HCM Lane V/C Ratio	0.039	-	-	0.041	0.08	0.303	0.01	-	-
HCM Ctrl Dly (s/v)	8	-	-	19.4	10.4	25.8	8.5	-	-
HCM Lane LOS	A	-	-	C	B	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	1.2	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↱			↱	
Traffic Vol, veh/h	20	5	60	75	10	20	75	255	55	15	225	25
Future Vol, veh/h	20	5	60	75	10	20	75	255	55	15	225	25
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	1	1	1	1	1	1	1	1	1
Mvmt Flow	21	5	63	79	11	21	79	268	58	16	237	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	716	766	250	726	750	300	263	0	0	326	0	0
Stage 1	282	282	-	455	455	-	-	-	-	-	-	-
Stage 2	435	484	-	271	295	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	344	332	786	341	341	742	1307	-	-	1239	-	-
Stage 1	723	676	-	587	570	-	-	-	-	-	-	-
Stage 2	598	550	-	737	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	308	786	286	317	739	1307	-	-	1239	-	-
Mov Cap-2 Maneuver	299	308	-	286	317	-	-	-	-	-	-	-
Stage 1	714	668	-	551	536	-	-	-	-	-	-	-
Stage 2	534	517	-	664	662	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.1	21.49	1.55	0.45
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1307	-	-	533	328	1239	-	-
HCM Lane V/C Ratio	0.06	-	-	0.168	0.337	0.013	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	13.1	21.5	7.9	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	1.5	0	-	-

Intersection: 1: Juniper Drive SW & Wilson Road SW

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	35	41
Average Queue (ft)	3	19
95th Queue (ft)	18	45
Link Distance (ft)	264	913
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Anthony Drive SW & Wilson Road SW

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	11	18	49
Average Queue (ft)	0	1	16
95th Queue (ft)	8	10	43
Link Distance (ft)	264	2130	835
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: S Main Street & Wilson Road SW/Wilson Lane SE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	112	112	66	80
Average Queue (ft)	58	52	35	45
95th Queue (ft)	92	90	58	70
Link Distance (ft)	2130	7705	698	3077
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Wilson Lane SE & Laurel Lane

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	39	75
Average Queue (ft)	3	33
95th Queue (ft)	19	62
Link Distance (ft)		3198
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bombing Range Road & Wilson Lane SE

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	80	46
Average Queue (ft)	40	3
95th Queue (ft)	80	21
Link Distance (ft)	11713	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: S Main Street & Front Street

Movement	EB	WB	WB	SB
Directions Served	LTR	LT	R	L
Maximum Queue (ft)	97	37	37	42
Average Queue (ft)	31	7	20	9
95th Queue (ft)	70	26	42	32
Link Distance (ft)	522	678		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Main Street/N Main Street & I-84 EB Off-Ramp/I-84 EB On-Ramp

Movement	EB	EB	NB	SB
Directions Served	LT	R	TR	LT
Maximum Queue (ft)	251	64	30	148
Average Queue (ft)	51	29	2	50
95th Queue (ft)	198	60	15	113
Link Distance (ft)	616		134	372
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	14	15		
Queuing Penalty (veh)	7	4		

Intersection: 8: N Main Street & I-84 Westbound On-Ramp/I-84 WB Off-Ramp

Movement	WB	WB	NB	SB
Directions Served	LT	R	LT	TR
Maximum Queue (ft)	169	50	70	5
Average Queue (ft)	53	39	17	0
95th Queue (ft)	115	57	50	2
Link Distance (ft)	549		372	202
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	31	8		
Queuing Penalty (veh)	33	12		

Intersection: 9: N Main Street & Front Street NW/Front Street NE

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	L
Maximum Queue (ft)	31	46	26	27	3	31
Average Queue (ft)	5	18	7	5	0	4
95th Queue (ft)	22	44	25	22	2	21
Link Distance (ft)	436		903		202	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100		80		100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: N Main Street & Boardman Avenue NW/NE Boardman Avenue

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	TR	L
Maximum Queue (ft)	55	92	31	4	39
Average Queue (ft)	27	47	4	0	6
95th Queue (ft)	51	76	21	3	26
Link Distance (ft)	937	738		249	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 56

Intersection: 1: Juniper Drive SW/Site Access & Wilson Road SW

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	34	45	44
Average Queue (ft)	2	20	22
95th Queue (ft)	15	46	47
Link Distance (ft)	263	913	214
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Anthony Drive SW/Site Access & Wilson Road SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	18	51	53
Average Queue (ft)	1	1	20	24
95th Queue (ft)	17	9	46	46
Link Distance (ft)	263	2124	835	214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: S Main Street & Wilson Road SW/Wilson Lane SE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	125	119	70	109
Average Queue (ft)	66	57	33	50
95th Queue (ft)	102	94	57	84
Link Distance (ft)	2124	7705	698	3077
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Wilson Lane SE & Laurel Lane

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	36	79
Average Queue (ft)	4	35
95th Queue (ft)	21	67
Link Distance (ft)		3198
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bombing Range Road & Wilson Lane SE

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	107	32
Average Queue (ft)	45	1
95th Queue (ft)	91	12
Link Distance (ft)	11713	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: S Main Street & Front Street

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	TR	L
Maximum Queue (ft)	85	24	51	15	59
Average Queue (ft)	31	8	19	1	10
95th Queue (ft)	61	26	44	8	36
Link Distance (ft)	522	678		3077	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			150		100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: S Main Street/N Main Street & I-84 EB Off-Ramp/I-84 EB On-Ramp

Movement	EB	EB	NB	SB
Directions Served	LT	R	TR	LT
Maximum Queue (ft)	408	61	36	159
Average Queue (ft)	105	32	2	55
95th Queue (ft)	388	57	18	123
Link Distance (ft)	616		134	372
Upstream Blk Time (%)	2			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	8	27		
Queuing Penalty (veh)	3	8		

Intersection: 8: N Main Street & I-84 Westbound On-Ramp/I-84 WB Off-Ramp

Movement	WB	WB	NB	SB
Directions Served	LT	R	LT	TR
Maximum Queue (ft)	133	50	88	4
Average Queue (ft)	58	40	20	0
95th Queue (ft)	111	60	61	3
Link Distance (ft)	549		372	202
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	37	8		
Queuing Penalty (veh)	39	14		

Intersection: 9: N Main Street & Front Street NW/Front Street NE

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	L
Maximum Queue (ft)	27	38	26	27	31
Average Queue (ft)	6	20	5	4	4
95th Queue (ft)	24	43	22	19	20
Link Distance (ft)	436		903		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		80	100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: N Main Street & Boardman Avenue NW/NE Boardman Avenue

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	TR	L
Maximum Queue (ft)	54	88	35	10	35
Average Queue (ft)	27	44	3	1	8
95th Queue (ft)	50	71	19	6	29
Link Distance (ft)	937	738		249	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 64

Intersection: 1: Juniper Drive SW/Site Access & Wilson Road SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	6	33	50	45
Average Queue (ft)	0	3	24	24
95th Queue (ft)	4	20	48	47
Link Distance (ft)	1084	263	913	214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Anthony Drive SW/Site Access & Wilson Road SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	35	63	54
Average Queue (ft)	2	2	24	23
95th Queue (ft)	16	17	52	48
Link Distance (ft)	263	2124	835	214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: S Main Street & Wilson Road SW/Wilson Lane SE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	153	140	68	100
Average Queue (ft)	76	61	37	53
95th Queue (ft)	122	106	57	85
Link Distance (ft)	2124	7705	698	3077
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Wilson Lane SE & Laurel Lane

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	48	81
Average Queue (ft)	6	35
95th Queue (ft)	29	62
Link Distance (ft)		3198
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bombing Range Road & Wilson Lane SE

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	94	52
Average Queue (ft)	46	5
95th Queue (ft)	80	27
Link Distance (ft)	11713	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: S Main Street & Front Street

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	TR	L	TR
Maximum Queue (ft)	88	30	52	22	48	3
Average Queue (ft)	32	11	22	1	9	0
95th Queue (ft)	68	31	48	11	32	2
Link Distance (ft)	522	678		3077		134
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: S Main Street/N Main Street & I-84 EB Off-Ramp/I-84 EB On-Ramp

Movement	EB	EB	NB	SB
Directions Served	LT	R	TR	LT
Maximum Queue (ft)	227	75	17	182
Average Queue (ft)	94	34	2	62
95th Queue (ft)	372	63	11	140
Link Distance (ft)	616		134	372
Upstream Blk Time (%)	7			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	14	18		
Queuing Penalty (veh)	8	6		

Intersection: 8: N Main Street & I-84 Westbound On-Ramp/I-84 WB Off-Ramp

Movement	WB	WB	NB	SB
Directions Served	LT	R	LT	TR
Maximum Queue (ft)	234	50	79	2
Average Queue (ft)	77	43	26	0
95th Queue (ft)	170	59	64	1
Link Distance (ft)	549		372	202
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	42	10		
Queuing Penalty (veh)	49	18		

Intersection: 9: N Main Street & Front Street NW/Front Street NE

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	L
Maximum Queue (ft)	35	38	26	31	3	44
Average Queue (ft)	10	21	7	4	0	7
95th Queue (ft)	34	42	25	20	2	28
Link Distance (ft)	436		903		202	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100		80		100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: N Main Street & Boardman Avenue NW/NE Boardman Avenue

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	TR	L
Maximum Queue (ft)	58	101	31	12	38
Average Queue (ft)	30	49	3	1	12
95th Queue (ft)	52	83	17	7	37
Link Distance (ft)	937	738		249	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 81

Intersection: 1: Juniper Drive SW & Wilson Road SW

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	35	41
Average Queue (ft)	3	19
95th Queue (ft)	18	45
Link Distance (ft)	264	913
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Anthony Drive SW & Wilson Road SW

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	41	48
Average Queue (ft)	2	16
95th Queue (ft)	17	46
Link Distance (ft)	2130	835
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: S Main Street & Wilson Road SW/Wilson Lane SE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	88	85	58	89
Average Queue (ft)	45	45	29	48
95th Queue (ft)	73	76	54	75
Link Distance (ft)	2130	7705	698	3077
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Wilson Lane SE & Laurel Lane

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	40	4	64
Average Queue (ft)	4	0	32
95th Queue (ft)	22	3	56
Link Distance (ft)		11713	3198
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Bombing Range Road & Wilson Lane SE

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	64	20
Average Queue (ft)	31	1
95th Queue (ft)	63	9
Link Distance (ft)	11713	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: S Main Street & Front Street

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	LT	R	L	TR	L
Maximum Queue (ft)	105	52	57	17	4	39
Average Queue (ft)	38	17	22	1	0	10
95th Queue (ft)	77	42	50	8	3	31
Link Distance (ft)	522	678			3077	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150	175		100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: S Main Street/N Main Street & I-84 EB Off-Ramp/I-84 EB On-Ramp

Movement	EB	EB	NB	SB
Directions Served	LT	R	TR	LT
Maximum Queue (ft)	626	43	26	186
Average Queue (ft)	562	32	2	57
95th Queue (ft)	790	57	12	134
Link Distance (ft)	616		134	372
Upstream Blk Time (%)	84			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	83	77		
Queuing Penalty (veh)	179	147		

Intersection: 8: N Main Street & I-84 Westbound On-Ramp/I-84 WB Off-Ramp

Movement	WB	WB	NB	SB
Directions Served	LT	R	LT	TR
Maximum Queue (ft)	416	60	68	4
Average Queue (ft)	269	44	16	0
95th Queue (ft)	604	57	50	4
Link Distance (ft)	549		372	202
Upstream Blk Time (%)	28			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	44	37		
Queuing Penalty (veh)	57	95		

Intersection: 9: N Main Street & Front Street NW/Front Street NE

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	L
Maximum Queue (ft)	27	51	51	36	4	30
Average Queue (ft)	3	26	25	7	0	3
95th Queue (ft)	17	48	46	27	3	17
Link Distance (ft)	436		903		202	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100		80		100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: N Main Street & Boardman Avenue NW/NE Boardman Avenue

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	71	72	40	24	10
Average Queue (ft)	34	36	9	1	0
95th Queue (ft)	56	60	33	11	8
Link Distance (ft)	937	738			466
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 477

Intersection: 1: Juniper Drive SW/Site Access & Wilson Road SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	12	53	36	44
Average Queue (ft)	0	4	20	17
95th Queue (ft)	6	24	45	43
Link Distance (ft)	1084	263	913	214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Anthony Drive SW/Site Access & Wilson Road SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	16	44	45	35
Average Queue (ft)	1	5	13	17
95th Queue (ft)	9	25	40	42
Link Distance (ft)	263	2124	835	214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: S Main Street & Wilson Road SW/Wilson Lane SE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	81	89	64	113
Average Queue (ft)	47	49	28	58
95th Queue (ft)	73	78	54	87
Link Distance (ft)	2124	7705	698	3077
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Wilson Lane SE & Laurel Lane

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	74
Average Queue (ft)	4	37
95th Queue (ft)	22	64
Link Distance (ft)		3198
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bombing Range Road & Wilson Lane SE

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	73	26
Average Queue (ft)	33	2
95th Queue (ft)	64	12
Link Distance (ft)	11713	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: S Main Street & Front Street

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	L	L	TR
Maximum Queue (ft)	109	52	64	24	64	4
Average Queue (ft)	43	18	24	2	13	0
95th Queue (ft)	88	42	53	12	41	3
Link Distance (ft)	522	678				224
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150	175	100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: S Main Street/N Main Street & I-84 EB Off-Ramp/I-84 EB On-Ramp

Movement	EB	EB	NB	SB
Directions Served	LT	R	TR	LT
Maximum Queue (ft)	614	64	21	199
Average Queue (ft)	445	48	2	60
95th Queue (ft)	846	68	12	138
Link Distance (ft)	620		224	280
Upstream Blk Time (%)	49			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	76	28		
Queuing Penalty (veh)	168	54		

Intersection: 8: N Main Street & I-84 Westbound On-Ramp/I-84 WB Off-Ramp

Movement	WB	WB	NB	SB
Directions Served	LT	R	LT	TR
Maximum Queue (ft)	541	55	75	4
Average Queue (ft)	389	44	20	0
95th Queue (ft)	700	59	57	3
Link Distance (ft)	549		280	202
Upstream Blk Time (%)	45			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	54	44		
Queuing Penalty (veh)	70	120		

Intersection: 9: N Main Street & Front Street NW/Front Street NE

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	L
Maximum Queue (ft)	27	55	68	31	30
Average Queue (ft)	4	25	25	7	3
95th Queue (ft)	19	46	52	27	17
Link Distance (ft)	436		903		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		80	100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: N Main Street & Boardman Avenue NW/NE Boardman Avenue

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	71	84	53	30	22
Average Queue (ft)	34	40	12	2	1
95th Queue (ft)	62	69	38	16	11
Link Distance (ft)	937	738			466
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 411

Intersection: 1: Juniper Drive SW/Site Access & Wilson Road SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	18	44	44	50
Average Queue (ft)	1	4	22	20
95th Queue (ft)	10	24	47	47
Link Distance (ft)	1084	263	913	214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Anthony Drive SW/Site Access & Wilson Road SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	34	44	54	56
Average Queue (ft)	1	3	17	22
95th Queue (ft)	13	20	46	47
Link Distance (ft)	263	2124	835	214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: S Main Street & Wilson Road SW/Wilson Lane SE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	115	114	66	106
Average Queue (ft)	54	53	29	60
95th Queue (ft)	88	89	56	93
Link Distance (ft)	2124	7705	698	3077
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Wilson Lane SE & Laurel Lane

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	43	70
Average Queue (ft)	7	38
95th Queue (ft)	31	61
Link Distance (ft)		3198
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bombing Range Road & Wilson Lane SE

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	79	33
Average Queue (ft)	38	3
95th Queue (ft)	72	17
Link Distance (ft)	11713	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: S Main Street & Front Street

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	L	L	TR
Maximum Queue (ft)	202	66	55	30	40	1
Average Queue (ft)	70	22	27	3	12	0
95th Queue (ft)	149	48	54	17	33	1
Link Distance (ft)	522	676				230
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150	175	100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: S Main Street/N Main Street & I-84 EB Off-Ramp/I-84 EB On-Ramp

Movement	EB	EB	NB	SB
Directions Served	LT	R	TR	LT
Maximum Queue (ft)	669	61	26	237
Average Queue (ft)	550	49	3	80
95th Queue (ft)	839	64	16	190
Link Distance (ft)	619		230	272
Upstream Blk Time (%)	69			0
Queuing Penalty (veh)	0			1
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	84	28		
Queuing Penalty (veh)	201	60		

Intersection: 8: N Main Street & I-84 Westbound On-Ramp/I-84 WB Off-Ramp

Movement	WB	WB	NB	SB
Directions Served	LT	R	LT	TR
Maximum Queue (ft)	593	56	125	15
Average Queue (ft)	480	42	29	1
95th Queue (ft)	738	69	84	6
Link Distance (ft)	548		272	202
Upstream Blk Time (%)	67			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	91	28		
Queuing Penalty (veh)	132	84		

Intersection: 9: N Main Street & Front Street NW/Front Street NE

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	L
Maximum Queue (ft)	31	43	78	40	13	35
Average Queue (ft)	8	26	32	11	0	6
95th Queue (ft)	30	48	59	35	10	26
Link Distance (ft)	436		903		202	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100		80		100
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 10: N Main Street & Boardman Avenue NW/NE Boardman Avenue

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	83	78	40	30	6
Average Queue (ft)	37	40	14	5	0
95th Queue (ft)	62	67	39	23	4
Link Distance (ft)	937	738			466
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 477