SALEM FARM CREDIT DRIVE HOTELS

TRANSPORTATION IMPACT ANALYSIS

JUNE 2024

PREPARED FOR WESTECH ENGINEERING INC.

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INTRODUCTION

This study evaluates the transportation impacts associated with the proposed hotel development in Salem, Oregon. Two hotels will be constructed in separate phases with a total of 211 rooms. The site will be accessed via Farm Credit Drive SE.

The purpose of this transportation impact analysis is to identify potential mitigation measures needed to offset transportation impacts that the proposed development may have on the nearby transportation network. The impact analysis is focused on the study intersections, which are listed below and shown in Figure 1.

1. Farm Credit Drive / Kettle Court
2. Hawthorne Avenue / Kettle Court
3. Hawthorne Avenue / Farm Credit Drive

TABLE 1: KEY STUDY AREA & PROPOSED DEVELOPMENT CHARACTERISTICS

CHARACTERISTICS	INFORMATION
STUDY AREA	
NUMBER OF STUDY INTERSECTIONS	Three
ANALYSIS PERIOD	Weekday AM and PM Peak Hours (Peak hour is one hour between 7-9 AM and 4-6 PM)
PROJECT SITE	
EXISTING LAND USE	Vacant
PROPOSED DEVELOPMENT	Hotel (Phase 1) – 105 rooms Hotel (Phase 2) – 106 rooms
PROPOSED PROJECT ACCESSES	2 full access points on Farm Credit Dr 1 emergency access point on Hawthorne Ave

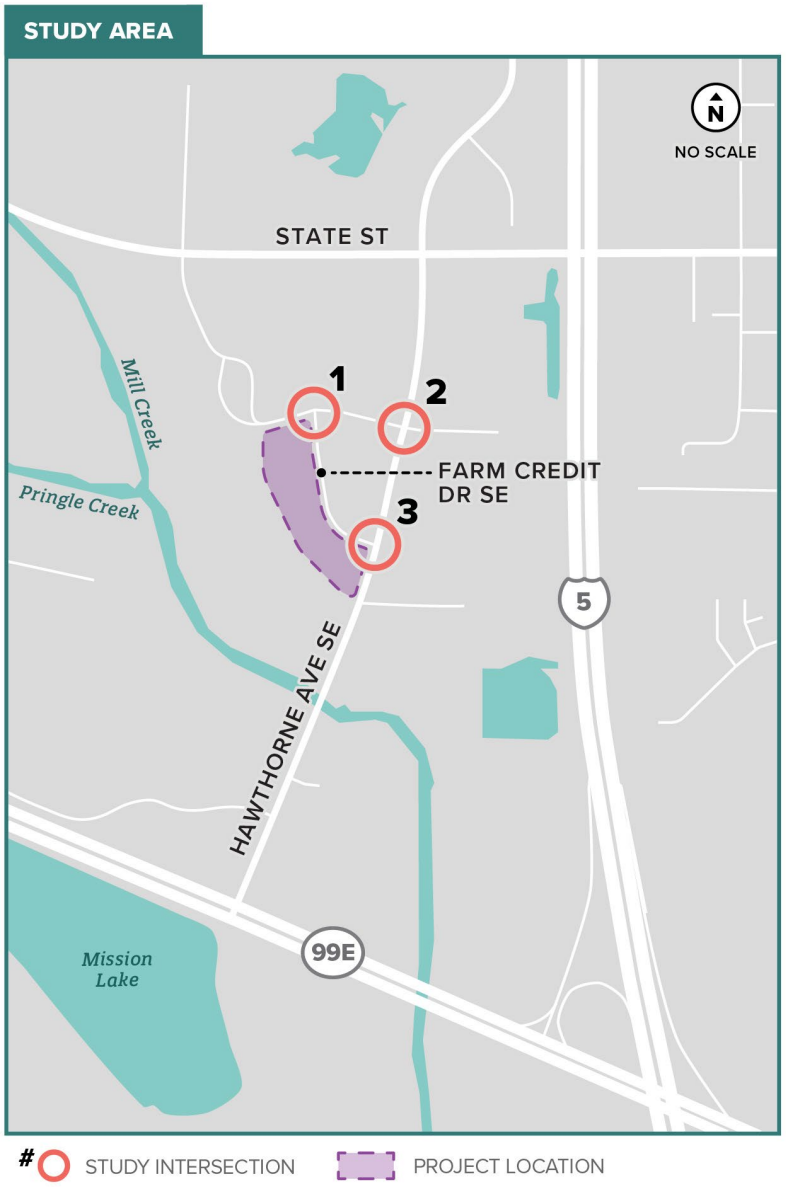


FIGURE 1: STUDY AREA

EXISTING CONDITIONS

This chapter provides documentation of existing study area conditions, including the study area roadway network, pedestrian and bicycle facilities, and existing traffic volumes and operations.

STUDY AREA ROADWAY NETWORK

The project site is located in southeast Salem, Oregon. The key roadways in the study area are summarized in Table 2 along with their existing roadway characteristics.

TABLE 2: STUDY AREA ROADWAY CHARACTERISTICS

ROADWAY	FUNCTIONAL CLASSIFICATION	LANES	POSTED SPEED	SIDEWALK	BIKE FACILITIES	ON-STREET PARKING
HAWTHORNE AVE SE	Major Arterial	3-4	40 mph	Yes	Yes	No
KETTLE CT SE	None (Private)	2	None	Partial[1]	No	No
FARM CREDIT DR SE	Local	2	None	Yes	No	No

CRASH ANALYSIS

Crash data was obtained for the five most recent years of available data (2018-2022) in Salem, Oregon.

One crash was reported at one of the three study intersections. In 2020, at the Hawthorne Avenue / Kettle Court intersection, a Possible Injury (Injury C) crash occurred on a clear, dry morning. The driver of the vehicle was making a right turn onto Hawthorne Avenue and struck another vehicle traveling south on Hawthorne Avenue.

There were 7 crashes along Hawthorne Avenue near the project site from 2018-2022. Two of these crashes were classified as Minor Injury (B) and three were classified as Possible Injury (C). All reported crash data is shown in Appendix G.

EXISTING TRAFFIC VOLUMES

Weekday AM and PM peak hour turning movement counts (7:00-9:00 a.m. and 4:00-6:00 p.m.) were collected at the three study intersections on Thursday, May 23rd, 2024. The resulting 2024 Existing traffic volumes are shown in Figure 2.

[1] Sidewalk is not present on the south side of Kettle Ct east of Farm Credit Dr.

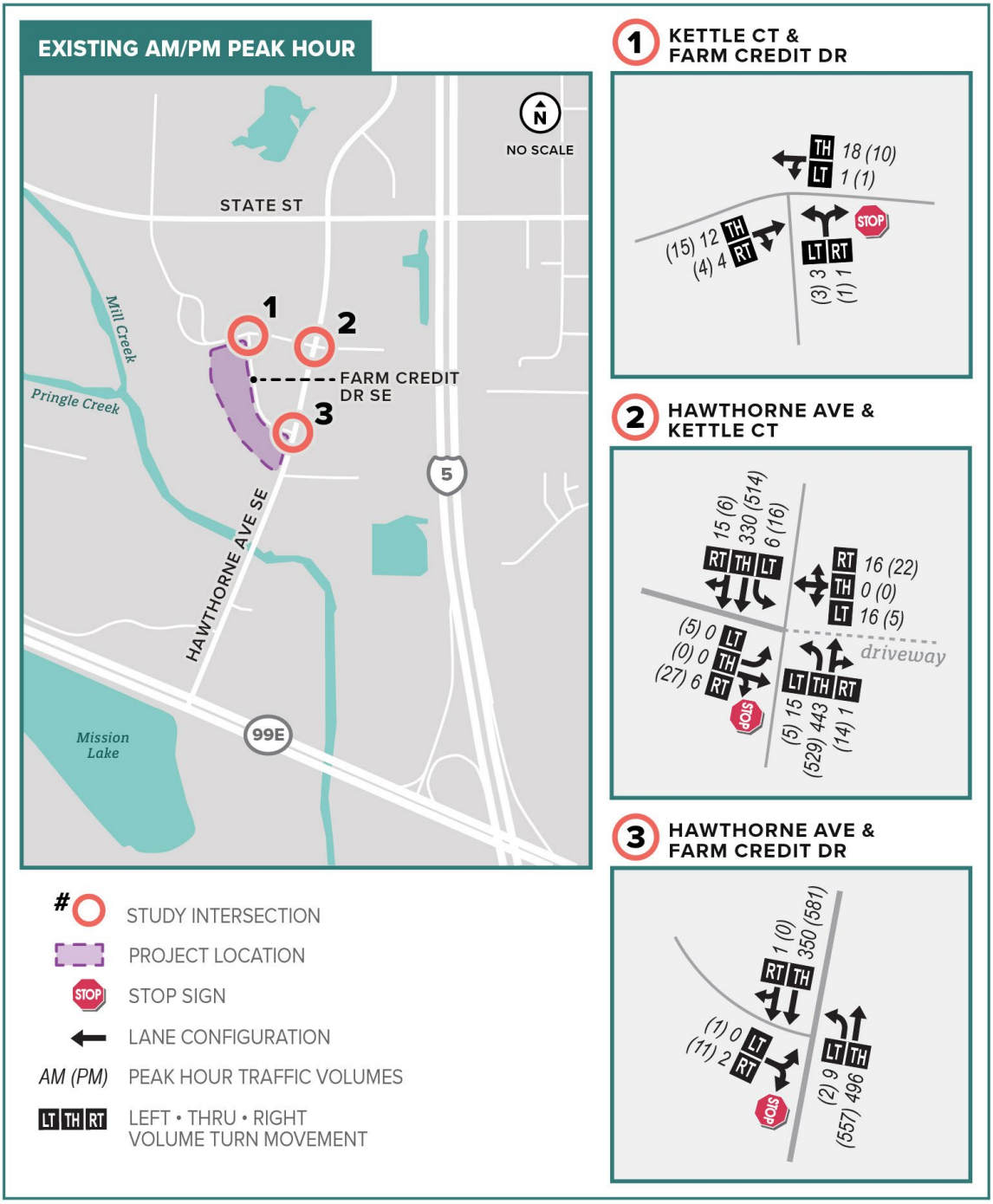


FIGURE 2: EXISTING 2024 AM AND PM PEAK HOUR VOLUMES

INTERSECTION PERFORMANCE MEASURES

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good picture of intersection operations.

- **Level of Service (LOS):** A "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity.
- **Volume-to-capacity (v/c) ratio:** A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

The City of Salem Public Works Design Standards states that traffic impacts created by development must be mitigated to maintain a peak hour LOS E or better for unsignalized intersections.

EXISTING OPERATING CONDITIONS

Existing traffic operations at the study intersections were determined for the AM and PM peak hours based on the Highway Capacity Manual (HCM) 6th Edition methodology for unsignalized intersections.[2] The results were then compared with the City of Salem's operating standard of LOS E. Table 3 lists the estimated v/c ratio and delay at each study intersection. As shown below, all the study intersections meet the operating standard during the AM and PM peak hours.

TABLE 3: EXISTING INTERSECTION OPERATIONS (2024)

INTERSECTION	OPERATING STANDARD	AM PEAK HOUR			PM PEAK HOUR		
		V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS
UNSIGNALIZED							
KETTLE CT / FARM CREDIT DR	LOS E	0.01	8.7	A/A	0.01	8.6	A/A
HAWTHORNE AVE / KETTLE CT	LOS E	0.12	17.0	A/C	0.04	29.5	A/D
HAWTHORNE AVE / FARM CREDIT DR	LOS E	0.01	10.5	A/B	0.02	11.6	A/B

TWO-WAY STOP CONTROLLED INTERSECTION:
Delay = Critical Movement Approach Delay (secs)
v/c = Associated Movement Volume-to-Capacity Ratio
LOS = Level of Service (Major/Minor Road)

[2] Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

PROJECT IMPACTS

This section provides a summary of the impacts that the proposed hotel development may have on the transportation system within the study area. This analysis includes the trip generation, trip distribution, and future year traffic volumes and operating conditions for the study intersections for both the No-Build and Build scenarios.

PROPOSED DEVELOPMENT

The development consists of two phases. Phase 1 includes a 105-room hotel and Phase 2 includes a 106-room hotel. Both hotels will be accessed via driveways from Farm Credit Drive. There will be emergency vehicle access south of the development from Hawthorne Avenue. A complete site plan is shown in Appendix F. Phase 1 and Phase 2 are expected to be completed by 2026 and 2027, respectively.

ANALYSIS SCENARIOS

Vehicle operating conditions were analyzed at the study intersections for the following future traffic scenarios. The comparison of the following scenarios enables the assessment of project impacts:

- Phase 1 2026 No-Build – This scenario represents the expected future traffic conditions of the study area without the project trips from the proposed development in the year 2026. There are currently no in-process developments within the study area that impact the traffic analysis.
- Phase 1 2026 Build – This scenario represents the expected traffic conditions of the study area with the project trips from Phase 1 of the proposed development, assuming it is built and fully occupied by 2026.
- Phase 2 2027 Build - This scenario represents the expected traffic conditions of the study area with the project trips from Phase 1 and Phase 2 of the proposed development, assuming both hotels are built and fully occupied by 2027.

TRIP GENERATION

Trip generation is the method used to estimate the number of vehicles added to site roadways and the adjacent roadway network by a development during a specified period (i.e., the PM peak hour). The Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition data was used to determine the trip generation of the new residential hotel development.[3]

Hotel (ITE code 310) was used to estimate the trips generated by the development. Table 4 provides the trip generation for the proposed development. As shown, the development (both

[3] Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

phases) is expected to generate a total of 91 (51 in, 40 out) AM peak hour trips and 101 (51 in, 50 out) PM peak hour trips.

TABLE 4: TRIP GENERATION

LAND USE (ITE CODE)	SIZE	AM PEAK TRIPS			PM PEAK TRIPS			DAILY TRIPS
		TOTAL	IN	OUT	TOTAL	IN	OUT	
PHASE 1								
HOTEL (310)	106 Units	46	26	20	51	26	25	847
PHASE 2								
HOTEL (310)	105 Units	45	25	20	50	25	25	839
TOTAL								
HOTEL (310)	**211 Units**	**91**	**51**	**40**	**101**	**51**	**50**	**1,686**

TRIP DISTRIBUTION

Trip distribution provides an estimate of where project-related trips would be coming from and going to. It is given as percentages at key gateways to the study area and is used to route project trips through the study intersections.

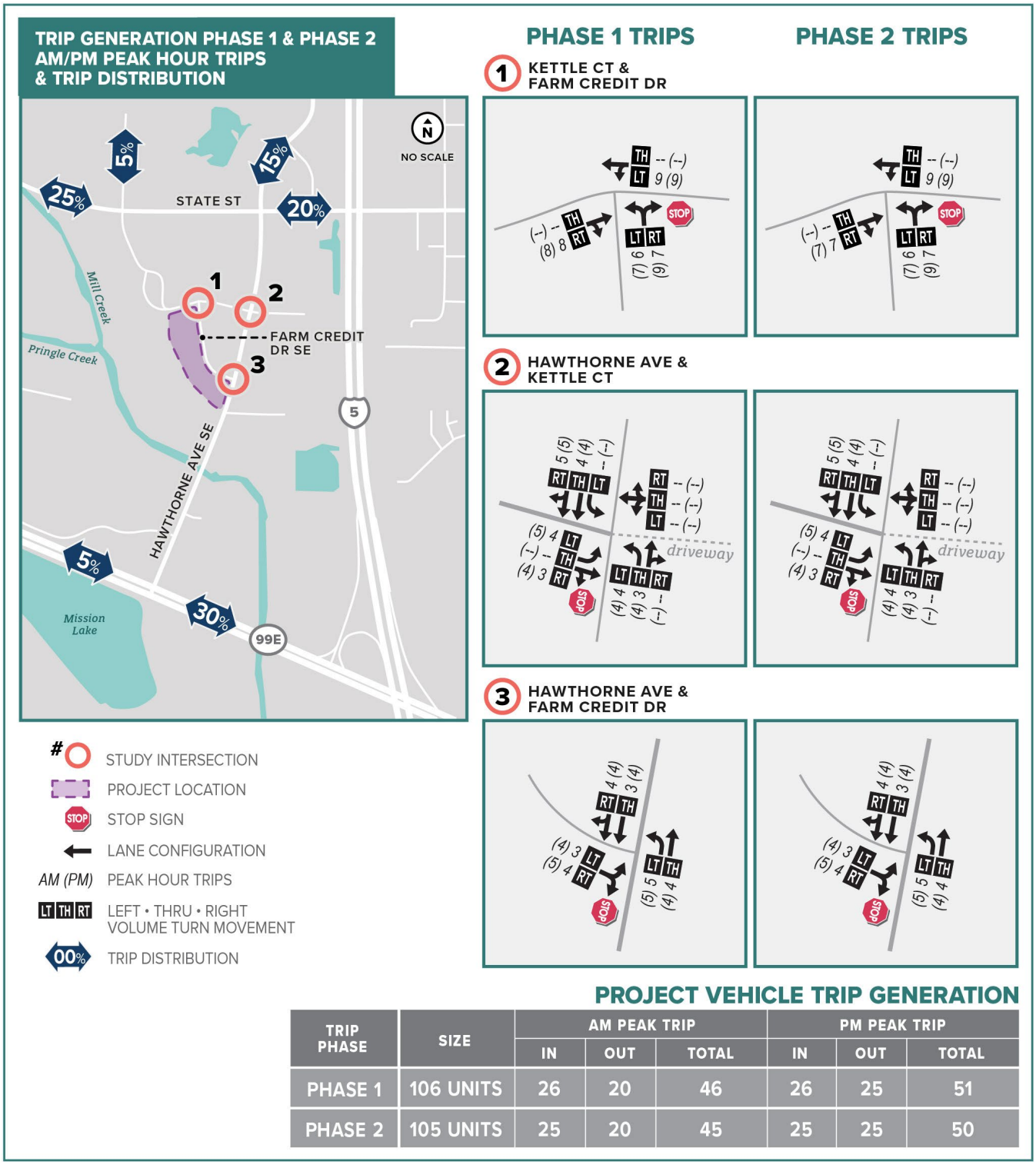
The trip distribution for the proposed hotels is based on data from the Salem-Keizer Area Transportation Study (SKATS) travel demand model. Figure 3 shows the expected trip distribution and project trip routing for the trips generated by the proposed development. The trip distribution represents guests arriving to the hotel for check-in and departing the hotel after check-out as well as vehicle trips made by guests during their stay, which could include trips related to business, recreation, and entertainment. The distribution is as follows:

- 30% to/from Mission Street (OR22) east of the project area
- 25% to/from State Street west of the project area
- 20% to/from State Street east of the project area
- 15% to from Hawthorne Avenue north of the project area
- 5% to/from Greer Drive north of the project area
- 5% to/from Mission Street (OR22) west of the project area

It was assumed that vehicles traveling along State Street west of the project site and Geer Drive north of the project site would travel north/west on Kettle Court to the traffic signal at State Street. For all other origins/destinations, vehicle routes were assumed to be equally split between the Kettle Court / Hawthorne Avenue and Farm Credit Drive / Hawthorne Avenue intersections.

FUTURE TRAFFIC VOLUMES

The AM and PM peak hour traffic volumes for the three future analysis scenarios are shown in Figure 4, Figure 5, and Figure 6. The 2026 No Build scenario volumes were estimated by applying a linear growth rate of 1% per year to the existing 2024 volumes over two years to 2026 (assumed year of the first building completion). The 1% linear growth rate is based on the Salem-Keizer Area Transportation Study (SKATS) travel demand model. The 2026 Build – Phase 1 scenario volumes were estimated by adding the project trips from the first hotel to the 2026 No Build volumes. Lastly, the 2027 Build – Phase 2 volumes were estimated by applying a linear growth rate of 1% per year to the existing 2024 volumes over three years, then adding the project trips from both hotels. The estimated year of completion for both hotels is 2027.



PROJECT VEHICLE TRIP GENERATION

TRIP PHASE	SIZE	AM PEAK TRIP			PM PEAK TRIP		
		IN	OUT	TOTAL	IN	OUT	TOTAL
PHASE 1	106 UNITS	26	20	46	26	25	51
PHASE 2	105 UNITS	25	20	45	25	25	50

FIGURE 3: TRIP GENERATION & TRIP DISTRIBUTION

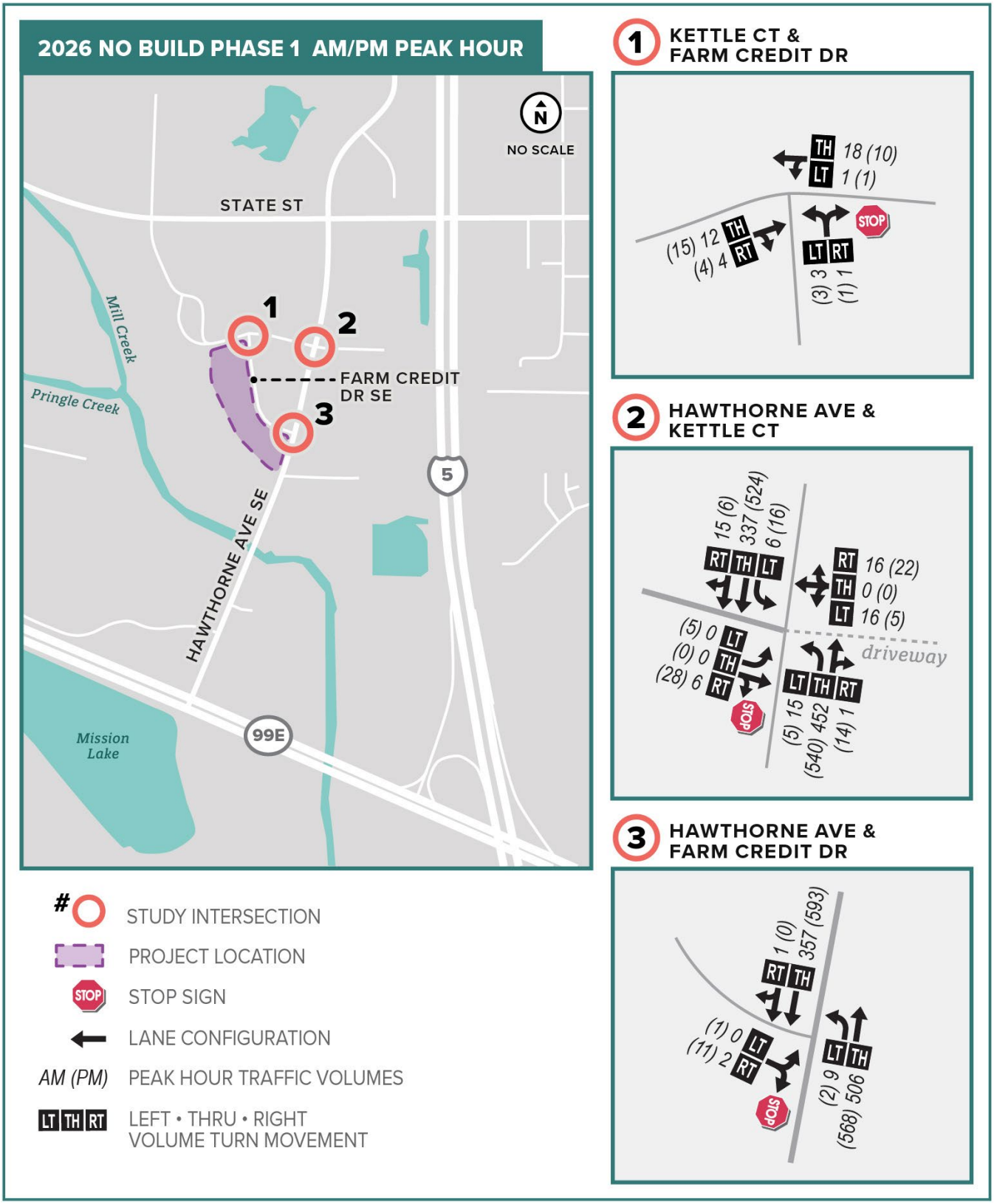


FIGURE 4: FUTURE 2026 NO-BUILD AM AND PM PEAK HOUR VOLUMES

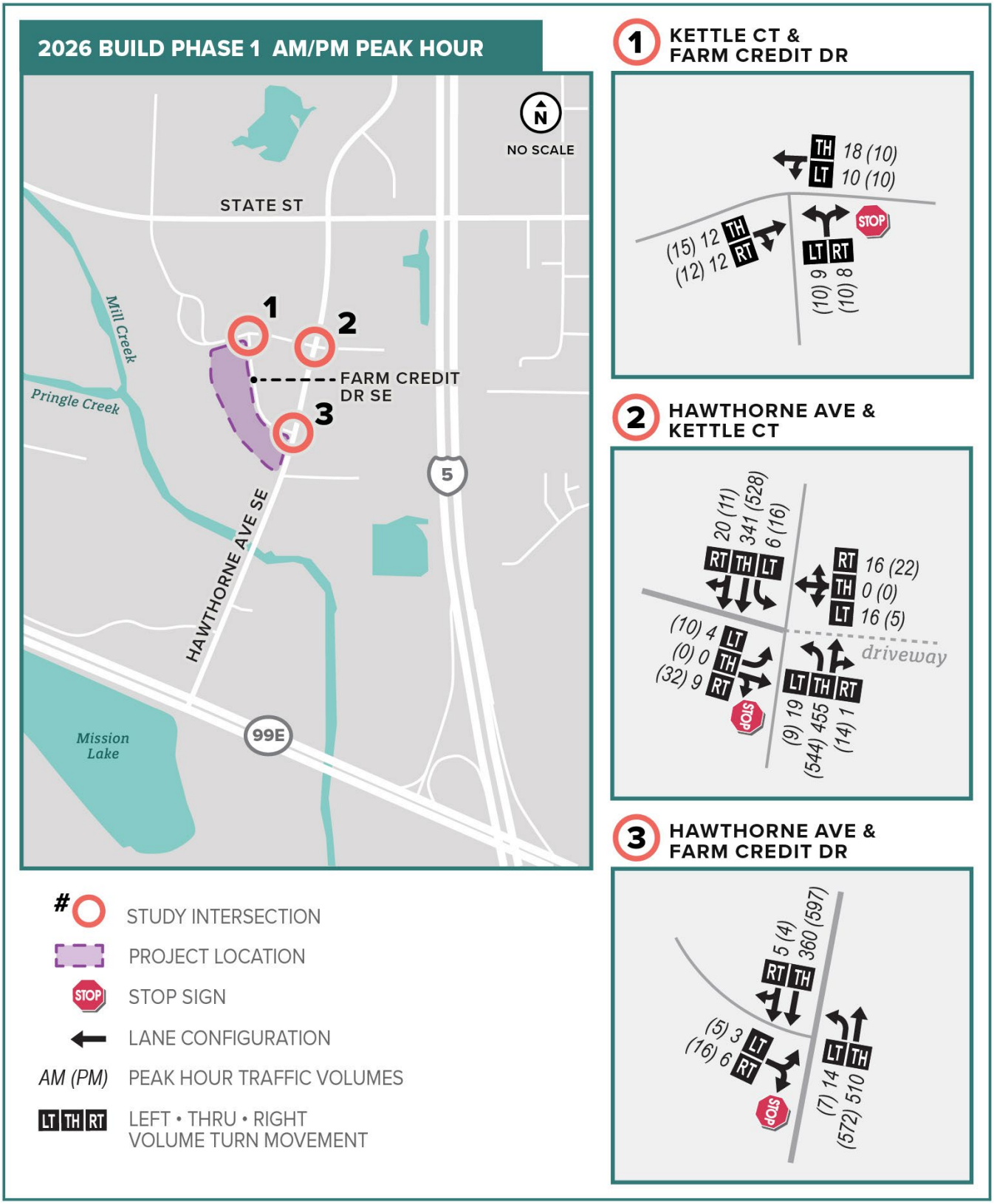


FIGURE 5: FUTURE 2026 BUILD – PHASE 1 AM AND PM PEAK HOUR VOLUMES

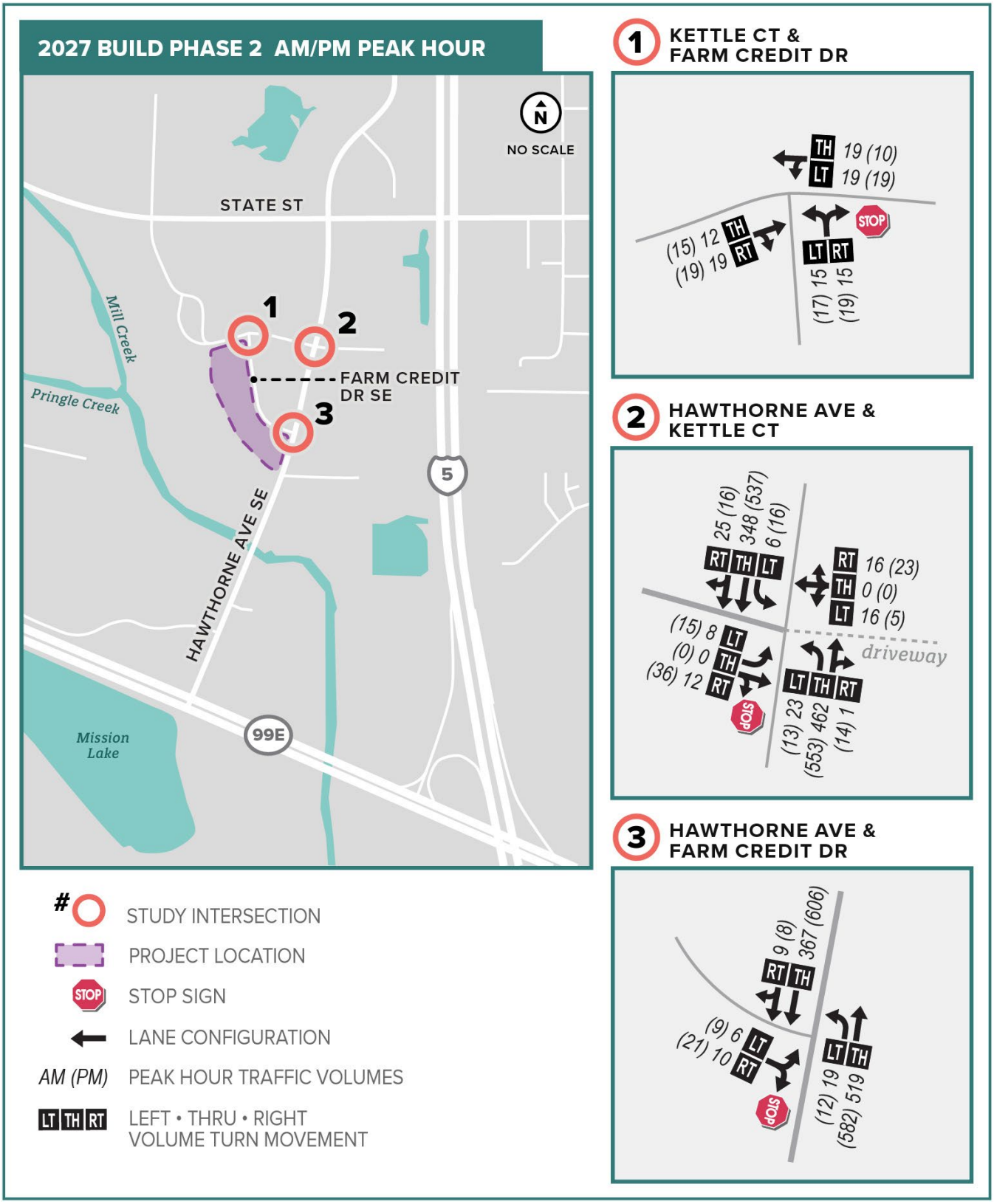


FIGURE 6: FUTURE 2027 BUILD – PHASE 2 AM AND PM PEAK HOUR VOLUMES

FUTURE INTERSECTION OPERATIONS

Future traffic operations at the study intersections were determined for the AM and PM peak hour based on the Highway Capacity Manual (HCM) 6th Edition methodology for unsignalized intersections. Table 5, 5, and 6 list the estimated v/c ratio, delay, and LOS at each study intersection for the AM and PM peak hours. The reports are provided in the appendix.

As shown, the intersections are expected to meet the operating standard of LOS E for the AM and PM peak hours under the No-Build Phase 1, Build Phase 1, and Build Phase 2 conditions.

TABLE 5: FUTURE (2026) INTERSECTION OPERATIONS – NO BUILD PHASE 1

INTERSECTION	OPERATING STANDARD	AM PEAK HOUR			PM PEAK HOUR		
		V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS
UNSIGNALIZED							
KETTLE CT / FARM CREDIT DR	LOS E	0.01	8.7	A/A	0.01	8.6	A/A
HAWTHORNE AVE / KETTLE CT	LOS E	0.13	17.4	A/C	0.04	30.6	A/D
HAWTHORNE AVE / FARM CREDIT DR	LOS E	0.01	10.5	A/B	0.02	11.7	A/B

TWO-WAY STOP CONTROLLED INTERSECTION:
Delay = Critical Movement Approach Delay (secs)
v/c = Associated Movement Volume-to-Capacity Ratio
LOS = Level of Service (Major/Minor Road)

TABLE 6: FUTURE (2026) INTERSECTION OPERATIONS – BUILD PHASE 1

INTERSECTION	OPERATING STANDARD	AM PEAK HOUR			PM PEAK HOUR		
		V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS
UNSIGNALIZED							
KETTLE CT / FARM CREDIT DR	LOS E	0.02	8.7	A/A	0.02	8.7	A/A
HAWTHORNE AVE / KETTLE CT	LOS E	0.02	24.0	A/C	0.08	32.6	A/D
HAWTHORNE AVE / FARM CREDIT DR	LOS E	0.03	13.9	A/B	0.06	14.7	A/B

TWO-WAY STOP CONTROLLED INTERSECTION:
Delay = Critical Movement Approach Delay (secs)
v/c = Associated Movement Volume-to-Capacity Ratio
LOS = Level of Service (Major/Minor Road)

TABLE 7: FUTURE (2027) INTERSECTION OPERATIONS – BUILD PHASE 2

INTERSECTION	OPERATING STANDARD	AM PEAK HOUR			PM PEAK HOUR		
		V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS
UNSIGNALIZED							
KETTLE CT / FARM CREDIT DR	LOS E	0.04	8.8	A/A	0.04	8.8	A/A
HAWTHORNE AVE / KETTLE CT	LOS E	0.05	25.6	A/D	0.12	35.4	A/E
HAWTHORNE AVE / FARM CREDIT DR	LOS E	0.05	15.0	A/C	0.10	16.7	A/C

TWO-WAY STOP CONTROLLED INTERSECTION:
Delay = Critical Movement Approach Delay (secs)
v/c = Associated Movement Volume-to-Capacity Ratio
LOS = Level of Service (Major/Minor Road)

SITE PLAN EVALUATION

This section reviews the on-site circulation, access points, and sight distance for the proposed development based on the provided site plan and the City of Salem's Development Code.

The current undeveloped property will be developed into two separate hotel buildings, built in separate phases. This development will have access to Farm Credit Rd and as well as emergency vehicle only access to Hawthorne Ave.

INTERNAL CIRCULATION

Drive aisles throughout both hotel parking lots appear to provide adequate circulation. Drive aisles are between 22 feet and 30 feet in width which is acceptable for backing maneuvers in and out of parking spaces. Additionally, sidewalks are shown surrounding both hotel buildings and give access to Farm Credit Road and Hawthorne Avenue. No additional pedestrian or bicycle improvements are recommended on-site.

ACCESS SPACING

Three access points are proposed, including one for emergency vehicle access only. The other two access points available to the general public are located off Farm Credit Drive. Hawthorne Avenue will be used for emergency only access to the hotels.

There are no access spacing requirements for local streets in the City's Public Works Standards. The location of the three access points can be found in the site plan in Appendix F.

SIGHT DISTANCE REQUIREMENTS

A preliminary sight distance evaluation was conducted at the project site to assess the proposed access points.

Based on the ASHHTO Policy on Geometric Design of Highways and Streets, 335 feet and 290 feet of sight distance is required for vehicles making a left turn and right turn, respectively, from a stop-controlled approach. Based on the preliminary assessment, the sight distance requirements are met at both proposed access points on to Farm Credit Drive. All sight distance measurements and findings discussed above are based on preliminary field evaluations. Prior to occupancy, sight distance at any new or modified access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

PROJECT SUMMARY

The proposed hotel development in Salem, Oregon consists of two phases. Phase 1 includes a 105-room hotel and Phase 2 includes a 106-room hotel. Both hotels will be accessed via Farm Credit Drive and Hawthorne Avenue (emergency access only). The estimated year of completion for the first hotel is 2026 and 2027 for the second hotel. A summary of the development and its anticipated impacts are as follows:

TRIP GENERATION

- The development (both hotels) is expected to generate a total of 91 (51 in, 40 out) AM peak hour trips and 101 (51 in, 50 out) PM peak hour trips.

INTERSECTION OPERATIONS

- All study intersections meet operating standards under all analysis scenarios: Existing 2023, Future 2026 No-Build, Future 2026 Build Phase 1, and Future 2027 Build Phase 2.

SITE EVALUATION

- Preliminary sight distance was measured at the proposed access points on Farm Credit Dr and found to meet AASHTO requirements. Prior to occupancy, sight distance at any new or modified access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

FINDINGS

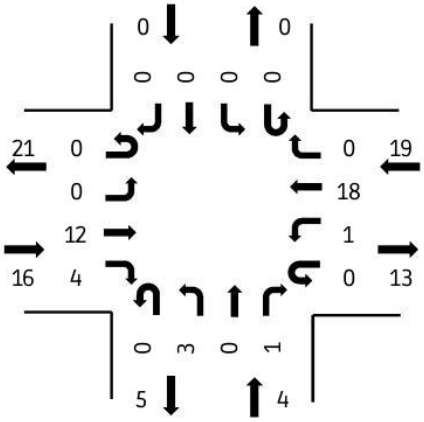
- Based on the off-site analysis and site evaluation, there are no further transportation improvements required of the proposed project.

APPENDIX

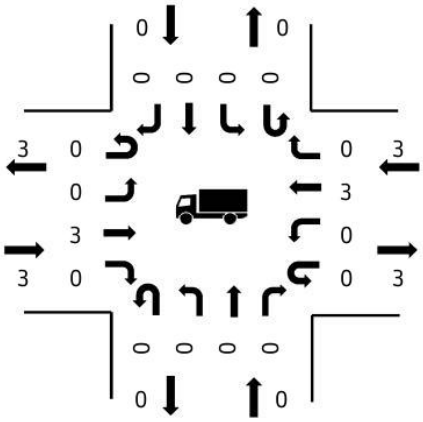
APPENDIX A: TRAFFIC DATA

Location: Farm Credit Dr & Kettle Ct
Date: 5/23/2024
Peak Hour Start: 07:45 AM
Peak 15 Minute Start: 08:00 AM
Peak Hour Factor: 0.61

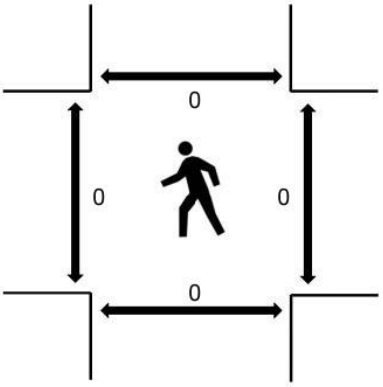
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Farm Credit Dr)					SB (Farm Credit Dr)					EB (Kettle Ct)					WB (Kettle Ct)					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
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	6	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:40:00 AM	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	3	0	0	0	0	0	0	0	0	3	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	7	16
08:00:00 AM	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	11	21
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	14	23
08:10:00 AM	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	16	26
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	11	28
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	10	30
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	8	31
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	9	34
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	10	38
08:40:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	39
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	37
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	37
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4	36

Car Volumes

Time	NB (Farm Credit Dr)					SB (Farm Credit Dr)					EB (Kettle Ct)					WB (Kettle Ct)					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
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:40:00 AM	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	2	0	0	0	0	0	0	0	0	2	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	12
08:00:00 AM	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	11	18
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	14	21
08:10:00 AM	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	15	23
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	10	25
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	9	27
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	27
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	28
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	6	32
08:40:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	33
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	31
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	31
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	29

Truck Volumes

Time	NB (Farm Credit Dr)					SB (Farm Credit Dr)					EB (Kettle Ct)					WB (Kettle Ct)					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
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:40:00 AM	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	1	0	0	0	0	0	0	0	0	1	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
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	3
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	4
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4	6
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	7

Bike Volumes

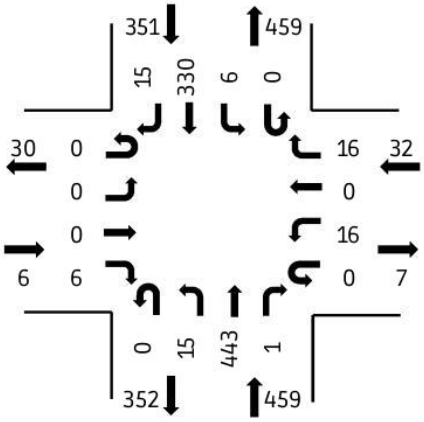
Time	NB (Farm Credit Dr)					SB (Farm Credit Dr)					EB (Kettle Ct)					WB (Kettle Ct)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 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	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:25:00 AM	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	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	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	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 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
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25:00 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
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40:00 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
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55:00 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

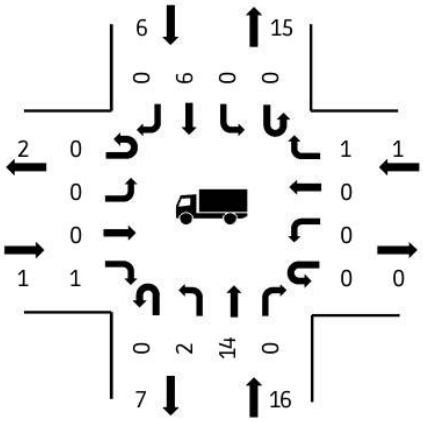
Time	Pedestrians				Totals	
Time	NB	SB	EB	WB	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0
08:05:00 AM	0	0	0	0	0	0
08:10:00 AM	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0
08:20:00 AM	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0
08:35:00 AM	0	0	0	0	0	0
08:40:00 AM	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0
08:50:00 AM	0	0	0	0	0	0
08:55:00 AM	0	0	0	0	0	0

Location: Hawthorne Ave & Kettle Ct
Date: 5/23/2024
Peak Hour Start: 07:20 AM
Peak 15 Minute Start: 07:50 AM
Peak Hour Factor: 0.76

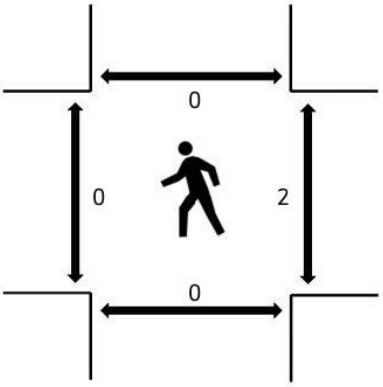
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Kettle Ct)					WB (Kettle Ct)					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
07:00:00 AM	2	19	0	0	0	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0		
07:05:00 AM	3	22	0	0	0	1	11	0	0	0	1	0	1	0	0	1	0	1	0	0		
07:10:00 AM	0	25	0	0	0	0	18	1	0	0	1	0	1	0	0	0	0	4	0	0	126	
07:15:00 AM	0	29	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	146	
07:20:00 AM	1	36	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	1	0	0	168	
07:25:00 AM	2	24	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	3	0	0	172	
07:30:00 AM	1	25	0	0	0	0	21	0	0	0	0	0	0	0	0	1	0	2	0	0	167	
07:35:00 AM	0	35	0	0	0	0	21	2	0	0	0	0	0	0	0	2	0	1	0	0	165	
07:40:00 AM	0	46	0	0	0	0	23	0	0	0	0	0	0	0	0	2	0	4	0	0	186	
07:45:00 AM	2	48	0	0	0	0	26	1	0	0	0	0	2	0	0	1	0	1	0	0	217	
07:50:00 AM	0	51	0	0	0	0	30	5	0	0	0	0	0	0	0	3	0	0	0	0	245	
07:55:00 AM	3	45	0	0	0	2	44	1	0	0	0	0	0	0	0	3	0	1	0	0	269	753
08:00:00 AM	1	45	1	0	0	0	37	3	0	0	0	0	2	0	0	2	0	0	0	0	279	809
08:05:00 AM	2	31	0	0	0	1	28	1	0	0	0	0	1	0	0	0	0	0	0	0	254	832
08:10:00 AM	2	24	0	0	0	1	27	0	0	0	0	0	0	0	0	2	0	2	0	0	213	840
08:15:00 AM	1	33	0	0	0	2	25	0	0	0	0	0	1	0	0	0	0	1	0	0	185	848
08:20:00 AM	0	27	0	0	0	0	22	1	0	0	0	0	0	0	0	1	0	0	0	0	172	836
08:25:00 AM	2	27	0	0	0	2	23	0	0	0	0	0	1	0	0	2	0	0	0	0	171	839
08:30:00 AM	1	29	0	0	0	0	17	0	0	0	0	0	0	0	0	0	1	0	0	0	156	837
08:35:00 AM	2	27	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	1	0	0	160	831
08:40:00 AM	2	28	2	0	0	0	26	1	0	0	0	0	0	0	0	0	0	1	0	0	163	816
08:45:00 AM	0	23	0	0	0	1	25	1	0	0	0	0	1	0	0	1	0	0	0	0	167	787
08:50:00 AM	1	32	0	0	0	0	22	0	0	0	0	0	1	0	0	0	0	0	0	0	168	754
08:55:00 AM	1	35	0	0	0	0	25	2	0	0	0	0	1	0	0	0	0	0	0	0	172	719

Car Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Kettle Ct)					WB (Kettle Ct)					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
07:00:00 AM	2	19	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	3	22	0	0	0	1	11	0	0	0	1	0	0	0	0	1	0	1	0	0		
07:10:00 AM	0	25	0	0	0	0	18	1	0	0	1	0	1	0	0	0	0	4	0	0	124	
07:15:00 AM	0	28	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	144	
07:20:00 AM	1	36	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	1	0	0	167	
07:25:00 AM	2	22	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	3	0	0	169	
07:30:00 AM	1	23	0	0	0	0	20	0	0	0	0	0	0	0	0	1	0	2	0	0	162	
07:35:00 AM	0	35	0	0	0	0	20	2	0	0	0	0	0	0	0	2	0	1	0	0	159	
07:40:00 AM	0	44	0	0	0	0	22	0	0	0	0	0	0	0	0	2	0	3	0	0	178	
07:45:00 AM	2	48	0	0	0	0	26	1	0	0	0	0	1	0	0	1	0	1	0	0	211	
07:50:00 AM	0	51	0	0	0	0	30	5	0	0	0	0	0	0	0	3	0	0	0	0	240	
07:55:00 AM	3	44	0	0	0	2	44	1	0	0	0	0	0	0	0	3	0	1	0	0	267	738
08:00:00 AM	1	44	1	0	0	0	37	3	0	0	0	0	2	0	0	2	0	0	0	0	277	794
08:05:00 AM	2	28	0	0	0	1	26	1	0	0	0	0	1	0	0	0	0	0	0	0	247	813
08:10:00 AM	2	24	0	0	0	1	27	0	0	0	0	0	0	0	0	2	0	2	0	0	207	821
08:15:00 AM	1	30	0	0	0	2	24	0	0	0	0	0	1	0	0	0	0	1	0	0	176	826
08:20:00 AM	0	27	0	0	0	0	21	1	0	0	0	0	0	0	0	1	0	0	0	0	167	813
08:25:00 AM	2	26	0	0	0	1	23	0	0	0	0	0	0	0	0	2	0	0	0	0	163	815
08:30:00 AM	1	27	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	147	811
08:35:00 AM	2	27	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	1	0	0	152	806
08:40:00 AM	2	26	2	0	0	0	26	1	0	0	0	0	0	0	0	0	0	1	0	0	156	793
08:45:00 AM	0	22	0	0	0	1	25	1	0	0	0	0	1	0	0	1	0	0	0	0	164	764
08:50:00 AM	1	30	0	0	0	0	22	0	0	0	0	0	1	0	0	0	0	0	0	0	163	729
08:55:00 AM	1	33	0	0	0	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	165	691

Truck Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Kettle Ct)					WB (Kettle Ct)					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
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:15:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:20:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:25:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
07:30:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
07:35:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
07:40:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	8	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
07:55:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
08:00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
08:05:00 AM	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	20
08:10:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	21
08:15:00 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	24
08:20:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	24
08:25:00 AM	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	9	26
08:30:00 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	10	28
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	27
08:40:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	26
08:45:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	26
08:50:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	28
08:55:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	7	31

Bike Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Kettle Ct)					WB (Kettle Ct)					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
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 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	
07:20:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	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	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25:00 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
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40:00 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
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

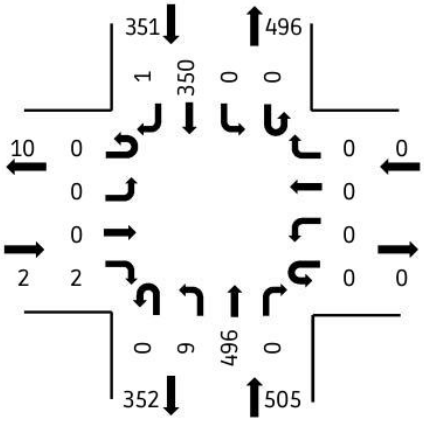
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	NB	SB	EB	WB	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	0	1	1	
07:25:00 AM	0	0	0	0	1	
07:30:00 AM	0	0	0	0	1	
07:35:00 AM	0	0	0	1	1	
07:40:00 AM	0	0	0	0	1	
07:45:00 AM	0	0	0	0	1	
07:50:00 AM	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	2
08:00:00 AM	0	0	0	0	0	2
08:05:00 AM	0	0	0	0	0	2
08:10:00 AM	0	0	0	0	0	2
08:15:00 AM	0	0	0	0	0	2
08:20:00 AM	0	0	0	1	1	2
08:25:00 AM	0	0	0	0	1	2
08:30:00 AM	0	0	0	1	2	3
08:35:00 AM	0	0	0	0	1	2
08:40:00 AM	0	0	1	0	2	3
08:45:00 AM	0	0	0	0	1	3
08:50:00 AM	0	0	0	0	1	3
08:55:00 AM	0	0	0	0	0	3

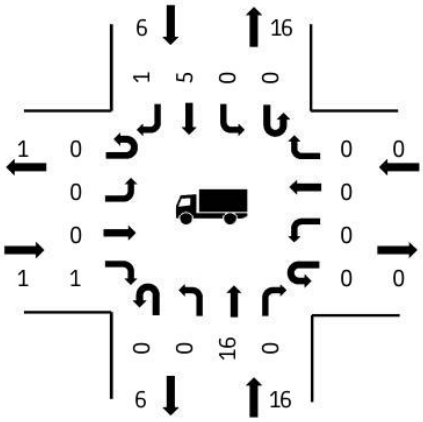
RallyTraffic

Location: Hawthorne Ave & Farm Credit Ave
Date: 5/23/2024
Peak Hour Start: 07:25 AM
Peak 15 Minute Start: 07:55 AM
Peak Hour Factor: 0.77

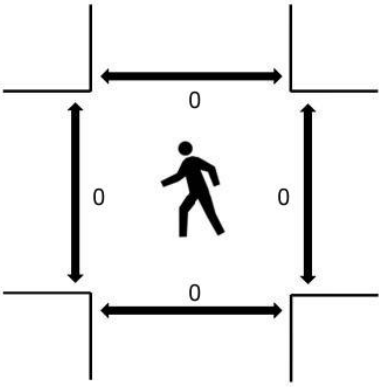
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Farm Credit Ave)					WB (Farm Credit 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
07:00:00 AM	1	28	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	21	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	1	28	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	127	
07:15:00 AM	0	25	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	126	
07:20:00 AM	1	28	0	0	0	0	19	0	0	0	1	0	0	0	0	0	0	0	0	0	139	
07:25:00 AM	0	37	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	161	
07:30:00 AM	0	30	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	169	
07:35:00 AM	1	31	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	175	
07:40:00 AM	1	37	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	168	
07:45:00 AM	0	46	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	186	
07:50:00 AM	1	49	0	0	0	0	30	0	0	0	0	0	1	0	0	0	0	0	0	0	212	
07:55:00 AM	0	60	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	245	701
08:00:00 AM	0	54	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	267	748
08:05:00 AM	5	47	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	280	806
08:10:00 AM	0	35	0	0	0	0	26	0	0	0	0	0	1	0	0	0	0	0	0	0	250	824
08:15:00 AM	1	30	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	224	846
08:20:00 AM	0	40	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	191	858
08:25:00 AM	0	27	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	184	847
08:30:00 AM	2	31	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	170	847
08:35:00 AM	0	33	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	164	847
08:40:00 AM	1	30	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	164	843
08:45:00 AM	2	31	0	0	0	0	29	0	0	0	1	0	0	0	0	0	0	0	0	0	173	834
08:50:00 AM	0	25	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	171	806
08:55:00 AM	0	31	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	167	765

Car Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Farm Credit Ave)					WB (Farm Credit 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
07:00:00 AM	1	27	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	21	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	1	28	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	123	
07:15:00 AM	0	25	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	123	
07:20:00 AM	1	27	0	0	0	0	19	0	0	0	1	0	0	0	0	0	0	0	0	0	136	
07:25:00 AM	0	36	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	157	
07:30:00 AM	0	28	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	165	
07:35:00 AM	1	29	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	169	
07:40:00 AM	1	37	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	162	
07:45:00 AM	0	44	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	180	
07:50:00 AM	1	49	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	206	
07:55:00 AM	0	60	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	240	682
08:00:00 AM	0	53	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	263	731
08:05:00 AM	5	46	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	278	789
08:10:00 AM	0	32	0	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	244	803
08:15:00 AM	1	29	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	217	825
08:20:00 AM	0	37	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	182	835
08:25:00 AM	0	27	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	178	824
08:30:00 AM	2	30	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	164	824
08:35:00 AM	0	31	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	156	822
08:40:00 AM	1	30	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	157	819
08:45:00 AM	2	28	0	0	0	0	29	0	0	0	1	0	0	0	0	0	0	0	0	0	165	809
08:50:00 AM	0	24	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	167	783
08:55:00 AM	0	29	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	161	740

Truck Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Farm Credit Ave)					WB (Farm Credit 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
07:00:00 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
07:15:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
07:20:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
07:25:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
07:30:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
07:35:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
07:40:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	
07:45:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
07:50:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19
08:00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17
08:05:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17
08:10:00 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21
08:15:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	21
08:20:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	23
08:25:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23
08:30:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23
08:35:00 AM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	25
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24
08:45:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	25
08:50:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23
08:55:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	25

Bike Volumes

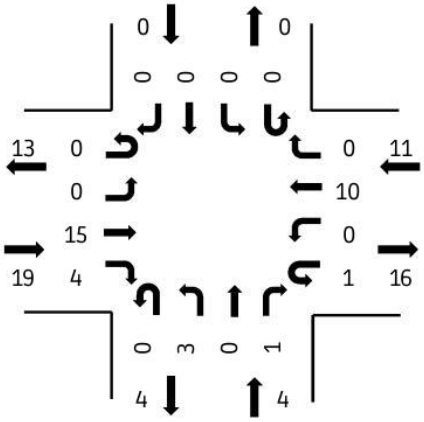
Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Farm Credit Ave)					WB (Farm Credit Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:25:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:40:00 AM	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	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	2
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:25:00 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
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40:00 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
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55:00 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

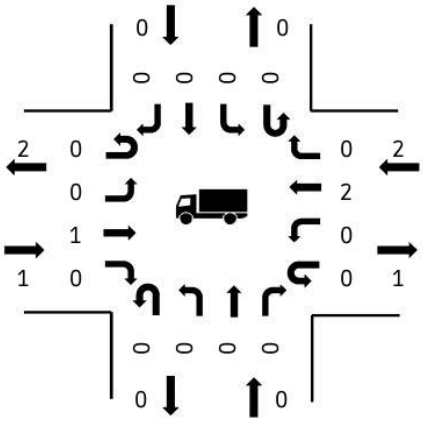
Time	Pedestrians				Totals	
Time	NB	SB	EB	WB	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0
08:05:00 AM	0	0	0	0	0	0
08:10:00 AM	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0
08:20:00 AM	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0
08:35:00 AM	0	0	0	0	0	0
08:40:00 AM	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0
08:50:00 AM	0	1	0	0	1	1
08:55:00 AM	0	0	0	0	1	1

Location: Farm Credit Dr & Kettle Ct
Date: 2024-05-23
Peak Hour Start: 04:10 PM
Peak 15 Minute Start: 04:25 PM
Peak Hour Factor: 0.85

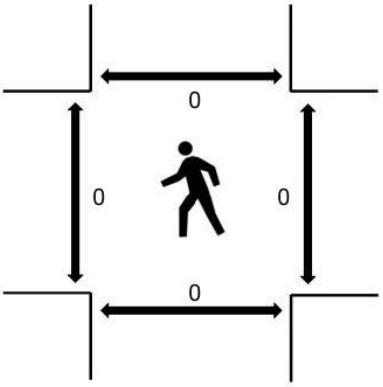
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Farm Credit Dr)					SB (Farm Credit Dr)					EB (Kettle Ct)					WB (Kettle Ct)					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
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	0	0	10	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	11	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	10	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	
04:30:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	1	0	0	0	10	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	5	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	31
05:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	7	32
05:05:00 PM	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	9	34
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	9	30
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	10	31
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	30
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	10	34
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	31
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	26
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4	28
05:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	30
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	27
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	5	28

Car Volumes

Time	NB (Farm Credit Dr)					SB (Farm Credit Dr)					EB (Kettle Ct)					WB (Kettle Ct)					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
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	0	0	9	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	11	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	
04:30:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	1	0	0	0	10	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	28
05:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	6	30
05:05:00 PM	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	31
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	27
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	9	28
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	28
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9	31
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	28
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	23
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4	25
05:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	27
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	25
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	25

Truck Volumes

Time	NB (Farm Credit Dr)					SB (Farm Credit Dr)					EB (Kettle Ct)					WB (Kettle Ct)					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
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
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	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	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	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:25:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	3
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3

Bike Volumes

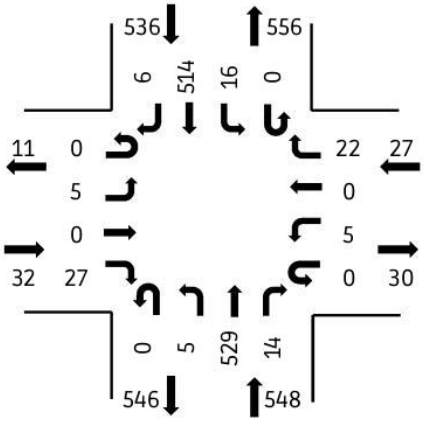
Time	NB (Farm Credit Dr)					SB (Farm Credit Dr)					EB (Kettle Ct)					WB (Kettle Ct)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	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	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	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	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	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	
04:50:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:55:00 PM	0	0	0	0	0	0	0	0	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	1	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:10:00 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
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25:00 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
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:40:00 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	1
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 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

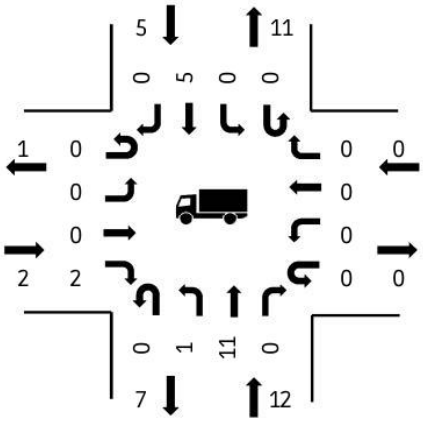
Time	Pedestrians				Totals	
Time	NB	SB	EB	WB	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Location: Hawthorne Ave & Kettle Ct
Date: 2024-05-23
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:05 PM
Peak Hour Factor: 0.95

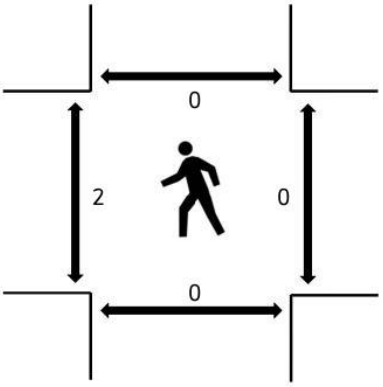
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Kettle Ct)					WB (Kettle Ct)					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
04:00:00 PM	0	51	1	0	0	1	35	0	0	0	0	0	1	0	0	0	0	1	0	0		
04:05:00 PM	3	46	1	0	0	2	55	0	0	0	0	0	6	0	0	1	0	3	0	0		
04:10:00 PM	0	44	1	0	0	0	44	1	0	0	1	0	2	0	0	0	0	0	0	0	300	
04:15:00 PM	0	41	0	0	0	1	46	1	0	0	0	0	2	0	0	0	0	0	0	0	301	
04:20:00 PM	0	40	1	0	0	3	55	0	0	0	1	0	3	0	0	0	0	3	0	0	290	
04:25:00 PM	0	46	2	0	0	1	42	1	0	0	0	0	1	0	0	1	0	3	0	0	294	
04:30:00 PM	1	46	2	0	0	2	36	1	0	0	0	0	2	0	0	1	0	1	0	0	295	
04:35:00 PM	0	38	1	0	0	1	63	0	0	0	1	0	6	0	0	0	0	2	0	0	301	
04:40:00 PM	0	46	0	0	0	2	28	0	0	0	0	0	0	0	0	0	0	4	0	0	284	
04:45:00 PM	1	51	3	0	0	1	40	0	0	0	1	0	0	0	0	0	0	1	0	0	290	
04:50:00 PM	0	42	2	0	0	1	36	1	0	0	0	0	3	0	0	1	0	2	0	0	266	
04:55:00 PM	0	38	0	0	0	1	34	1	0	0	1	0	1	0	0	1	0	2	0	0	265	1143
05:00:00 PM	0	48	1	0	0	0	26	0	0	0	2	0	2	0	0	1	0	1	0	0	248	1134
05:05:00 PM	0	54	2	0	0	2	42	0	0	0	1	0	5	0	0	0	0	0	0	0	266	1123
05:10:00 PM	1	41	3	0	0	0	50	0	0	0	0	0	1	0	0	0	0	2	0	0	285	1128
05:15:00 PM	0	58	1	0	0	0	26	0	0	0	0	0	3	0	0	0	0	2	0	0	294	1127
05:20:00 PM	0	38	1	0	0	2	37	0	0	0	0	0	0	0	0	2	0	2	0	0	270	1103
05:25:00 PM	0	49	0	0	0	2	47	0	0	0	1	0	2	0	0	2	0	0	0	0	275	1109
05:30:00 PM	0	38	1	0	0	1	27	0	0	0	0	0	1	0	0	3	0	0	0	0	256	1088
05:35:00 PM	1	39	0	0	0	3	23	0	0	0	0	0	2	0	0	1	0	0	0	0	243	1045
05:40:00 PM	0	40	1	0	0	1	33	0	0	0	0	0	1	0	0	0	0	1	0	0	217	1042
05:45:00 PM	0	60	1	0	0	2	31	0	0	0	0	0	3	0	0	2	0	2	0	0	247	1045
05:50:00 PM	0	42	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	247	1026
05:55:00 PM	0	28	1	0	0	1	26	0	0	0	0	0	1	0	0	0	0	1	0	0	228	1005

Car Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Kettle Ct)					WB (Kettle Ct)					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
04:00:00 PM	0	50	1	0	0	1	35	0	0	0	0	0	0	0	0	0	0	1	0	0		
04:05:00 PM	3	46	1	0	0	2	55	0	0	0	0	0	6	0	0	1	0	3	0	0		
04:10:00 PM	0	43	1	0	0	0	42	1	0	0	1	0	2	0	0	0	0	0	0	0	295	
04:15:00 PM	0	40	0	0	0	1	46	1	0	0	0	0	2	0	0	0	0	0	0	0	297	
04:20:00 PM	0	40	1	0	0	3	53	0	0	0	1	0	3	0	0	0	0	3	0	0	284	
04:25:00 PM	0	45	2	0	0	1	41	1	0	0	0	0	1	0	0	1	0	3	0	0	289	
04:30:00 PM	1	46	2	0	0	2	36	1	0	0	0	0	2	0	0	1	0	1	0	0	291	
04:35:00 PM	0	34	1	0	0	1	63	0	0	0	1	0	6	0	0	0	0	2	0	0	295	
04:40:00 PM	0	45	0	0	0	2	28	0	0	0	0	0	0	0	0	0	0	4	0	0	279	
04:45:00 PM	1	49	3	0	0	1	40	0	0	0	1	0	0	0	0	0	0	1	0	0	283	
04:50:00 PM	0	42	2	0	0	1	36	1	0	0	0	0	2	0	0	1	0	2	0	0	262	
04:55:00 PM	0	38	0	0	0	1	34	1	0	0	1	0	1	0	0	1	0	2	0	0	262	1125
05:00:00 PM	0	48	1	0	0	0	26	0	0	0	2	0	2	0	0	1	0	1	0	0	247	1118
05:05:00 PM	0	51	2	0	0	2	41	0	0	0	1	0	5	0	0	0	0	0	0	0	262	1103
05:10:00 PM	1	41	3	0	0	0	49	0	0	0	0	0	1	0	0	0	0	2	0	0	280	1110
05:15:00 PM	0	57	1	0	0	0	26	0	0	0	0	0	3	0	0	0	0	2	0	0	288	1109
05:20:00 PM	0	37	1	0	0	2	37	0	0	0	0	0	0	0	0	2	0	2	0	0	267	1086
05:25:00 PM	0	49	0	0	0	2	46	0	0	0	1	0	2	0	0	2	0	0	0	0	272	1093
05:30:00 PM	0	38	1	0	0	1	27	0	0	0	0	0	1	0	0	3	0	0	0	0	254	1072
05:35:00 PM	1	38	0	0	0	3	23	0	0	0	0	0	2	0	0	1	0	0	0	0	241	1032
05:40:00 PM	0	40	1	0	0	1	32	0	0	0	0	0	1	0	0	0	0	1	0	0	215	1029
05:45:00 PM	0	60	1	0	0	2	31	0	0	0	0	0	3	0	0	2	0	2	0	0	245	1034
05:50:00 PM	0	42	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	246	1016
05:55:00 PM	0	28	1	0	0	1	26	0	0	0	0	0	1	0	0	0	0	1	0	0	228	995

Truck Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Kettle Ct)					WB (Kettle Ct)					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
04:00:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
04:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:20:00 PM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
04:25:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
04:35:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
04:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
04:45:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19
05:00:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18
05:05:00 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	22
05:10:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	20
05:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	20
05:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18
05:25:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	18
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18
05:35:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15
05:40:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
05:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13

Bike Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Kettle Ct)					WB (Kettle Ct)					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
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	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	
04:20:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	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	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:10:00 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	0	0	0	0	0	2
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:40:00 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	1
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

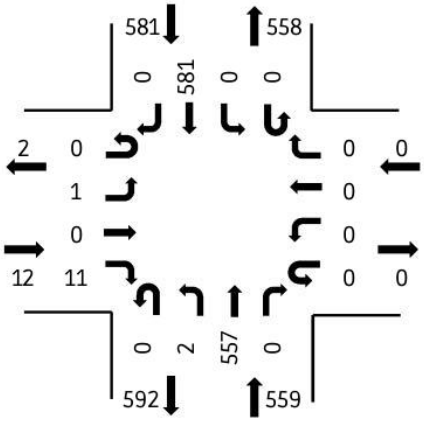
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	NB	SB	EB	WB	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	1	0	1	
04:20:00 PM	0	0	0	0	1	
04:25:00 PM	0	0	0	0	1	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	1	0	1	
04:55:00 PM	0	0	0	0	1	2
05:00:00 PM	0	0	0	0	1	2
05:05:00 PM	0	0	0	0	0	2
05:10:00 PM	0	0	0	0	0	2
05:15:00 PM	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	1
05:25:00 PM	0	0	1	0	1	2
05:30:00 PM	0	0	0	1	2	3
05:35:00 PM	0	0	0	0	2	3
05:40:00 PM	0	0	0	0	1	3
05:45:00 PM	0	0	0	0	0	3
05:50:00 PM	0	0	0	0	0	2
05:55:00 PM	0	0	0	0	0	2

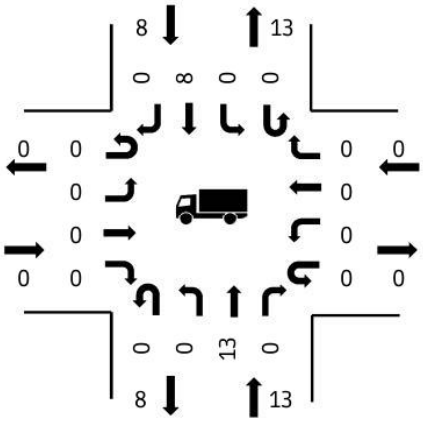
RallyTraffic

Location: Hawthorne Ave & Farm Credit Ave
Date: 2024-05-23
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:30 PM
Peak Hour Factor: 0.92

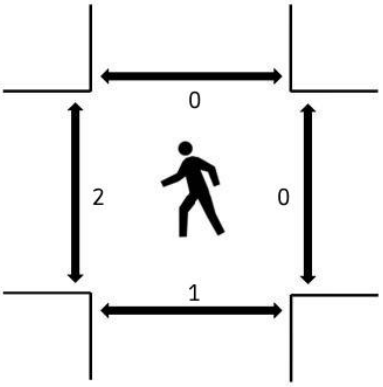
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Farm Credit Ave)					WB (Farm Credit 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
04:00:00 PM	0	38	0	0	0	0	50	0	0	0	0	0	2	0	0	0	0	0	0	0		
04:05:00 PM	0	53	0	0	0	0	38	0	0	0	0	0	2	0	0	0	0	0	0	0		
04:10:00 PM	0	46	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	279	
04:15:00 PM	1	51	0	0	0	0	54	0	0	0	0	0	2	0	0	0	0	0	0	0	297	
04:20:00 PM	0	42	0	0	0	0	53	0	0	0	0	0	1	0	0	0	0	0	0	0	300	
04:25:00 PM	0	43	0	0	0	0	50	0	0	0	1	0	1	0	0	0	0	0	0	0	299	
04:30:00 PM	0	46	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	288	
04:35:00 PM	0	48	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	289	
04:40:00 PM	1	43	0	0	0	0	74	0	0	0	0	0	2	0	0	0	0	0	0	0	314	
04:45:00 PM	0	49	0	0	0	0	34	0	0	0	0	0	1	0	0	0	0	0	0	0	301	
04:50:00 PM	0	53	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	300	
04:55:00 PM	0	45	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	260	1152
05:00:00 PM	0	37	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	248	1134
05:05:00 PM	0	49	0	0	0	0	33	0	0	0	0	0	2	0	0	0	0	0	0	0	236	1125
05:10:00 PM	2	54	0	0	0	0	49	0	0	0	0	0	1	0	0	0	0	0	0	0	262	1135
05:15:00 PM	0	44	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	279	1116
05:20:00 PM	0	60	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	290	1115
05:25:00 PM	0	44	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	266	1102
05:30:00 PM	1	52	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	273	1101
05:35:00 PM	0	39	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	256	1082
05:40:00 PM	0	36	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	237	1025
05:45:00 PM	0	38	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	210	1010
05:50:00 PM	1	63	0	0	0	0	39	0	0	0	0	0	1	0	0	0	0	0	0	0	236	1018
05:55:00 PM	0	39	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	242	1007

Car Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Farm Credit Ave)					WB (Farm Credit 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
04:00:00 PM	0	38	0	0	0	0	49	0	0	0	0	0	2	0	0	0	0	0	0	0		
04:05:00 PM	0	52	0	0	0	0	37	0	0	0	0	0	2	0	0	0	0	0	0	0		
04:10:00 PM	0	46	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	276	
04:15:00 PM	1	50	0	0	0	0	52	0	0	0	0	0	2	0	0	0	0	0	0	0	292	
04:20:00 PM	0	41	0	0	0	0	53	0	0	0	0	0	1	0	0	0	0	0	0	0	296	
04:25:00 PM	0	42	0	0	0	0	48	0	0	0	1	0	1	0	0	0	0	0	0	0	292	
04:30:00 PM	0	45	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	282	
04:35:00 PM	0	48	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	284	
04:40:00 PM	1	39	0	0	0	0	74	0	0	0	0	0	2	0	0	0	0	0	0	0	308	
04:45:00 PM	0	48	0	0	0	0	34	0	0	0	0	0	1	0	0	0	0	0	0	0	296	
04:50:00 PM	0	51	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	293	
04:55:00 PM	0	44	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	255	1131
05:00:00 PM	0	37	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	244	1114
05:05:00 PM	0	47	0	0	0	0	33	0	0	0	0	0	2	0	0	0	0	0	0	0	232	1105
05:10:00 PM	2	51	0	0	0	0	48	0	0	0	0	0	1	0	0	0	0	0	0	0	256	1111
05:15:00 PM	0	44	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	272	1094
05:20:00 PM	0	59	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	284	1093
05:25:00 PM	0	43	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	263	1082
05:30:00 PM	1	51	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	269	1081
05:35:00 PM	0	39	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	253	1062
05:40:00 PM	0	35	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	234	1008
05:45:00 PM	0	38	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	209	994
05:50:00 PM	1	63	0	0	0	0	39	0	0	0	0	0	1	0	0	0	0	0	0	0	235	1004
05:55:00 PM	0	39	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	241	994

Truck Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Farm Credit Ave)					WB (Farm Credit 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
04:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:15:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
04:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:25:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
04:30:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
04:40:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
04:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
04:50:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
04:55:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	21
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20
05:05:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20
05:10:00 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	24
05:15:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	22
05:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	22
05:25:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
05:30:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
05:55:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13

Bike Volumes

Time	NB (Hawthorne Ave)					SB (Hawthorne Ave)					EB (Farm Credit Ave)					WB (Farm Credit 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
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	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	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:40:00 PM	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	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:40:00 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
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:55:00 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	NB	SB	EB	WB	15min	1hr
04:00:00 PM	1	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	1	0	1	
04:25:00 PM	0	0	0	0	1	
04:30:00 PM	0	0	0	0	1	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	1	0	1	3
05:00:00 PM	0	0	0	0	1	2
05:05:00 PM	0	0	0	0	1	2
05:10:00 PM	0	0	0	0	0	2
05:15:00 PM	0	0	0	0	0	2
05:20:00 PM	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	1
05:30:00 PM	0	0	3	0	3	4
05:35:00 PM	1	0	0	0	4	5
05:40:00 PM	0	0	0	0	4	5
05:45:00 PM	0	0	0	0	1	5
05:50:00 PM	0	0	0	0	0	5
05:55:00 PM	0	0	0	0	0	4

APPENDIX B: HCM REPORTS - EXISTING

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	4	1	18	3	1
Future Vol, veh/h	12	4	1	18	3	1
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	61	61	61	61	61	61
Heavy Vehicles, %	25	0	0	17	0	0
Mvmt Flow	20	7	2	30	5	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	58	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	34	-
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	-	-	1600	-	954	1058
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	953	1058
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	977	-	-	1600	-
HCM Lane V/C Ratio	0.007	-	-	0.001	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	16	0	16	15	443	1	6	330	15
Future Vol, veh/h	0	0	6	16	0	16	15	443	1	6	330	15
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	0	17	0	0	6	13	3	0	0	2	0
Mvmt Flow	0	0	8	21	0	21	20	583	1	8	434	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1096	1086	229	857	1096	584	456	0	0	584	0	0
Stage 1	462	462	-	624	624	-	-	-	-	-	-	-
Stage 2	634	624	-	233	472	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	7.155	7.3	6.5	6.29	4.295	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.4615	3.5	4	3.357	2.3235	-	-	2.2	-	-
Pot Cap-1 Maneuver	181	218	735	267	215	501	1038	-	-	1001	-	-
Stage 1	554	568	-	477	481	-	-	-	-	-	-	-
Stage 2	471	481	-	755	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	212	734	259	209	501	1036	-	-	1001	-	-
Mov Cap-2 Maneuver	169	212	-	259	209	-	-	-	-	-	-	-
Stage 1	542	562	-	468	472	-	-	-	-	-	-	-
Stage 2	442	472	-	741	556	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	17	0.3	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1036	-	-	-	734	341	1001	-	-
HCM Lane V/C Ratio	0.019	-	-	-	0.011	0.123	0.008	-	-
HCM Control Delay (s)	8.5	-	-	0	10	17	8.6	-	-
HCM Lane LOS	A	-	-	A	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	9	496	350	1
Future Vol, veh/h	0	2	9	496	350	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	50	0	3	1	100
Mvmt Flow	0	3	12	644	455	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1124	228	456	0	-	0
Stage 1	456	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Critical Hdwy	6.6	7.65	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.775	2.2	-	-	-
Pot Cap-1 Maneuver	215	660	1115	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	660	1115	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1115	-	660	-	-
HCM Lane V/C Ratio	0.01	-	0.004	-	-
HCM Control Delay (s)	8.3	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	4	1	10	3	1
Future Vol, veh/h	15	4	1	10	3	1
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	85	85	85	85	85	85
Heavy Vehicles, %	7	0	0	20	0	0
Mvmt Flow	18	5	1	12	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	35	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	14	-
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	-	-	1605	-	983	1062
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	982	1062
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1001	-	-	1605	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	27	5	0	22	5	529	14	16	514	6
Future Vol, veh/h	5	0	27	5	0	22	5	529	14	16	514	6
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	-	-	-	-	-	75	-	-	75	-	-
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, %	0	0	7	0	0	0	20	2	0	0	1	0
Mvmt Flow	5	0	28	5	0	23	5	557	15	17	541	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1164	1162	274	882	1158	567	547	0	0	574	0	0
Stage 1	578	578	-	577	577	-	-	-	-	-	-	-
Stage 2	586	584	-	305	581	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	7.005	7.3	6.5	6.2	4.4	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3665	3.5	4	3.3	2.39	-	-	2.2	-	-
Pot Cap-1 Maneuver	162	197	711	256	198	527	921	-	-	1009	-	-
Stage 1	474	504	-	506	505	-	-	-	-	-	-	-
Stage 2	500	501	-	685	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	192	711	241	193	526	921	-	-	1007	-	-
Mov Cap-2 Maneuver	152	192	-	241	193	-	-	-	-	-	-	-
Stage 1	472	495	-	502	501	-	-	-	-	-	-	-
Stage 2	475	497	-	647	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	13.9	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	921	-	-	152	711	432	1007	-	-
HCM Lane V/C Ratio	0.006	-	-	0.035	0.04	0.066	0.017	-	-
HCM Control Delay (s)	8.9	-	-	29.5	10.3	13.9	8.6	-	-
HCM Lane LOS	A	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	11	2	557	581	0
Future Vol, veh/h	1	11	2	557	581	0
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	1	12	2	605	632	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1242	316	632	0	-	0
Stage 1	632	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Critical Hdwy	6.6	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	182	686	960	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	686	960	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	960	-	557	-	-
HCM Lane V/C Ratio	0.002	-	0.023	-	-
HCM Control Delay (s)	8.8	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

APPENDIX C: HCM REPORTS – FUTURE 2026 NO-BUILD

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	4	1	18	3	1
Future Vol, veh/h	12	4	1	18	3	1
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	61	61	61	61	61	61
Heavy Vehicles, %	25	0	0	17	0	0
Mvmt Flow	20	7	2	30	5	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	58	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	34	-
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	-	-	1600	-	954	1058
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	953	1058
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	977	-	-	1600	-
HCM Lane V/C Ratio	0.007	-	-	0.001	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	16	0	16	15	452	1	6	337	15
Future Vol, veh/h	0	0	6	16	0	16	15	452	1	6	337	15
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	0	17	0	0	6	13	3	0	0	2	0
Mvmt Flow	0	0	8	21	0	21	20	595	1	8	443	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1117	1107	234	874	1117	596	465	0	0	596	0	0
Stage 1	471	471	-	636	636	-	-	-	-	-	-	-
Stage 2	646	636	-	238	481	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	7.155	7.3	6.5	6.29	4.295	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.4615	3.5	4	3.357	2.3235	-	-	2.2	-	-
Pot Cap-1 Maneuver	175	212	729	259	209	493	1030	-	-	990	-	-
Stage 1	548	563	-	469	475	-	-	-	-	-	-	-
Stage 2	464	475	-	750	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	206	728	251	203	493	1028	-	-	990	-	-
Mov Cap-2 Maneuver	164	206	-	251	203	-	-	-	-	-	-	-
Stage 1	536	557	-	460	466	-	-	-	-	-	-	-
Stage 2	436	466	-	736	551	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	17.4	0.3	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1028	-	-	-	728	333	990	-	-
HCM Lane V/C Ratio	0.019	-	-	-	0.011	0.126	0.008	-	-
HCM Control Delay (s)	8.6	-	-	0	10	17.4	8.7	-	-
HCM Lane LOS	A	-	-	A	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	9	506	357	1
Future Vol, veh/h	0	2	9	506	357	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	50	0	3	1	100
Mvmt Flow	0	3	12	657	464	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1146	233	465	0	-	0
Stage 1	465	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Critical Hdwy	6.6	7.65	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.775	2.2	-	-	-
Pot Cap-1 Maneuver	209	655	1107	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	655	1107	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1107	-	655	-	-
HCM Lane V/C Ratio	0.011	-	0.004	-	-
HCM Control Delay (s)	8.3	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	4	1	10	3	1
Future Vol, veh/h	15	4	1	10	3	1
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	85	85	85	85	85	85
Heavy Vehicles, %	7	0	0	20	0	0
Mvmt Flow	18	5	1	12	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	35	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	14	-
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	-	-	1605	-	983	1062
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	982	1062
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1001	-	-	1605	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	28	5	0	22	5	540	14	16	524	6
Future Vol, veh/h	5	0	28	5	0	22	5	540	14	16	524	6
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	-	-	-	-	-	75	-	-	75	-	-
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, %	0	0	7	0	0	0	20	2	0	0	1	0
Mvmt Flow	5	0	29	5	0	23	5	568	15	17	552	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1186	1184	279	898	1180	578	558	0	0	585	0	0
Stage 1	589	589	-	588	588	-	-	-	-	-	-	-
Stage 2	597	595	-	310	592	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	7.005	7.3	6.5	6.2	4.4	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3665	3.5	4	3.3	2.39	-	-	2.2	-	-
Pot Cap-1 Maneuver	156	191	706	250	192	519	911	-	-	1000	-	-
Stage 1	466	499	-	499	499	-	-	-	-	-	-	-
Stage 2	493	496	-	681	497	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	186	706	235	187	518	911	-	-	998	-	-
Mov Cap-2 Maneuver	146	186	-	235	187	-	-	-	-	-	-	-
Stage 1	464	491	-	496	496	-	-	-	-	-	-	-
Stage 2	468	493	-	641	489	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	14.1	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	911	-	-	146	706	424	998	-	-
HCM Lane V/C Ratio	0.006	-	-	0.036	0.042	0.067	0.017	-	-
HCM Control Delay (s)	9	-	-	30.6	10.3	14.1	8.7	-	-
HCM Lane LOS	A	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	11	2	568	593	0
Future Vol, veh/h	1	11	2	568	593	0
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	1	12	2	617	645	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1267	323	645	0	-	0
Stage 1	645	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Critical Hdwy	6.6	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	175	679	950	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	175	679	950	-	-	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	539	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	950	-	548	-	-
HCM Lane V/C Ratio	0.002	-	0.024	-	-
HCM Control Delay (s)	8.8	-	11.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

APPENDIX D: HCM REPORTS – FUTURE 2026 BUILD - PHASE 1

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	12	10	18	9	8
Future Vol, veh/h	12	12	10	18	9	8
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	85	85	85	85	85	85
Heavy Vehicles, %	25	0	0	17	0	0
Mvmt Flow	14	14	12	21	11	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	28	0	66	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	45	-
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	-	-	1599	-	944	1062
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1599	-	936	1062
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	991	-	-	1599	-
HCM Lane V/C Ratio	0.02	-	-	0.007	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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	4	0	9	16	0	16	19	455	1	6	341	20
Future Vol, veh/h	4	0	9	16	0	16	19	455	1	6	341	20
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	75	-	-	75	-	-
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, %	0	0	17	0	0	6	13	3	0	0	2	0
Mvmt Flow	5	0	11	19	0	19	22	535	1	7	401	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1018	1009	215	795	1021	536	427	0	0	536	0	0
Stage 1	429	429	-	580	580	-	-	-	-	-	-	-
Stage 2	589	580	-	215	441	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	7.155	7.3	6.5	6.29	4.295	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.4615	3.5	4	3.357	2.3235	-	-	2.2	-	-
Pot Cap-1 Maneuver	206	242	751	295	238	534	1065	-	-	1042	-	-
Stage 1	580	587	-	504	503	-	-	-	-	-	-	-
Stage 2	498	503	-	773	580	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	194	235	750	285	231	534	1063	-	-	1042	-	-
Mov Cap-2 Maneuver	194	235	-	285	231	-	-	-	-	-	-	-
Stage 1	567	582	-	493	492	-	-	-	-	-	-	-
Stage 2	471	492	-	757	575	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	15.8	0.3	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1063	-	-	194	750	372	1042	-	-
HCM Lane V/C Ratio	0.021	-	-	0.024	0.014	0.101	0.007	-	-
HCM Control Delay (s)	8.5	-	-	24	9.9	15.8	8.5	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	6	14	510	360	5
Future Vol, veh/h	3	6	14	510	360	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	50	0	3	1	100
Mvmt Flow	4	7	16	600	424	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1059	215	430	0	-	0
Stage 1	427	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	6.6	7.65	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.775	2.2	-	-	-
Pot Cap-1 Maneuver	236	675	1140	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	233	675	1140	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1140	-	414	-	-
HCM Lane V/C Ratio	0.014	-	0.026	-	-
HCM Control Delay (s)	8.2	-	13.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	12	10	10	10	10
Future Vol, veh/h	15	12	10	10	10	10
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	85	85	85	85	85	85
Heavy Vehicles, %	7	0	0	20	0	0
Mvmt Flow	18	14	12	12	12	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	61	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	36	-
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	-	-	1593	-	950	1057
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1593	-	942	1057
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	996	-	-	1593	-
HCM Lane V/C Ratio	0.024	-	-	0.007	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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	10	0	32	5	0	22	9	544	14	16	528	11
Future Vol, veh/h	10	0	32	5	0	22	9	544	14	16	528	11
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	-	-	-	-	-	75	-	-	75	-	-
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, %	0	0	7	0	0	0	20	2	0	0	1	0
Mvmt Flow	11	0	34	5	0	23	9	573	15	17	556	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1206	1204	284	913	1203	583	568	0	0	590	0	0
Stage 1	596	596	-	601	601	-	-	-	-	-	-	-
Stage 2	610	608	-	312	602	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	7.005	7.3	6.5	6.2	4.4	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3665	3.5	4	3.3	2.39	-	-	2.2	-	-
Pot Cap-1 Maneuver	151	186	701	244	186	516	903	-	-	995	-	-
Stage 1	462	495	-	491	493	-	-	-	-	-	-	-
Stage 2	485	489	-	679	492	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	181	701	227	181	515	903	-	-	993	-	-
Mov Cap-2 Maneuver	141	181	-	227	181	-	-	-	-	-	-	-
Stage 1	457	487	-	485	487	-	-	-	-	-	-	-
Stage 2	459	483	-	635	484	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	14.3	0.1	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	903	-	-	141	701	417	993	-	-
HCM Lane V/C Ratio	0.01	-	-	0.075	0.048	0.068	0.017	-	-
HCM Control Delay (s)	9	-	-	32.6	10.4	14.3	8.7	-	-
HCM Lane LOS	A	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	16	7	572	597	4
Future Vol, veh/h	5	16	7	572	597	4
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	17	8	622	649	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1290	327	653	0	-	0
Stage 1	651	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Critical Hdwy	6.6	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	170	675	943	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	169	675	943	-	-	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	943	-	394	-	-
HCM Lane V/C Ratio	0.008	-	0.058	-	-
HCM Control Delay (s)	8.8	-	14.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

APPENDIX E: HCM REPORTS – FUTURE 2027 BUILD – PHASE 2

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	19	19	19	15	15
Future Vol, veh/h	12	19	19	19	15	15
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	85	85	85	85	85	85
Heavy Vehicles, %	25	0	0	17	0	0
Mvmt Flow	14	22	22	22	18	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	91	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	66	-
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	-	-	1588	-	914	1057
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	901	1057
Mov Cap-2 Maneuver	-	-	-	-	901	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	973	-	-	1588	-
HCM Lane V/C Ratio	0.036	-	-	0.014	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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	8	0	12	16	0	16	23	462	1	6	348	25
Future Vol, veh/h	8	0	12	16	0	16	23	462	1	6	348	25
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	75	-	-	75	-	-
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, %	0	0	17	0	0	6	13	3	0	0	2	0
Mvmt Flow	9	0	14	19	0	19	27	544	1	7	409	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1048	1039	221	818	1053	545	440	0	0	545	0	0
Stage 1	440	440	-	599	599	-	-	-	-	-	-	-
Stage 2	608	599	-	219	454	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	7.155	7.3	6.5	6.29	4.295	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.4615	3.5	4	3.357	2.3235	-	-	2.2	-	-
Pot Cap-1 Maneuver	196	232	744	284	228	528	1053	-	-	1034	-	-
Stage 1	571	581	-	492	494	-	-	-	-	-	-	-
Stage 2	486	494	-	769	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	184	224	743	272	220	528	1051	-	-	1034	-	-
Mov Cap-2 Maneuver	184	224	-	272	220	-	-	-	-	-	-	-
Stage 1	555	576	-	479	481	-	-	-	-	-	-	-
Stage 2	457	481	-	749	568	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.2	16.2	0.4	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1051	-	-	184	743	359	1034	-	-
HCM Lane V/C Ratio	0.026	-	-	0.051	0.019	0.105	0.007	-	-
HCM Control Delay (s)	8.5	-	-	25.6	9.9	16.2	8.5	-	-
HCM Lane LOS	A	-	-	D	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	10	19	519	366	9
Future Vol, veh/h	6	10	19	519	366	9
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	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	50	0	3	1	100
Mvmt Flow	7	12	22	611	431	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1092	221	442	0	-	0
Stage 1	437	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Critical Hdwy	6.6	7.65	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.775	2.2	-	-	-
Pot Cap-1 Maneuver	225	668	1129	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	668	1129	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1129	-	380	-	-
HCM Lane V/C Ratio	0.02	-	0.05	-	-
HCM Control Delay (s)	8.3	-	15	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	19	19	10	17	19
Future Vol, veh/h	15	19	19	10	17	19
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	85	85	85	85	85	85
Heavy Vehicles, %	7	0	0	20	0	0
Mvmt Flow	18	22	22	12	20	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	85	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	56	-
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	-	-	1583	-	921	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	908	1052
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	979	-	-	1583	-
HCM Lane V/C Ratio	0.043	-	-	0.014	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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	15	0	36	5	0	23	13	553	14	16	537	16
Future Vol, veh/h	15	0	36	5	0	23	13	553	14	16	537	16
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	-	-	-	-	-	75	-	-	75	-	-
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, %	0	0	7	0	0	0	20	2	0	0	1	0
Mvmt Flow	16	0	38	5	0	24	14	582	15	17	565	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1238	1235	291	937	1236	592	582	0	0	599	0	0
Stage 1	608	608	-	620	620	-	-	-	-	-	-	-
Stage 2	630	627	-	317	616	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	7.005	7.3	6.5	6.2	4.4	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3665	3.5	4	3.3	2.39	-	-	2.2	-	-
Pot Cap-1 Maneuver	144	178	693	234	178	510	892	-	-	988	-	-
Stage 1	454	489	-	479	483	-	-	-	-	-	-	-
Stage 2	473	479	-	674	485	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	172	693	215	172	509	892	-	-	986	-	-
Mov Cap-2 Maneuver	134	172	-	215	172	-	-	-	-	-	-	-
Stage 1	447	481	-	470	474	-	-	-	-	-	-	-
Stage 2	443	470	-	626	477	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.8	14.5	0.2	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	134	693	409	986	-	-
HCM Lane V/C Ratio	0.015	-	-	0.118	0.055	0.072	0.017	-	-
HCM Control Delay (s)	9.1	-	-	35.4	10.5	14.5	8.7	-	-
HCM Lane LOS	A	-	-	E	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	21	12	582	606	8
Future Vol, veh/h	9	21	12	582	606	8
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	10	23	13	633	659	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1324	334	668	0	-	0
Stage 1	664	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.6	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	161	668	931	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	159	668	931	-	-	-
Mov Cap-2 Maneuver	159	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	931	-	341	-	-
HCM Lane V/C Ratio	0.014	-	0.096	-	-
HCM Control Delay (s)	8.9	-	16.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

APPENDIX F: SITE PLAN

SITE LEGEND

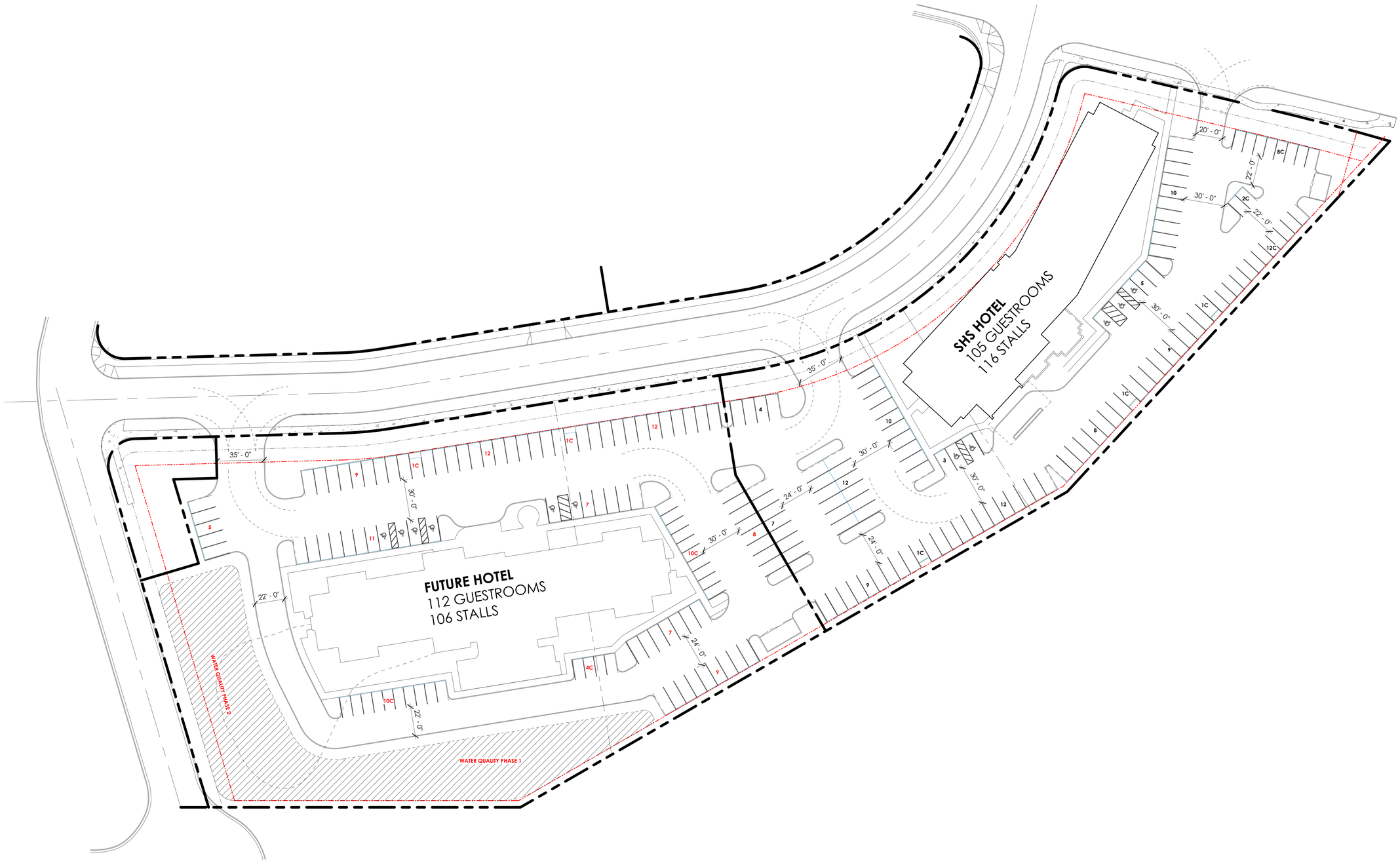
- SETBACK
- EASEMENT
- PROPERTY LINE
- FENCE
- ACCESSIBLE ROUTE

DEVELOPMENT INFORMATION

PHASE 1 AREA: 1.99 ACRES (86,902 SQ FT)
PHASE 2 AREA: 2.92 ACRES (127,195 SQ FT)
ZONING: IC

DEVELOPMENT PARKING
PARKING STALLS MAX: 1.5 (211 UNITS) = 316.5 MAX STALLS
PARKING STALLS PROVIDED: tbd
STANDARD STALLS - tbd
COMPACT STALLS - tbd STALLS (40%)

OFF-STREET PARKING AREA: TBD SQ FT
REQUIRED PARKING LANDSCAPE: 5% (TBD SQ FT)
PROVIDED PARKING LANDSCAPE: XX% (TBD SQ FT)



1 DEVELOPMENT PLAN
1" = 30'-0"

north

SCHEMATIC DESIGN

DEVELOPMENT PLAN

PROJECT # Project Number
DRAWN BY: Author
CHECKED BY: Checker

SHEET # AS100

THE RICHARDSON DESIGN PARTNERSHIP, L.L.C.
510 South 600 East
Salt Lake City, Utah 84102
P: 801.355.6888
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CONSULTANT:

WEALTH MANAGEMENT

OWNER: TBD

FARM CREDIT DRIVE HOTEL DEVELOPMENT

PROJECT: FARM CREDIT DR SALEM, OR

#	ISSUE DATE / REV. DATE	DESCRIPTION
	Issue Date	
#	REV. DATE	DESCRIPTION

5/3/2024 10:23:42 AM
C:\Users\thane\Documents\23-160 SHS Salem_V24_thane@rtdp.com.rvt

APPENDIX G: CRASH DATA

013 Lat	014 Long	117 Severit	000 Crash	002 Year	005 Region	007 County	008 Jurisdi	015 Street	021 Road C	022 Off Ro	036 Crash	114 Road D
44.9225	-122.995	Possible In	1784315	2018	2	Marion	Salem	HAWTHOR	STRGHT	TRUE	FATIGUE	Yes
44.92592	-122.994	Minor Injur	2001225	2022	2	Marion	Salem	HAWTHOR	STRGHT	TRUE	ILLNESS	Yes
44.9241	-122.994	PDO	1867591	2019	2	Marion	Salem	HAWTHOR	ALLEY	FALSE	INATTENT	No
44.92536	-122.994	Possible In	1881185	2020	2	Marion	Salem	KETTLE CT	INTER	FALSE	IMP-TURN	No
44.92742	-122.994	PDO	1868435	2019	2	Marion	Salem	HAWTHOR	STRGHT	FALSE	INATTENT	No
44.9268	-122.994	Possible In	1834416	2019	2	Marion	Salem	HAWTHOR	ALLEY	FALSE	NO-YIELD	No
44.92536	-122.994	PDO	1806566	2018	2	Marion	Salem	KETTLE CT	INTER	FALSE	IMP-TURN	No
44.92616	-122.994	Minor Injur	1793084	2018	2	Marion	Salem	HAWTHOR	STRGHT	FALSE	FATIGUE	Yes

119 State H	126 Bike / I	127 Drivew	128 Jurisdi	011 Hwy N	001 CRASH	016 Interse	028 Crash	029 Collisi	031 Weath	032 Road S	033 Lightin	034 Traffic
No	Neither	No	Salem	5/11/2018	KETTLE CT	FIX OBJ	FIX	CLR	DRY	DLIT	UNKNOWN	
No	Neither	No	Salem	########	KETTLE CT	FIX OBJ	FIX	FOG	DRY	DLIT	UNKNOWN	
No	Neither	Yes	Salem	8/28/2019	KETTLE CT	S-1TURN	TURN	CLR	DRY	DAY	UNKNOWN	
No	Neither	No	Salem	3/9/2020	HAWTHOR	S-1TURN	TURN	CLR	DRY	DAY	STOP SIGN	
No	Neither	No	Salem	9/17/2019	STATE ST	S-1STOP	REAR	RAIN	WET	DAY	UNKNOWN	
No	Neither	Yes	Salem	5/3/2019	STATE ST	ANGL-OTH	TURN	CLR	DRY	DAY	STOP SIGN	
No	Neither	No	Salem	5/29/2018	HAWTHOR	S-OTHER	TURN	CLR	DRY	DAY	STOP SIGN	
No	Neither	No	Salem	9/26/2018	KETTLE CT	O-STRGHT	SS-M	CLR	DRY	DAY	UNKNOWN	

118 Interse	003 Crash	004 Crash	006 Cnty Ic	009 Urban	010 Functi	017 From I	018 Cmpss	023 Isect T	024 Isect R	025 Drvwy	026 Ln Qty	027 Medn T
No	11	4A	24	SALEM-KZ	U MN-ART	1064	6		FALSE	FALSE	2	NONE
No	13	5A	24	SALEM-KZ	U MN-ART	186	2		FALSE	FALSE	4	NONE
No	28	8A	24	SALEM-KZ	U MN-ART	448	6		FALSE	FALSE	2	NONE
Yes	9	10A	24	SALEM-KZ	U MN-ART	0	9	3-LEG	FALSE	FALSE		
Yes	17	4P	24	SALEM-KZ	U MN-ART	135	5		TRUE	FALSE	3	NONE
No	3	4P	24	SALEM-KZ	U MN-ART	357	5		FALSE	FALSE	2	NONE
Yes	29	5P	24	SALEM-KZ	U MN-ART	0	9	3-LEG	FALSE	FALSE		
No	26	4P	24	SALEM-KZ	U MN-ART	273	2		FALSE	FALSE	4	NONE

030 Crash	035 Crash	037 Schoo	038 Work Z	039 Alcohc	040 Drug Ir	041 Mariju	042 Speed	043 Tot Fat	044 Tot Inj	045 Tot Inj	046 Tot Inj	047 Tot Inj
INJ	CURB	0	0	FALSE	FALSE	FALSE	FALSE	0	0	0	1	1
INJ	CURB	0	0	FALSE	FALSE	FALSE	FALSE	0	0	1	0	1
PDO				FALSE	FALSE	FALSE	FALSE	0	0	0	0	0
INJ				FALSE	FALSE	FALSE	FALSE	0	0	0	1	1
PDO	BUG INTF			FALSE	FALSE	FALSE	FALSE	0	0	0	0	0
INJ				FALSE	FALSE	FALSE	FALSE	0	0	0	1	1
PDO				FALSE	FALSE	FALSE	FALSE	0	0	0	0	0
INJ				FALSE	FALSE	FALSE	FALSE	0	0	1	1	2

048 Tot Pe	049 Tot Pe	050 Tot Dr	051 Lane R	052 Veh1 V	053 Veh1 V	054 Veh1 M	055 Veh1 V	056 Veh1 V	057 Veh1 A	058 Veh1 V	059 Veh1 V	060 Veh1 V
0	0	0	Y	1	PSNGR CA	STRGHT	NE	SW	NONE	CURB	FALSE	FALSE
0	0	0	Y	1	PSNGR CA	STRGHT	SW	NE	NONE	CURB	FALSE	FALSE
0	0	0	N	1	PSNGR CA	STRGHT	SW	NE	PASSING		FALSE	FALSE
0	0	1	N	1	PSNGR CA	TURN-R	NE	NW	NONE		FALSE	FALSE
0	0	0	N	1	PSNGR CA	STRGHT	S	N	NONE		FALSE	FALSE
0	0	0	N	1	PSNGR CA	TURN-L	E	S	EXIT DWY		FALSE	FALSE
0	0	0	N	1	SEMI TOW	TURN-R	NW	SW	NONE		FALSE	FALSE
0	0	0	Y	1	PSNGR CA	STRGHT	SW	NE	NONE		FALSE	FALSE

061 Veh1 S	062 Veh2 V	063 Veh2 V	064 Veh2 M	065 Veh2 V	066 Veh2 V	067 Veh2 A	068 Veh2 V	069 Veh2 V	070 Veh2 V	071 Veh2 S	072 Driver1	073 Driver1
TRUE								FALSE	FALSE	FALSE	1	DRVR
TRUE								FALSE	FALSE	FALSE	1	DRVR
TRUE	2	SEMI TOW	TURN-R	SW	SE	ENTR DWY		FALSE	FALSE	FALSE	1	DRVR
TRUE	2	PSNGR CA	STRGHT	NE	SW	NONE		FALSE	FALSE	FALSE	1	DRVR
TRUE	2	PSNGR CA	STOP	S	N	STOPPED		FALSE	FALSE	FALSE	1	DRVR
TRUE	2	PSNGR CA	STRGHT	S	N	NONE		FALSE	FALSE	FALSE	1	DRVR
TRUE	2	PSNGR CA	TURN-R	NW	SW	NONE		FALSE	FALSE	FALSE	1	DRVR
TRUE	2	PSNGR CA	STRGHT	NE	SW	NONE		FALSE	FALSE	FALSE	1	DRVR

074 Driver1	075 Driver1	076 Driver	077 Driver	078 Driver1	079 Driver1	080 Driver2	081 Partic	082 Driver2	083 Driver2	084 Driver2	085 Driver2	086 Driver2
23	WRNGSIDE	FATIGUE	0	0	3							
62	WRNGSIDE	ILLNESS	0	0	3							
0	NONE	NO CODE	0	0	3	2	1	0	NONE	NO CODE	0	0
29	FRM WRNG	IMP-TURN				2	1	17	NONE	NO CODE		
0	NONE	NO CODE				2	1	0	NONE	NO CODE		
59	NO ROW	NO-YIELD				2	1	65	NONE	NO CODE		
0	NONE	NO CODE				2	1	0	NONE	NO CODE		
63	FAIL LN	FATIGUE	0	0	3	2	1	57	NONE	NO CODE	0	0

087 Driver2	115 Pedest	116 Bike Fl	120 Bike U	121 Driver	122 Pedest	123 Bike O	124 Driver	125 Pedestrian Over Age 64
	N	N	No	No	No	No	No	No
	N	N	No	No	No	No	No	No
3	N	N	No	Yes	No	No	No	No
	N	N	No	Yes	No	No	No	No
	N	N	No	Yes	No	No	No	No
	N	N	No	No	No	No	Yes	No
	N	N	No	Yes	No	No	No	No
3	N	N	No	No	No	No	No	No