BAXTER ROAD APARTMENTS

TRANSPORTATION IMPACT STUDY

DECEMBER 2024

PREPARED FOR:

NEIGHBORLY DEVELOPMENT

Laura Robinson, Project Manager

PREPARED BY:

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INTRODUCTION

This study evaluates the transportation impacts associated with the proposed multifamily residential development that will consist of 135 apartment units located along Baxter Road in Salem, Oregon. The estimated year of completion for this project is 2027.

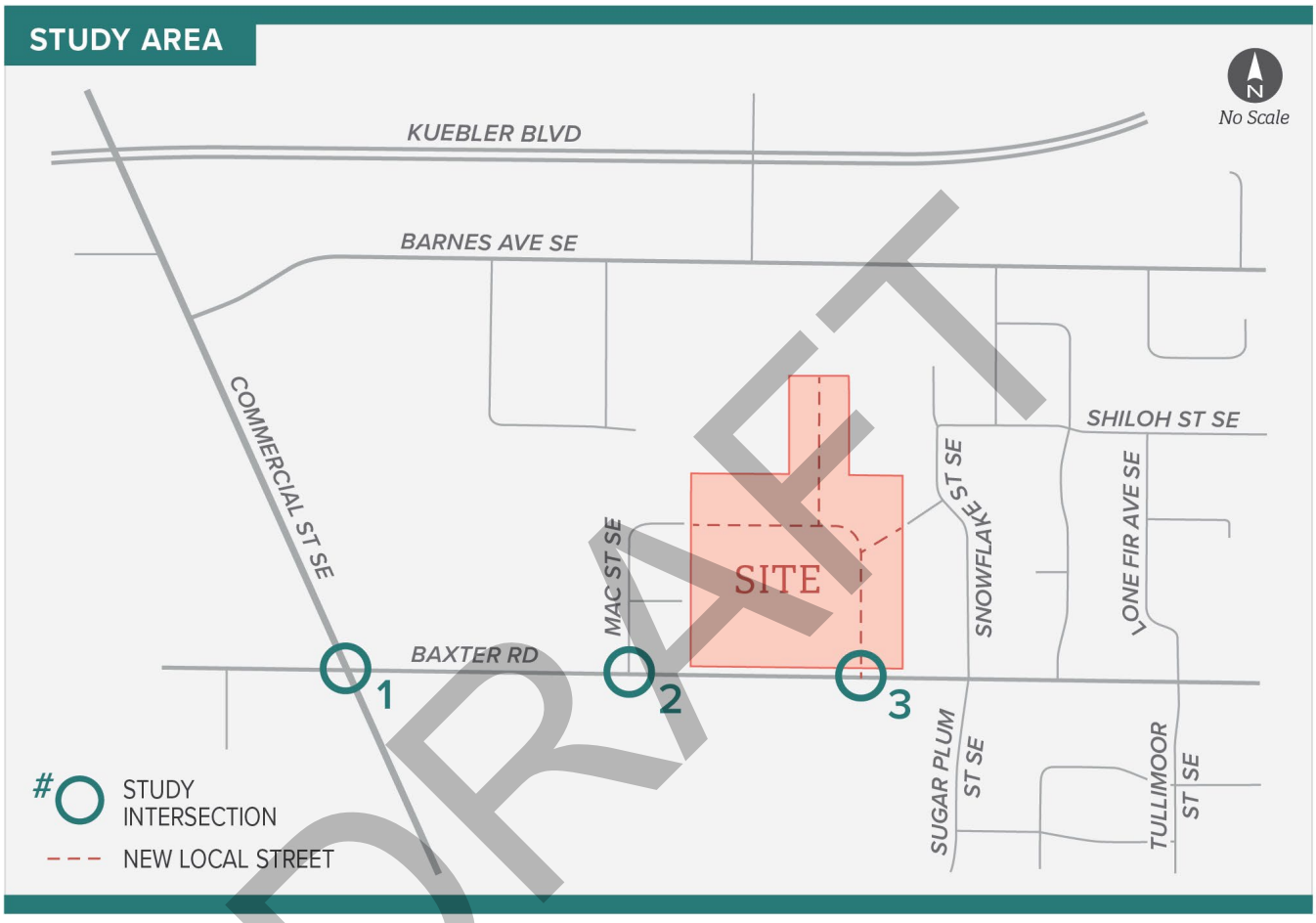


FIGURE 1: PROJECT STUDY AREA

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

1. Commercial Street SE & Baxter Road
2. Baxter Road SE & Mac Street SE
3. Baxter Road SE & Snowline Street SE (future)

Table 1 lists important characteristics of the study area and proposed project.

TABLE 1: KEY STUDY AREA AND 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	Single family residence
PROPOSED DEVELOPMENT	135 apartment units
PROPOSED PROJECT ACCESS(ES)	Access to Baxter Road via Mac Street and Snowline Street (future)

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. The vehicle operations reports are provided in the appendix.

STUDY AREA ROADWAY NETWORK

Key roadway(s) in the study area are summarized in Table 2 along with their existing roadway characteristics. The functional classification of the listed roadways are found in the Salem Transportation System Plan.

TABLE 2: STUDY AREA ROADWAY CHARACTERISTICS (WITHIN THE VICINITY OF THE PROJECT)

ROADWAY	CLASSIFICATION	NO. OF LANES	POSTED SPEED	SIDWALKS	BIKE FACILITIES	ON-STREET PARKING
BAXTER ROAD	Collector	2	25 mph	Yes	No	No
MAC STREET	Local	2	25 mph	Yes	No	Yes
SNOWLINE STREET (FUTURE)	Local (future)	2	25 mph	Yes	No	Yes
COMMERCIAL STREET	Major Arterial	5	45 mph	Yes	Yes	No
KUEBLE BOULEVARD	Parkway	5	45 mph	Yes	Yes	No

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks are present along all study area roadways. There are no dedicated bike lanes on the local streets or collector street, Baxter Road.

PUBLIC TRANSIT

Cherriots operates several fixed routes that serve Salem and Keizer. There are two bus stops along Baxter Road SE that are within 800 feet or less of the project site. Both bus stops are serviced by Cherriots Route 06 (Fairview Industrial) and Route 22 (Kuebler Link). Route 06 has 30 minute headways and operates Monday through Saturday. Route 22 has 20 minute headway and operates every day.

SAFETY ANALYSIS

A safety analysis at the three existing study intersections was conducted based on the five years (2018 - 2022) of crash data available. There was a total of 81 crashes at the three existing study intersections. See Table 3 for a summary of the crash data and crash rates. There were no fatal or serious injury crashes.

TABLE 3: INTERSECTION CRASH DATA

INTERSECTION	FATAL	SERIOUS INJURY	MINOR INJURY	POSSIBLE INJURY	PROPERTY DAMAGE ONLY	TOTAL
COMMERCIAL ST SE & BAXTER RD SE	0	0	6	8	7	21
	Daily TEV	25,150	Crash Rate	0.458	90th Percentile Rate	0.806
BAXTER RD SE & MAC ST SE	0	0	0	0	0	0
	Daily TEV	3,110	Crash Rate	0.000	90th Percentile Rate	0.293
3BAXTER RD SE & CHURCH DRIVEWAY	0	0	0	0	0	0
	Daily TEV	2,880	Crash Rate	0.000	90th Percentile Rate	0.293

Of the crashes that occurred at Commercial Street SE & Baxter Road SE, one involved a pedestrian who was struck in the crosswalk during the nighttime. Over half the crashes (52%) involved a turning or angle collision and nearly 40% of the crashes were rear-end collisions. In 2024, the signal heads for the left turn lanes on the Baxter Road SE approaches were replaced; the doghouse style signal head was replaced with a three-light signal head, which now allows protected only left turns.

The observed crash rates at all of the study intersections were lower than the 90th percentile crash rate. The 90th percentile crash rate is based on crash data at similar intersection types in Oregon. Based on the crash analysis, no crash patterns or safety issues were identified at this time at any of the study intersections.

ODOT SAFETY PRIORTIY INDEX SYSTEM (SPIS) LOCATIONS

The Safety Priority Index System (SPIS) is a ranking system developed by ODOT to identify potential safety problems on state highways. SPIS scores are developed based upon crash frequency, crash severity, and traffic volume for a 0.10 mile or variable length segment along the state highway over a rolling three-year window (i.e., every year it is updated with the most recent three years). A prioritized list of the top 15% of statewide SPIS sites is created for each region, and the top 5% are investigated by the five Region Traffic managers' offices.

The percentile rankings are based on the percentage of SPIS scores that are the same or lower than a selected SPIS score. For example, a SPIS score that is higher than 95 percent of all SPIS scores is at the 95th percentile. Similarly, 90th percentile SPIS score is higher than 90 percent of all SPIS scores (i.e., in the top 10 percent), but it is below and not within the top 5 percent (95th percentile) of all SPIS scores.

The Commercial Street SE & Baxter Road SE intersection was identified as an ODOT SPIS site (85th percentile) based on 2019 – 2021 crash data. The crashes at this intersection were predominantly rear-end collisions or turning or angle collisions. In 2024, yellow backplates were installed on the Commercial Street SE approaches and the existing "doghouse" style left turn lane signal heads were replaced with traditional 3-bulb, protected left turn lane signal heads. Because of these recent safety improvements to the signal, no additional safety improvements are recommended at this time.

EXISTING TRAFFIC VOLUMES

Weekday AM and PM peak hour turning movement counts (7:00-9:00 am and 4:00-6:00 pm) were collected at the study intersections in November 2024. The existing traffic volumes are shown in Figure 2.

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 LOS 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.

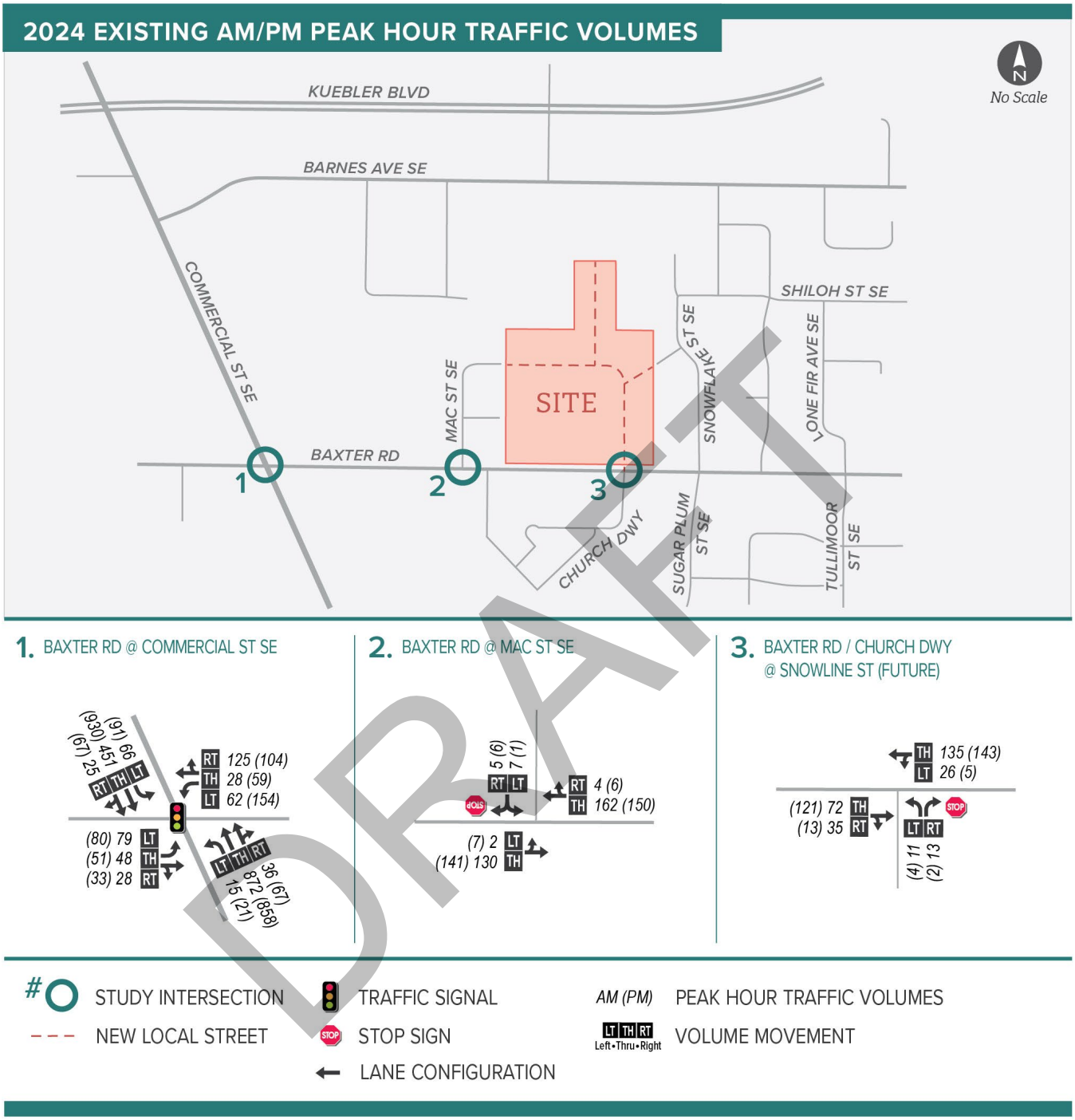


FIGURE 2: EXISTING AM & PM PEAK HOUR VOLUMES

REQUIRED OPERATING STANDARDS

All study intersections are located within the City of Salem jurisdiction. Per the City of Salem Public Works Standards, the maximum operation standards during the morning and evening peak hours for intersections is LOS E and a v/c ratio of 0.90 for signalized intersections and LOS E for unsignalized intersections.[1]

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 the signalized and unsignalized study intersections.[2] The results were then compared with the City's operating standards. Table 4 lists the estimated v/c ratio, delay, and LOS of each study intersection.

TABLE 4: EXISTING (2024) INTERSECTION OPERATIONS

INTERSECTION	OPERATING STANDARD	CRITICAL MOVEMENT AM(PM)	AM PEAK HOUR			PM PEAK HOUR		
			V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS
SIGNALIZED								
COMMERCIAL ST SE & BAXTER RD SE	LOS E v/c ≤ 0.90	-	0.56	16.3	B	0.54	17.8	B
UNSIGNALIZED								
BAXTER RD SE & MAC ST SE	LOS E	SB	0.02	10.3	B	0.01	9.6	A
BAXTER RD SE & SNOWLINE ST SE	LOS E	NBL	0.02	10.7	B	0.01	10.3	B

SIGNALIZED INTERSECTION:
v/c = Total Volume-to-Capacity Ratio
Delay = Average Intersection Delay (secs)
LOS = Total Level of Service

UNSIGNALIZED INTERSECTION:
v/c = Associated Movement Volume-to-Capacity Ratio
Delay = Critical Movement Approach Delay (secs)
LOS = Level of Service (Critical Movement)

As shown, the existing intersection operations for the study intersections meet the City's operating standards.

[1] Division 6, Public Works Design Standards, City of Salem Administrative Rules, January 2016.

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

PROJECT IMPACTS

This section reviews the impacts that the residential development may have on the transportation system within the study area. This analysis includes a site plan evaluation, trip generation, trip distribution, and future year traffic volumes and operating conditions for the identified study intersections. The vehicle operations reports are provided in the appendix.

PROPOSED DEVELOPMENT

The proposed development is an apartment complex, containing 135 multifamily dwelling units. The site will connect to existing street stubs on Snowball Avenue on the west edge and east edge of the subject property and will construct a new public local street, Snowline Street SE, that will intersect with Baxter Road SE. The site will also construct a new street stub north towards Barnes Avenue SE, but will not be fully extended to Barnes Avenue SE.

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 (e.g., the PM peak hour). For this study ITE 11th Edition fitted-curve trip generation data was used, which is based on national land use data.[3]

Table 5 presents the trip generation for the proposed development. Trip generation rates from the ITE Trip Generation manual for Multifamily Housing (Low-Rise) (220) were used to estimate the trip generation for the proposed development.

TABLE 5: TRIP GENERATION

LAND USE	SIZE	AM PEAK HOUR			PM PEAK HOUR			DAILY TOTAL
		TOTAL	IN	OUT	TOTAL	IN	OUT	
MULTIFAMILY HOUSING LOW-RISE (220)	135 dwelling units	65	16	49	79	50	29	941

As shown, the development is expected to generate 65 total (16 in, 49 out) AM peak hour trips, 79 total (50 in, 27 out) PM peak hour trips and 941 daily trips.

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. Figure 3 on the following page shows the expected trip distribution for the traffic generated by the proposed development and shows the project trips

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

assigned based on the distribution. Trip distribution was estimated using the Salem-Keizer Area Transportation Study (SKATS) travel demand model.[4]

The distribution shows 40% of vehicle trips traveling along Kuebler Boulevard SE towards I-5 and Cordon Road SE. An estimated 20% of trips are expected to travel north of the site on Commercial Street SE towards downtown and 15% of trips are expected to travel south of the site on Commercial Street SE.

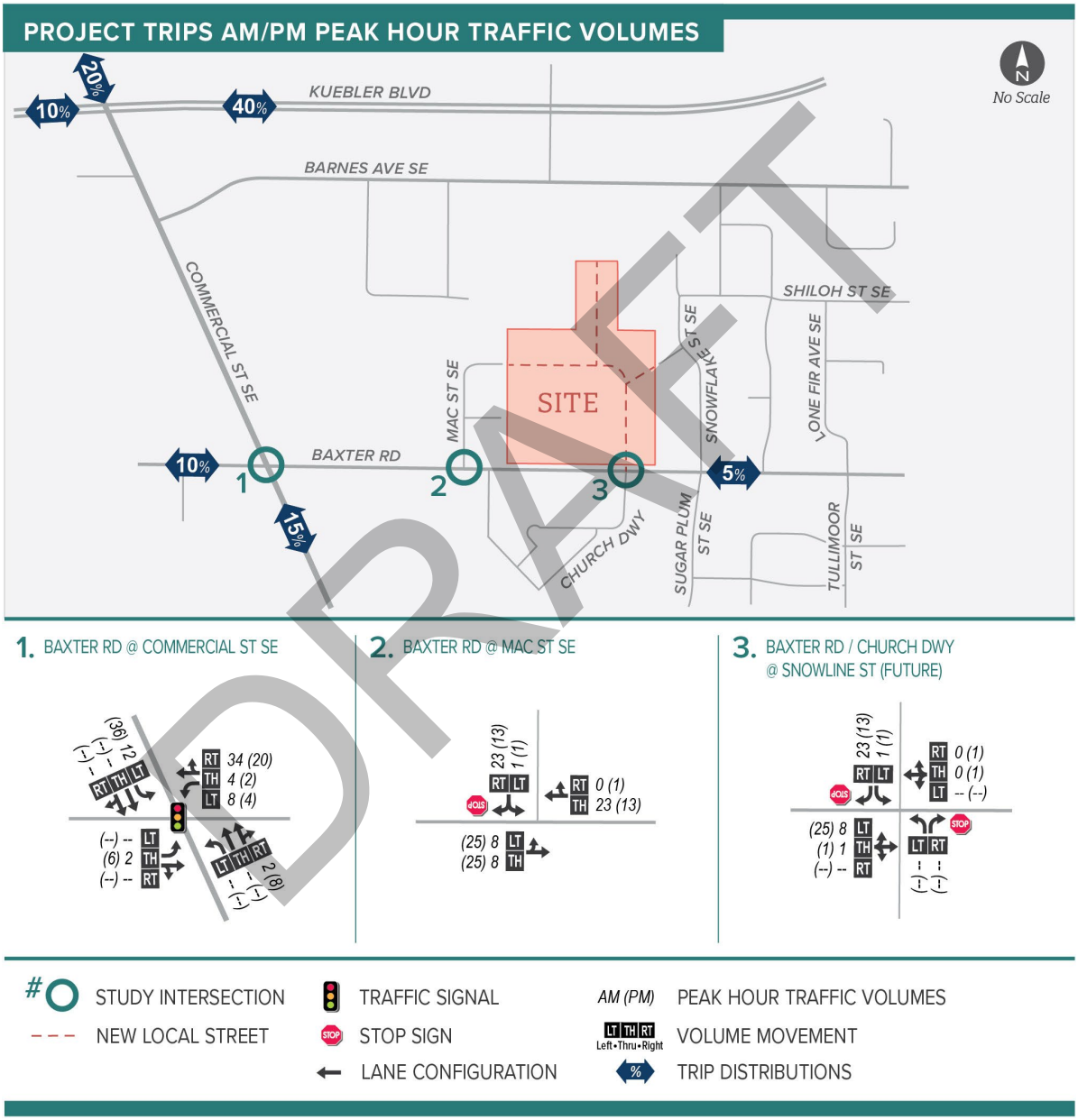


FIGURE 3: TRIPS GENERATED AND TRIP DISTRIBUTION

[4] 2050 Salem-Keizer Transportation Study (SKATS) Travel Demand Model.

ANALYSIS SCENARIOS

Future 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:

- 2027 Background Conditions
- 2027 Build (Background Conditions + project generated trips)

The 2027 scenario was selected since that is the estimated completion date of the proposed multifamily development. The 2027 Background Conditions scenario represents the traffic conditions of the study area without the proposed development. There were no in-process developments identified within the study area.

To analyze 2027 vehicle conditions, a background growth rate of 1% per year was applied to the existing 2027 traffic counts. This growth rate is based on data from the Salem-Keizer Area Transportation Study (SKATS) travel demand models.

The 2027 Build scenario represents 2027 Background Conditions of the study area plus the project trips for the proposed site.

FUTURE TRAFFIC VOLUMES

The traffic volumes for the two future analysis scenarios are shown in Figure 4 and Figure 5. The volumes shown are for the AM and PM peak hours.

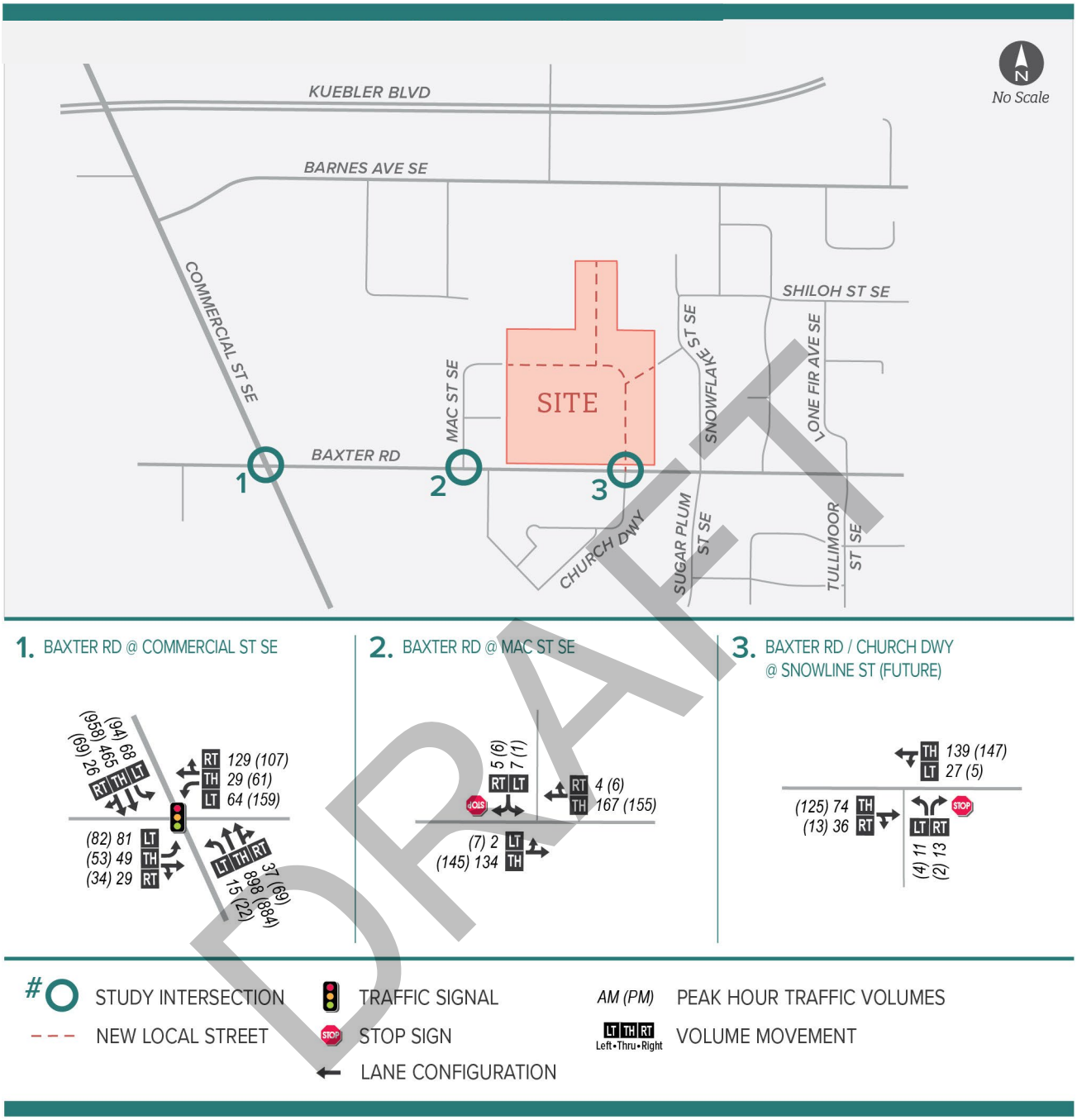


FIGURE 4: BACKGROUND AM AND PM PEAK HOUR VOLUMES (2027)

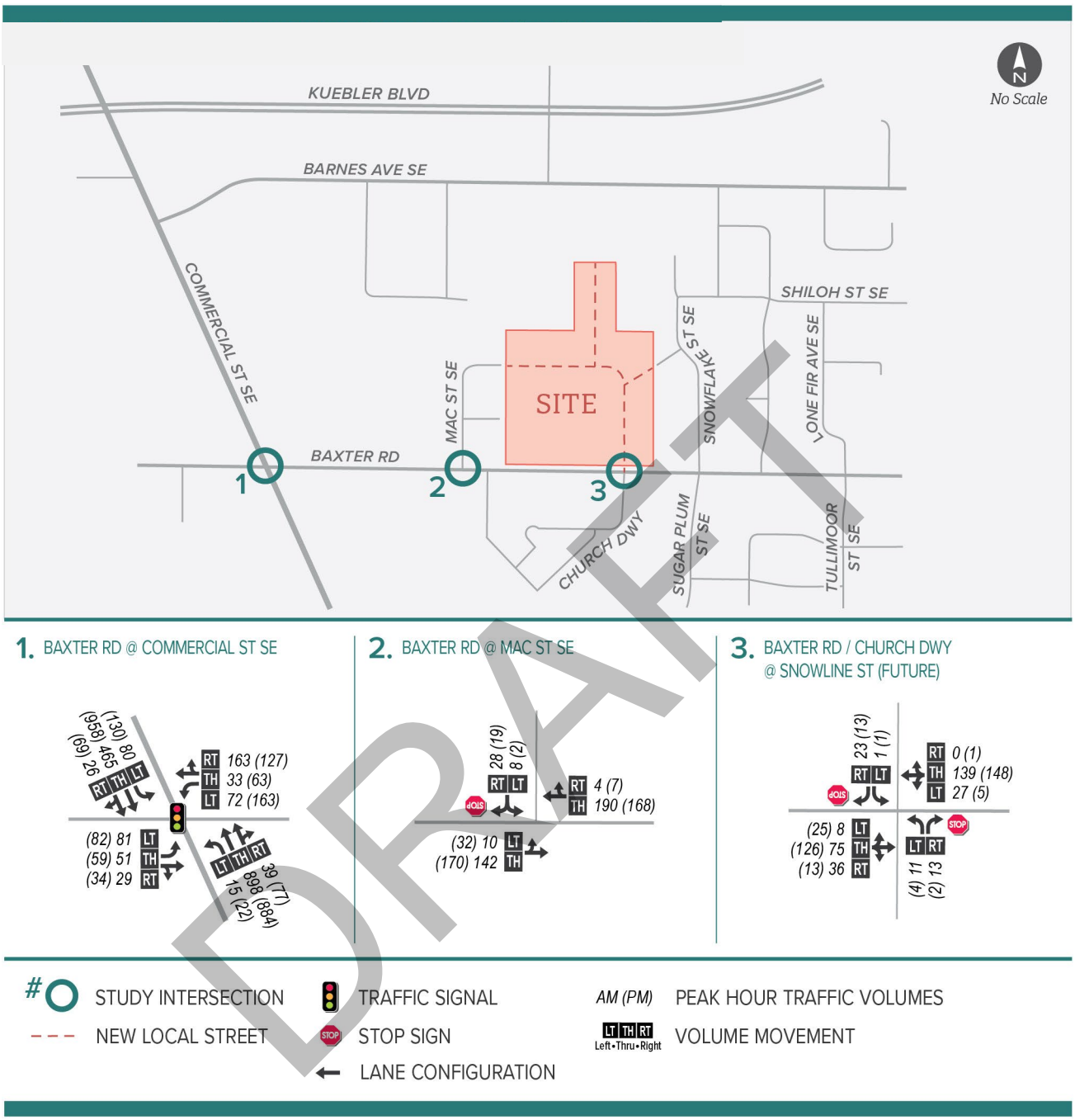


FIGURE 5: BUILD AM AND PM PEAK HOUR VOLUMES (2027)

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 the signalized and unsignalized study intersections.[5] Table 6 lists the estimated v/c ratio, delay, and LOS of each study intersection for the AM and PM peak hours for both the Background and Build scenarios.

TABLE 6: FUTURE (2027) AM AND PM PEAK HOUR INTERSECTION OPERATIONS

STUDY INTERSECTION	TRAFFIC CONTROL	OPERATING STANDARDS	CRITICAL MOVEMENT	2027 BACKGROUND			2027 BUILD		
				V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS
AM PEAK HOUR OPERATIONS									
COMMERCIAL ST SE & BAXTER RD SE	Signalized	LOS E v/c ≤ 0.90	-	0.56	16.3	B	0.60	17.6	B
BAXTER RD SE & MAC ST SE	TWSC	LOS E	SB	0.02	10.3	B	0.06	10.2	B
BAXTER RD SE & SNOWLINE ST SE	TWSC	LOS E	NBL	0.02	10.7	B	0.02	11.7	B
PM PEAK HOUR OPERATIONS									
COMMERCIAL ST SE & BAXTER RD SE	Signalized	LOS E v/c ≤ 0.90	-	0.54	17.8	B	0.58	18.6	B
BAXTER RD SE & MAC ST SE	TWSC	LOS E	SB	0.01	9.6	A	0.03	9.9	A
BAXTER RD SE & SNOWLINE ST SE	TWSC	LOS E	NBL	0.01	10.3	B	0.01	11.5	B

SIGNALIZED INTERSECTION:
v/c = Total Volume-to-Capacity Ratio
Delay = Average Intersection Delay (secs)
LOS = Total Level of Service

UNSIGNALIZED INTERSECTION:
v/c = Associated Movement Volume-to-Capacity Ratio
Delay = Critical Movement Approach Delay (secs)
LOS = Level of Service (Critical Movement)

As shown in Table 6, all intersections meet the City's operating standards for the AM and PM peak hours. Therefore, no mitigation measures are required at any of the study intersections to address any impacts from the proposed development on the surrounding network.

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

SITE PLAN EVALUATION

The following site plan evaluation is based on the conceptual site plan provided by the project sponsor, which can be found in the appendix.

ACCESS SPACING & SIGHT DISTANCE

The conceptual site plan shows driveway access for the apartment complex on Snowball Avenue SE and Snowline Street SE. According to the City's code[6], driveway approaches providing direct access to a local street or collector street shall be located no less than 200 feet from intersections with major arterials or minor arterials, measured from centerline to centerline. The proposed locations of the site accesses to the proposed apartment complex are located more than 200 feet from the nearest major or minor arterial intersection, and therefore, meet the City's spacing standards.

Prior to occupancy, sight distance at all the proposed access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs, or landscaping does not restrict sight distance.

ON-SITE CIRCULATION

The proposed site plan for the apartment complex shows two driveways, one onto Snowline Street SE and one onto Snowball Avenue SE. The two driveways are shown to have full movement. All internal drive isles appear to provide a minimum width of 30 feet, which allows for sufficient two-way traffic and backing maneuvers. Turning radii appear adequate for safe turning maneuvers. A pedestrian/bicycle path (8 feet wide) is shown to connect Snowball Avenue SE to Baxter Road SE through the site. Sidewalks (5 feet wide) are shown to connect the parking areas and buildings on-site.

FRONTAGE IMPROVEMENTS

The site plan shows no changes to the existing facilities on Baxter Road SE along the site frontage. Because Baxter Road SE along the project frontage currently meets the City's Collector C standard, no improvements are recommended.

PARKING

The proposed project is required to comply with the City code for the number of vehicular parking stalls and bicycle parking spaces that are provided on site.[7] Table 7 lists the maximum vehicular and bicycle parking permitted for the multifamily apartment complex. Per code, the maximum vehicle parking for multifamily family living is 1.75 stall per dwelling unit (1 bedroom or more). The minimum bicycle parking for multifamily living is 1 space per unit.

[6] Title X, Chapter 804.030, Salem Revised Code, Updated August 28, 2024.

[7] Title X, Chapters 806.015 and 806.055, Salem Revised Code, Updated August 28, 2024.

TABLE 7: VEHICLE AND BICYCLE PARKING REQUIREMENTS

LAND USE	SIZE	SPACES REQUIRED BY CODE			SPACES PROVIDED	
		VEHICLE MINIMUM	VEHICLE MAXIMUM	BICYCLE MINIMUM	VEHICLES	BICYCLE
MULTIFAMILY RESIDENTIAL	135 units	None	236	135	216	135

As shown, the site plan proposes sufficient vehicle parking stalls and bicycle parking stalls to meet City code.

PROJECT IMPACT SUMMARY

The proposed development is anticipated to result in the following impacts:

TRIP GENERATION

- The proposed development consists of 135 multifamily apartment units and is expected to generate 65 total (16 in, 49 out) AM peak hour trips, 79 total (50 in, 29 out) PM peak hour trips and 941 daily trips.

INTERSECTION OPERATIONS

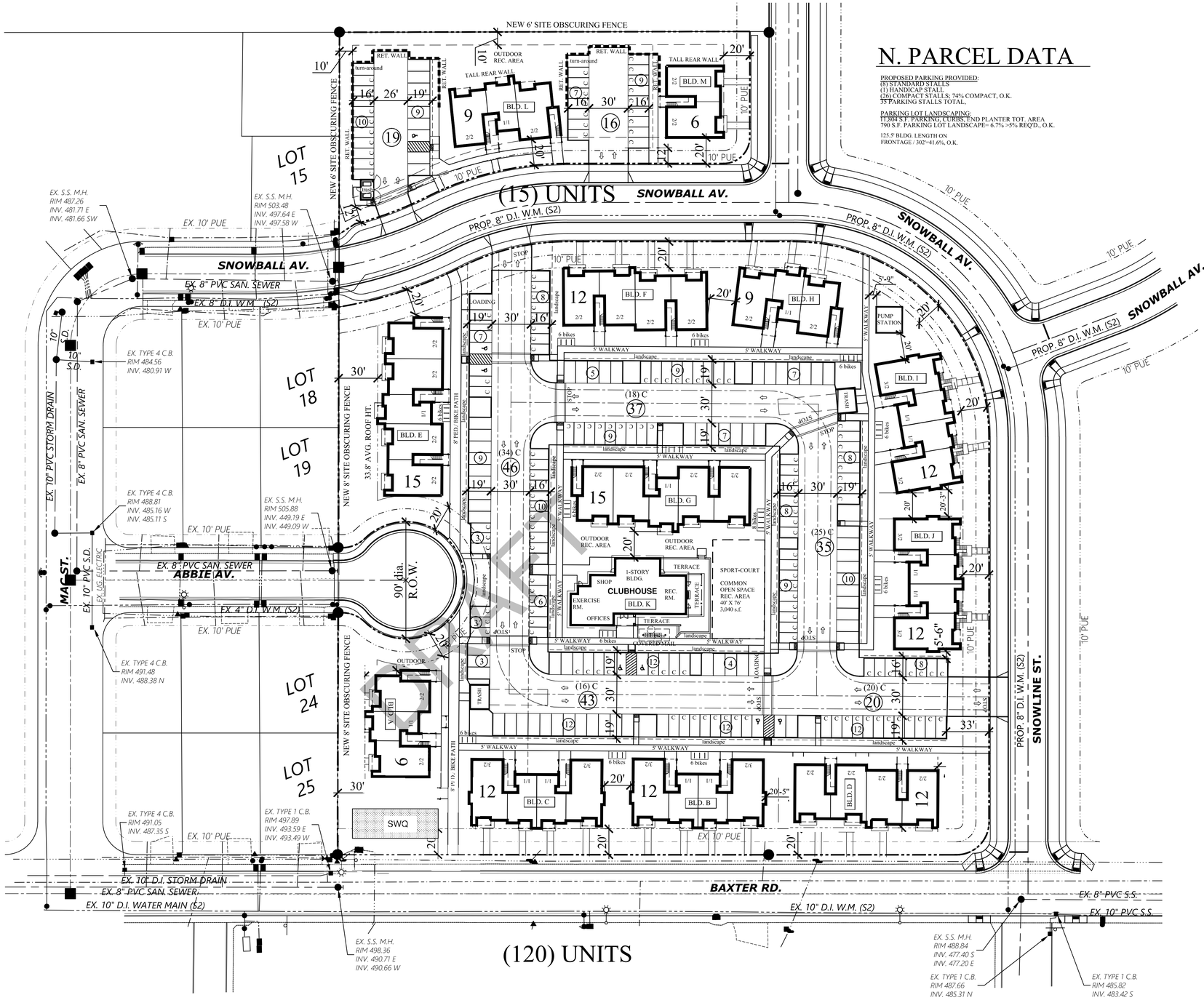
- All study intersections will meet City operating standards under both AM and PM peak hours for the future analysis scenarios.
- No off-site mitigation strategies are required since all study intersections operate under acceptable levels of service.

SITE PLAN EVALUATION

- Prior to occupancy, sight distance at all the proposed access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs, or landscaping does not restrict sight distance.
- The site plan shows that the site provides safe vehicle circulation, sufficient pedestrian and bicycle connectivity, and parking that meets City code requirements.

APPENDIX

A. SITE PLAN



N. PARCEL DATA

PROPOSED PARKING PROVIDED:
(8) STANDARD STALLS
(1) HANDICAP STALL
(26) COMPACT STALLS; 74% COMPACT, O.K.
35 PARKING STALLS TOTAL.

PARKING LOT LANDSCAPING:
17,304 S.F. PARKING, CURBS, END PLANTER TOT. AREA
790 S.F. PARKING LOT LANDSCAPE= 6.7% >5% REQ'D., O.K.

125.5' BLDG. LENGTH ON FRONTAGE / 302'=41.6%, O.K.

PROJECT SITE DATA:

ZONING: RM-2 MULTIFAMILY RESIDENTIAL

TOTAL SITE AREA:
S. PARCEL= APROX. 219,822 +/- S.F., = (5.04 +/- ACRES).
N.PARCEL= APROX. 35,409 +/- S.F., = (0.81 +/- ACRES).

RM-2 ZONE DENSITY ALLOWED: 15 UNITS PER ACRE MIN. TO 31 MAX.
= 87 UNITS MIN.; 181 UNITS MAX.

PROPOSED CLUBHOUSE BLDG. = 3,408 S.F.

(39) 1 BR./ 1 BA. units shown
(72) 2 BR./ 2 BA. units shown
(24) 3 BR./2 BA. units shown
(135) total units shown
(216) parking stalls shown, 1.60 stalls/unit

ALL APARTMENT BUILDINGS SHOWN ARE PROPOSED TO BE (3) STORIES TALL, CLUBHOUSE BLDG. IS (1) STORY.

10' 60'
0 30' 100' 200'

CONCEPTUAL SITE PLAN

S. PARCEL DATA

PROPOSED PARKING PROVIDED:
(62) STANDARD STALLS
(6) HANDICAP STALL
(113) COMPACT STALLS; 62% COMPACT, O.K.
181 PARKING STALLS TOTAL.

INTERIOR PARKING AREA LANDSCAPING:
PARKING & MANEUVERING AREA PLUS PLANTER FINGERS & CORNERS= 65,542 S.F.

REQUIRED PARKING LOT LANDSCAPE = 8% MIN. X 65,542 S.F. = 5,243 S.F. MIN. REQ'D.

PROPOSED INTERIOR PARKING AREA LANDSCAPE = 5,288 S.F. = 8.1% PROVIDED, O.K.
(NOTE THAT THIS DOES NOT INCLUDE L.S. STRIP IN ADDITION TO MIN. 5' WALKWAY OR L.S. BETWEEN PARKING & BLDG.)

PRELIMINARY NOT FOR CONSTRUCTION

SCOTT BECK
ARCHITECT, LLC
361 N.E. Third Avenue
Canby, Oregon 97013
(503) 266-9270

BAXTER ROAD
MULTIFAMILY HOUSING
1709 BAXTER RD. S.E.
SALEM, OREGON

DEVELOPER:
NEIGHBORLY VENTURES, INC.
2595 RIVER ROAD S., SUITE 100
SALEM, OR 97302, TEL.:(503) 990-8909

CONCEPTUAL SITE PLAN DESIGN

revisions:

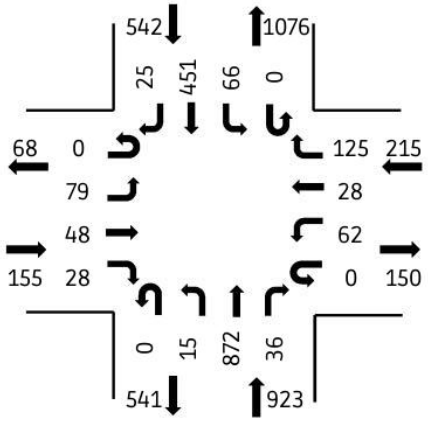
date: 11-10-2024
scale: 1"=40'
drawn: S.R.B.
job no: 2411

A1.1

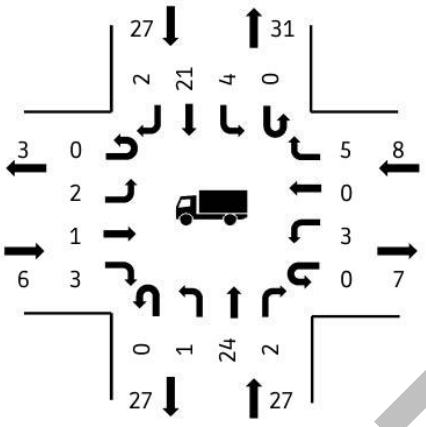
B. TRAFFIC COUNT DATA

Location: Commercial St SE & Baxter Rd
Date: 2024-11-14
Peak Hour Start: 07:30 AM
Peak 15 Minute Start: 07:45 AM
Peak Hour Factor: 0.88

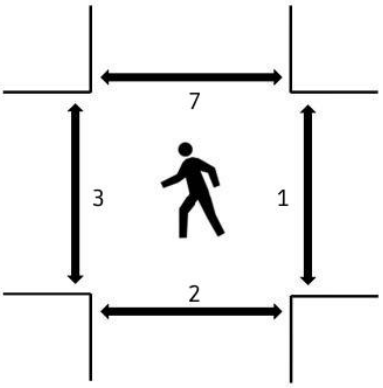
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Commercial St SE)					SB (Commercial St SE)					EB (Baxter Rd)					WB (Baxter Rd)					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	54	3	0	0	1	37	1	0	0	5	1	2	0	0	0	1	8	0	0		
07:05:00 AM	2	52	3	0	0	4	35	2	0	0	6	1	1	0	0	3	2	6	0	0		
07:10:00 AM	0	62	0	0	0	3	56	4	0	0	7	1	0	0	0	3	1	3	0	0	371	
07:15:00 AM	1	65	1	0	0	3	39	2	0	0	5	2	0	0	0	2	2	7	0	0	386	
07:20:00 AM	0	74	1	0	0	6	38	0	0	0	8	4	4	0	0	7	2	1	0	0	414	
07:25:00 AM	0	56	0	0	0	8	33	3	0	0	5	1	2	0	0	4	3	6	0	0	395	
07:30:00 AM	1	79	2	0	0	7	38	2	0	0	11	2	3	0	0	6	0	8	0	0	425	
07:35:00 AM	2	83	3	0	0	2	39	3	0	0	9	3	1	0	0	6	1	10	0	0	442	
07:40:00 AM	3	70	0	0	0	2	36	0	0	0	14	4	3	0	0	9	5	13	0	0	480	
07:45:00 AM	4	97	3	0	0	9	47	1	0	0	6	1	5	0	0	7	0	13	0	0	514	
07:50:00 AM	0	82	6	0	0	4	36	0	0	0	5	3	3	0	0	6	3	15	0	0	515	
07:55:00 AM	1	86	3	0	0	4	36	2	0	0	4	3	2	0	0	5	5	16	0	0	523	1769
08:00:00 AM	0	79	2	0	0	5	43	2	0	0	4	4	1	0	0	4	2	11	0	0	487	1812
08:05:00 AM	1	59	2	0	0	3	26	4	0	0	3	2	0	0	0	3	2	9	0	0	438	1809
08:10:00 AM	0	52	0	0	0	3	35	3	0	0	8	5	3	0	0	6	4	10	0	0	400	1798
08:15:00 AM	2	64	3	0	0	4	45	4	0	0	3	4	2	0	0	3	3	6	0	0	386	1812
08:20:00 AM	0	59	6	0	0	9	37	1	0	0	6	8	4	0	0	4	0	9	0	0	415	1810
08:25:00 AM	1	62	6	0	0	14	33	3	0	0	6	9	1	0	0	3	3	5	0	0	432	1835
08:30:00 AM	0	52	3	0	0	11	48	1	0	0	3	5	0	0	0	8	2	18	0	0	440	1827
08:35:00 AM	1	77	7	0	0	6	40	1	0	0	4	6	2	0	0	6	0	6	0	0	453	1821
08:40:00 AM	1	51	4	0	0	7	47	2	0	0	4	3	2	0	0	5	1	13	0	0	447	1802
08:45:00 AM	1	64	3	0	0	6	54	2	0	0	3	3	3	0	0	8	2	20	0	0	465	1778
08:50:00 AM	2	60	2	0	0	4	65	2	0	0	5	0	1	0	0	7	4	11	0	0	472	1778
08:55:00 AM	1	57	5	0	0	5	52	2	0	0	6	2	1	0	0	11	4	6	0	0	484	1763

Car Volumes

Time	NB (Commercial St SE)					SB (Commercial St SE)					EB (Baxter Rd)					WB (Baxter Rd)					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	53	3	0	0	1	36	1	0	0	5	1	2	0	0	0	1	8	0	0		
07:05:00 AM	2	50	3	0	0	4	32	2	0	0	6	1	1	0	0	3	2	6	0	0		
07:10:00 AM	0	57	0	0	0	3	56	3	0	0	7	1	0	0	0	3	1	3	0	0	357	
07:15:00 AM	1	62	1	0	0	3	32	2	0	0	5	2	0	0	0	2	1	6	0	0	363	
07:20:00 AM	0	72	1	0	0	6	36	0	0	0	8	4	3	0	0	7	2	1	0	0	391	
07:25:00 AM	0	55	0	0	0	6	33	2	0	0	5	1	1	0	0	4	3	6	0	0	373	
07:30:00 AM	1	78	2	0	0	6	34	1	0	0	11	2	3	0	0	5	0	7	0	0	406	
07:35:00 AM	2	82	2	0	0	1	37	3	0	0	9	3	1	0	0	6	1	9	0	0	422	
07:40:00 AM	3	69	0	0	0	2	35	0	0	0	14	4	2	0	0	9	5	13	0	0	462	
07:45:00 AM	3	93	2	0	0	9	44	1	0	0	6	1	5	0	0	7	0	13	0	0	496	
07:50:00 AM	0	82	6	0	0	3	33	0	0	0	5	3	2	0	0	5	3	14	0	0	496	
07:55:00 AM	1	82	3	0	0	4	35	2	0	0	2	2	1	0	0	5	5	15	0	0	497	1689
08:00:00 AM	0	76	2	0	0	5	41	2	0	0	4	4	1	0	0	4	2	11	0	0	465	1730
08:05:00 AM	1	58	2	0	0	2	25	4	0	0	3	2	0	0	0	3	2	9	0	0	420	1729
08:10:00 AM	0	47	0	0	0	3	33	3	0	0	8	5	3	0	0	6	4	10	0	0	385	1717
08:15:00 AM	2	63	3	0	0	4	43	4	0	0	3	4	2	0	0	3	3	6	0	0	373	1740
08:20:00 AM	0	57	6	0	0	9	37	1	0	0	6	8	4	0	0	3	0	8	0	0	401	1739
08:25:00 AM	1	61	6	0	0	14	33	2	0	0	6	9	1	0	0	3	3	5	0	0	423	1767
08:30:00 AM	0	50	3	0	0	10	44	1	0	0	2	5	0	0	0	7	2	17	0	0	424	1758
08:35:00 AM	1	77	6	0	0	6	39	0	0	0	3	6	2	0	0	6	0	6	0	0	437	1754
08:40:00 AM	1	49	3	0	0	7	43	2	0	0	4	3	2	0	0	5	1	12	0	0	425	1730
08:45:00 AM	1	60	2	0	0	6	52	1	0	0	3	3	2	0	0	8	2	19	0	0	443	1705
08:50:00 AM	2	58	2	0	0	4	62	1	0	0	5	0	1	0	0	7	4	8	0	0	445	1703
08:55:00 AM	1	54	5	0	0	5	51	2	0	0	5	2	1	0	0	11	4	5	0	0	459	1692

Truck Volumes

Time	NB (Commercial St SE)					SB (Commercial St SE)					EB (Baxter Rd)					WB (Baxter Rd)					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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14	
07:15:00 AM	0	3	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	1	0	0	23	
07:20:00 AM	0	2	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	23	
07:25:00 AM	0	1	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	22	
07:30:00 AM	0	1	0	0	0	1	4	1	0	0	0	0	0	0	0	1	0	1	0	0	19	
07:35:00 AM	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	20	
07:40:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	18	
07:45:00 AM	1	4	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
07:50:00 AM	0	0	0	0	0	1	3	0	0	0	0	0	1	0	0	1	0	1	0	0	19	
07:55:00 AM	0	4	0	0	0	0	1	0	0	0	2	1	1	0	0	0	0	1	0	0	26	80
08:00:00 AM	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	82
08:05:00 AM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	80
08:10:00 AM	0	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	81
08:15:00 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	72
08:20:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	14	71
08:25:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	68
08:30:00 AM	0	2	0	0	0	1	4	0	0	0	1	0	0	0	0	1	0	1	0	0	16	69
08:35:00 AM	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	16	67
08:40:00 AM	0	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	22	72
08:45:00 AM	0	4	1	0	0	0	2	1	0	0	0	0	1	0	0	0	0	1	0	0	22	73
08:50:00 AM	0	2	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	3	0	0	27	75
08:55:00 AM	0	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	25	71

Bike Volumes

Time	NB (Commercial St SE)					SB (Commercial St SE)					EB (Baxter Rd)					WB (Baxter Rd)					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	1	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	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	0	
07:35:00 AM	0	0	0	0	0	0	1	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	1	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	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	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	1
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	1
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

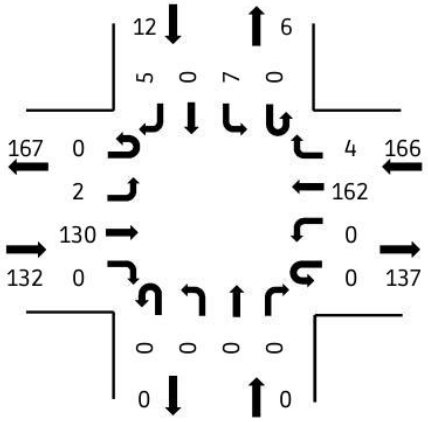
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	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	1	0	1	3	
07:35:00 AM	1	0	0	0	3	
07:40:00 AM	3	0	0	0	6	
07:45:00 AM	0	0	0	0	4	
07:50:00 AM	0	0	0	0	3	
07:55:00 AM	2	0	0	1	3	10
08:00:00 AM	0	1	1	0	5	12
08:05:00 AM	0	0	0	0	5	12
08:10:00 AM	1	0	0	1	4	14
08:15:00 AM	0	0	0	0	2	14
08:20:00 AM	0	0	0	0	2	13
08:25:00 AM	0	0	0	0	0	13
08:30:00 AM	0	1	0	0	1	12
08:35:00 AM	0	0	0	0	1	11
08:40:00 AM	0	0	0	0	1	8
08:45:00 AM	2	0	0	0	2	10
08:50:00 AM	0	0	0	0	2	10
08:55:00 AM	0	0	0	0	2	7

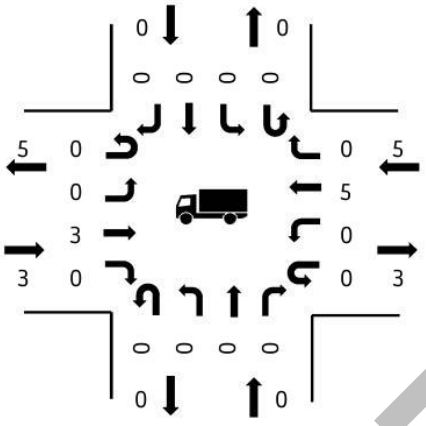
RallyTraffic

Location: Mac St SE & Baxter St SE
Date: 2024-11-14
Peak Hour Start: 07:45 AM
Peak 15 Minute Start: 08:30 AM
Peak Hour Factor: 0.8

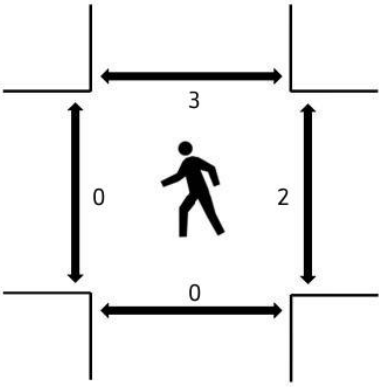
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Mac St SE)					SB (Mac St SE)					EB (Baxter St SE)					WB (Baxter St SE)					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	1	2	0	0	0	0	2	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	8	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5	0	0	0	25	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	34	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	11	0	0	0	40	
07:25:00 AM	0	0	0	0	0	1	0	0	0	0	0	9	0	0	0	0	5	0	0	0	46	
07:30:00 AM	0	0	0	0	0	3	0	0	0	0	0	8	0	0	0	0	8	0	0	0	51	
07:35:00 AM	0	0	0	0	0	1	0	2	0	0	0	10	0	0	0	0	10	1	0	0	58	
07:40:00 AM	0	0	0	0	0	1	0	1	0	0	0	7	0	0	0	0	14	0	0	0	66	
07:45:00 AM	0	0	0	0	0	2	0	1	0	0	0	6	0	0	0	0	14	0	0	0	70	
07:50:00 AM	0	0	0	0	0	1	0	0	0	0	1	10	0	0	0	0	25	1	0	0	84	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	22	1	0	0	94	231
08:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	0	13	1	0	0	94	249
08:05:00 AM	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	8	1	0	0	72	254
08:10:00 AM	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	13	0	0	0	58	264
08:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	8	0	0	0	49	264
08:20:00 AM	0	0	0	0	0	1	0	0	0	0	0	10	0	0	0	0	9	0	0	0	53	267
08:25:00 AM	0	0	0	0	0	1	0	0	0	0	0	19	0	0	0	0	7	0	0	0	61	279
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	1	23	0	0	0	0	8	0	0	0	79	292
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	22	0	0	0	96	305
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	13	0	0	0	97	310
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	12	0	0	0	88	310
08:50:00 AM	0	0	0	0	0	0	0	1	0	0	1	9	0	0	0	0	19	0	0	0	81	302
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	18	1	0	0	80	296

Car Volumes

Time	NB (Mac St SE)					SB (Mac St SE)					EB (Baxter St SE)					WB (Baxter St SE)					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	1	2	0	0	0	0	2	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	8	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5	0	0	0	25	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	34	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	9	0	0	0	38	
07:25:00 AM	0	0	0	0	0	1	0	0	0	0	0	9	0	0	0	0	5	0	0	0	44	
07:30:00 AM	0	0	0	0	0	3	0	0	0	0	0	6	0	0	0	0	8	0	0	0	47	
07:35:00 AM	0	0	0	0	0	1	0	2	0	0	0	9	0	0	0	0	8	1	0	0	53	
07:40:00 AM	0	0	0	0	0	1	0	1	0	0	0	7	0	0	0	0	13	0	0	0	60	
07:45:00 AM	0	0	0	0	0	2	0	1	0	0	0	6	0	0	0	0	14	0	0	0	66	
07:50:00 AM	0	0	0	0	0	1	0	0	0	0	1	9	0	0	0	0	25	1	0	0	82	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	21	1	0	0	91	220
08:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	12	1	0	0	89	236
08:05:00 AM	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	8	1	0	0	68	241
08:10:00 AM	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	13	0	0	0	56	251
08:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	8	0	0	0	49	251
08:20:00 AM	0	0	0	0	0	1	0	0	0	0	0	10	0	0	0	0	9	0	0	0	53	256
08:25:00 AM	0	0	0	0	0	1	0	0	0	0	0	19	0	0	0	0	6	0	0	0	60	267
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	1	23	0	0	0	0	8	0	0	0	78	282
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	20	0	0	0	93	296
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	13	0	0	0	95	302
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	12	0	0	0	86	302
08:50:00 AM	0	0	0	0	0	0	0	1	0	0	1	7	0	0	0	0	18	0	0	0	78	292
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	15	1	0	0	74	285

Truck Volumes

Time	NB (Mac St SE)					SB (Mac St SE)					EB (Baxter St SE)					WB (Baxter St SE)					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	2	0	0	0	2	
07:25:00 AM	0	0	0	0	0	0	0	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	2	0	0	0	0	0	0	0	0	4	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	5	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	11
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	5	13
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
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	13
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	11
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	12
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	9
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	8
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	3	10
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	11

Bike Volumes

Time	NB (Mac St SE)					SB (Mac St SE)					EB (Baxter St SE)					WB (Baxter St SE)					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

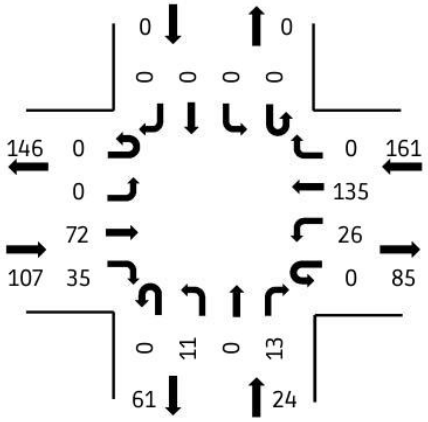
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	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	1	0	1	0	2	2
08:05:00 AM	0	0	0	0	2	2
08:10:00 AM	0	0	1	0	3	3
08:15:00 AM	0	0	0	0	1	3
08:20:00 AM	0	0	0	0	1	3
08:25:00 AM	0	0	0	0	0	3
08:30:00 AM	0	0	0	0	0	3
08:35:00 AM	1	0	0	0	1	4
08:40:00 AM	1	0	0	0	2	5
08:45:00 AM	0	0	1	0	3	6
08:50:00 AM	0	0	2	0	4	8
08:55:00 AM	0	0	0	0	3	8

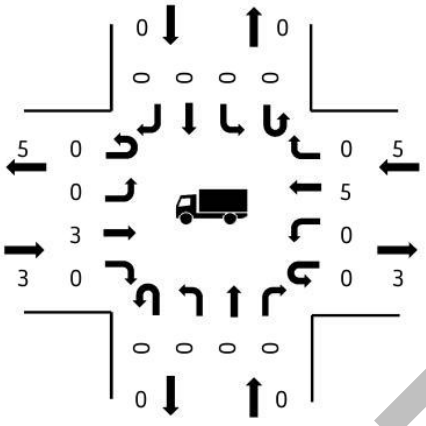
RallyTraffic

Location: Church Dwy & Baxter Rd SE
Date: 2024-11-14
Peak Hour Start: 07:40 AM
Peak 15 Minute Start: 08:20 AM
Peak Hour Factor: 0.82

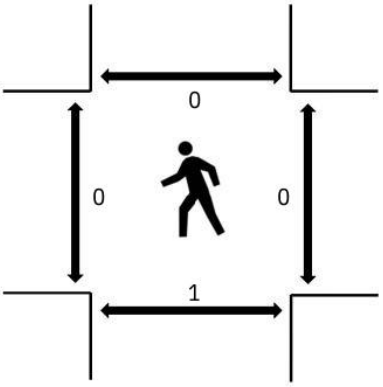
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Church Dwy)					SB (Church Dwy)					EB (Baxter Rd SE)					WB (Baxter Rd SE)					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	2	0	0	0	0	6	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	7	0	0	0		
07:10:00 AM	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	7	0	0	0	35	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	9	0	0	0	43	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	6	0	0	0	45	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	7	0	0	0	52	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	13	0	0	0	59	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	16	0	0	0	66	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	18	0	0	0	73	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	23	0	0	0	80	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	1	19	0	0	0	86	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	3	16	0	0	0	85	245
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	1	12	0	0	0	73	255
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	9	0	0	0	59	256
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	9	0	0	0	48	258
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	0	0	0	46	258
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	14	0	0	6	9	0	0	0	68	279
08:25:00 AM	4	0	3	0	0	0	0	0	0	0	0	2	10	0	0	8	4	0	0	0	83	289
08:30:00 AM	6	0	5	0	0	0	0	0	0	0	0	5	1	0	0	1	4	0	0	0	89	288
08:35:00 AM	1	0	5	0	0	0	0	0	0	0	0	9	2	0	0	5	4	0	0	0	79	292
08:40:00 AM	2	0	5	0	0	0	0	0	0	0	0	6	2	0	0	1	5	0	0	0	69	285
08:45:00 AM	7	0	3	0	0	0	0	0	0	0	0	8	5	0	0	2	12	0	0	0	84	292
08:50:00 AM	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	2	10	0	0	0	78	284
08:55:00 AM	0	0	1	0	0	0	0	0	0	0	0	7	1	0	0	1	6	0	0	0	73	273

Car Volumes

Time	NB (Church Dwy)					SB (Church Dwy)					EB (Baxter Rd SE)					WB (Baxter Rd SE)					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	2	0	0	0	0	6	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	7	0	0	0		
07:10:00 AM	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	7	0	0	0	35	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	41	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	6	0	0	0	43	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	7	0	0	0	47	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	11	0	0	0	54	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	15	0	0	0	60	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	18	0	0	0	69	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	23	0	0	0	78	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	1	18	0	0	0	83	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	3	15	0	0	0	81	232
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	1	12	0	0	0	69	242
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	9	0	0	0	57	243
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	9	0	0	0	48	245
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	0	0	0	46	247
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	14	0	0	6	8	0	0	0	67	267
08:25:00 AM	4	0	3	0	0	0	0	0	0	0	0	2	10	0	0	8	4	0	0	0	82	280
08:30:00 AM	6	0	5	0	0	0	0	0	0	0	0	5	1	0	0	1	2	0	0	0	86	279
08:35:00 AM	1	0	5	0	0	0	0	0	0	0	0	9	2	0	0	5	4	0	0	0	77	284
08:40:00 AM	2	0	5	0	0	0	0	0	0	0	0	5	2	0	0	1	5	0	0	0	66	277
08:45:00 AM	7	0	3	0	0	0	0	0	0	0	0	7	5	0	0	2	10	0	0	0	80	281
08:50:00 AM	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	2	8	0	0	0	72	273
08:55:00 AM	0	0	1	0	0	0	0	0	0	0	0	6	1	0	0	1	6	0	0	0	67	263

Truck Volumes

Time	NB (Church Dwy)					SB (Church Dwy)					EB (Baxter Rd SE)					WB (Baxter Rd SE)					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	2	0	0	0	2	
07:20:00 AM	0	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	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4	13
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
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	13
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	11
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	12
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	9
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	8
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4	11
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	11
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	10

Bike Volumes

Time	NB (Church Dwy)					SB (Church Dwy)					EB (Baxter Rd SE)					WB (Baxter Rd SE)					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

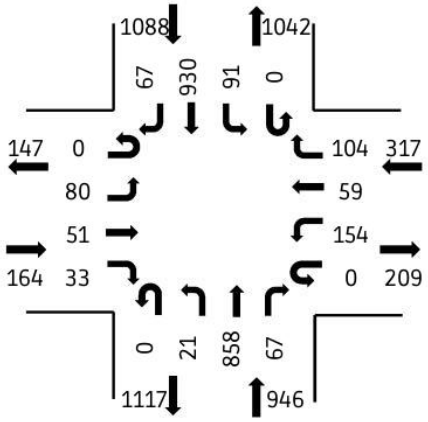
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	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	1	0	0	1	1
08:30:00 AM	0	0	0	0	1	1
08:35:00 AM	0	0	0	0	1	1
08:40:00 AM	0	0	0	0	0	1
08:45:00 AM	0	0	0	0	0	1
08:50:00 AM	0	0	0	0	0	1
08:55:00 AM	0	0	0	0	0	1

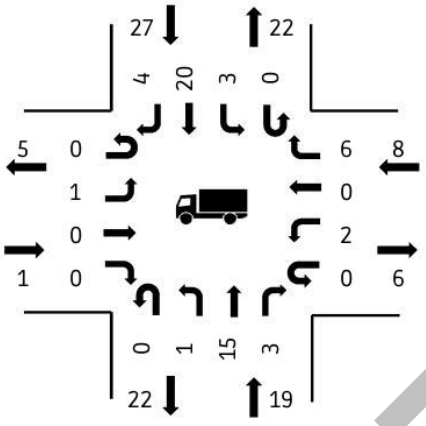
RallyTraffic

Location: Commercial St SE & Baxter Rd
Date: 2024-11-14
Peak Hour Start: 04:25 PM
Peak 15 Minute Start: 04:25 PM
Peak Hour Factor: 0.96

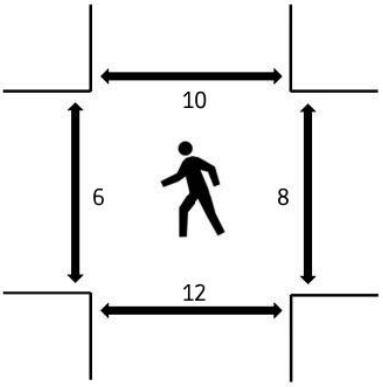
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Commercial St SE)					SB (Commercial St SE)					EB (Baxter Rd)					WB (Baxter Rd)					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	1	69	3	0	0	5	71	6	0	0	5	8	3	0	0	5	3	15	0	0		
04:05:00 PM	2	82	4	0	0	7	90	8	0	0	2	1	5	0	0	9	4	5	0	0		
04:10:00 PM	0	69	7	0	0	8	64	7	0	0	3	4	6	0	0	21	6	1	0	0	609	
04:15:00 PM	1	66	7	0	0	9	65	3	0	0	5	8	3	0	0	17	8	10	0	0	617	
04:20:00 PM	1	59	5	0	0	10	75	5	0	0	1	3	4	0	0	9	5	8	0	0	583	
04:25:00 PM	3	68	7	0	0	10	81	8	0	0	6	2	4	0	0	14	4	11	0	0	605	
04:30:00 PM	2	69	2	0	0	9	68	4	0	0	8	11	3	0	0	17	9	11	0	0	616	
04:35:00 PM	1	99	8	0	0	11	71	4	0	0	8	1	3	0	0	11	2	4	0	0	654	
04:40:00 PM	1	68	9	0	0	8	86	4	0	0	7	3	2	0	0	11	3	5	0	0	643	
04:45:00 PM	2	68	6	0	0	6	77	5	0	0	4	4	1	0	0	14	4	10	0	0	631	
04:50:00 PM	1	75	5	0	0	5	70	7	0	0	9	2	3	0	0	9	4	9	0	0	607	
04:55:00 PM	0	85	6	0	0	8	84	3	0	0	6	2	4	0	0	11	2	8	0	0	619	2476
05:00:00 PM	4	69	3	0	0	9	67	7	0	0	9	4	7	0	0	17	9	8	0	0	631	2495
05:05:00 PM	3	69	6	0	0	6	75	8	0	0	8	11	2	0	0	10	3	7	0	0	640	2484
05:10:00 PM	1	62	9	0	0	6	93	8	0	0	6	2	1	0	0	13	2	6	0	0	630	2497
05:15:00 PM	2	61	2	0	0	6	74	2	0	0	6	3	1	0	0	10	3	13	0	0	600	2478
05:20:00 PM	1	65	4	0	0	7	84	7	0	0	3	6	2	0	0	17	14	12	0	0	614	2515
05:25:00 PM	0	67	4	0	0	11	105	5	0	0	4	1	2	0	0	8	4	3	0	0	619	2511
05:30:00 PM	3	67	3	0	0	3	77	4	0	0	14	3	5	0	0	16	3	2	0	0	636	2498
05:35:00 PM	1	64	5	0	0	7	67	4	0	0	8	4	4	0	0	22	8	11	0	0	619	2480
05:40:00 PM	0	67	8	0	0	2	92	4	0	0	4	2	2	0	0	12	6	8	0	0	612	2480
05:45:00 PM	1	75	5	0	0	9	72	5	0	0	7	5	1	0	0	4	2	8	0	0	606	2473
05:50:00 PM	1	52	4	0	0	10	74	7	0	0	6	11	1	0	0	8	2	3	0	0	580	2453
05:55:00 PM	2	54	1	0	0	7	89	5	0	0	5	2	3	0	0	14	8	6	0	0	569	2430

Car Volumes

Time	NB (Commercial St SE)					SB (Commercial St SE)					EB (Baxter Rd)					WB (Baxter Rd)					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	1	67	3	0	0	5	71	5	0	0	5	8	2	0	0	5	3	15	0	0		
04:05:00 PM	2	81	4	0	0	7	88	8	0	0	2	1	5	0	0	9	4	5	0	0		
04:10:00 PM	0	68	7	0	0	8	62	7	0	0	2	4	6	0	0	21	6	1	0	0	598	
04:15:00 PM	1	62	7	0	0	9	65	3	0	0	4	7	3	0	0	17	8	8	0	0	602	
04:20:00 PM	1	58	5	0	0	10	73	5	0	0	1	3	4	0	0	9	5	8	0	0	568	
04:25:00 PM	3	68	7	0	0	9	78	6	0	0	6	2	4	0	0	14	4	11	0	0	588	
04:30:00 PM	2	67	2	0	0	9	66	4	0	0	8	11	3	0	0	15	9	10	0	0	600	
04:35:00 PM	1	98	8	0	0	11	68	4	0	0	8	1	3	0	0	11	2	3	0	0	636	
04:40:00 PM	1	66	7	0	0	7	86	3	0	0	7	3	2	0	0	11	3	5	0	0	625	
04:45:00 PM	2	66	6	0	0	5	76	5	0	0	4	4	1	0	0	14	4	9	0	0	615	
04:50:00 PM	1	74	5	0	0	5	66	7	0	0	9	2	3	0	0	9	4	8	0	0	590	
04:55:00 PM	0	85	6	0	0	8	84	3	0	0	6	2	4	0	0	11	2	7	0	0	607	2418
05:00:00 PM	3	68	3	0	0	9	65	6	0	0	9	4	7	0	0	17	9	8	0	0	619	2436
05:05:00 PM	3	68	5	0	0	6	74	8	0	0	7	11	2	0	0	10	3	7	0	0	630	2424
05:10:00 PM	1	62	9	0	0	6	92	8	0	0	6	2	1	0	0	13	2	6	0	0	620	2440
05:15:00 PM	2	60	2	0	0	6	72	2	0	0	6	3	1	0	0	10	3	12	0	0	591	2425
05:20:00 PM	1	61	4	0	0	7	83	7	0	0	3	6	2	0	0	17	14	12	0	0	604	2460
05:25:00 PM	0	66	4	0	0	11	105	5	0	0	4	1	2	0	0	8	3	3	0	0	608	2460
05:30:00 PM	3	66	3	0	0	3	77	4	0	0	14	3	5	0	0	15	3	2	0	0	627	2452
05:35:00 PM	1	64	5	0	0	7	65	4	0	0	8	4	4	0	0	22	8	11	0	0	613	2437
05:40:00 PM	0	67	7	0	0	2	92	4	0	0	4	2	2	0	0	12	6	7	0	0	606	2441
05:45:00 PM	1	72	5	0	0	9	72	5	0	0	7	5	1	0	0	4	2	8	0	0	599	2436
05:50:00 PM	1	51	4	0	0	10	73	7	0	0	6	11	1	0	0	8	2	3	0	0	573	2420
05:55:00 PM	2	53	1	0	0	7	87	5	0	0	5	2	3	0	0	14	8	5	0	0	560	2394

Truck Volumes

Time	NB (Commercial St SE)					SB (Commercial St SE)					EB (Baxter Rd)					WB (Baxter Rd)					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	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	0	2	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	1	0	0	0	0	0	0	0	0	0	11	
04:15:00 PM	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	15	
04:20:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
04:25:00 PM	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	17	
04:30:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	1	0	0	16	
04:35:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	18	
04:40:00 PM	0	2	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:45:00 PM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	16	
04:50:00 PM	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	17	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	58
05:00:00 PM	1	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	12	59
05:05:00 PM	0	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	10	60
05:10:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	57
05:15:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	9	53
05:20:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	55
05:25:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	11	51
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	9	46
05:35:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	43
05:40:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6	39
05:45:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	37
05:50:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	33
05:55:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	9	36

Bike Volumes

Time	NB (Commercial St SE)					SB (Commercial St SE)					EB (Baxter Rd)					WB (Baxter Rd)					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	1	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	1	
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:50:00 PM	0	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	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	2
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	0
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

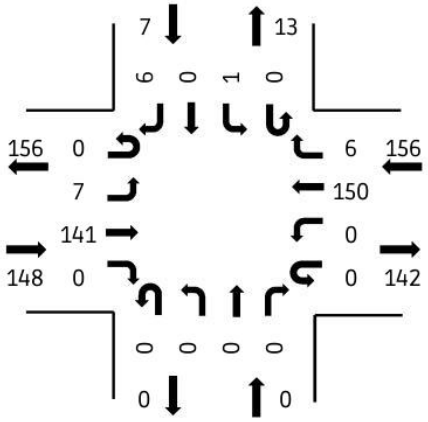
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	2	0	0	1		
04:05:00 PM	0	0	0	1		
04:10:00 PM	0	0	1	0	5	
04:15:00 PM	1	1	1	2	7	
04:20:00 PM	0	2	1	1	10	
04:25:00 PM	0	0	0	0	9	
04:30:00 PM	1	2	0	0	7	
04:35:00 PM	0	0	0	0	3	
04:40:00 PM	0	2	2	0	7	
04:45:00 PM	0	1	0	0	5	
04:50:00 PM	3	2	1	4	15	
04:55:00 PM	1	0	1	1	14	35
05:00:00 PM	2	0	0	0	15	34
05:05:00 PM	0	0	0	0	5	33
05:10:00 PM	1	1	0	1	5	35
05:15:00 PM	1	4	4	0	12	39
05:20:00 PM	1	0	0	0	13	36
05:25:00 PM	0	0	3	1	14	40
05:30:00 PM	2	0	0	0	7	39
05:35:00 PM	0	0	1	0	7	40
05:40:00 PM	0	1	0	0	4	37
05:45:00 PM	5	0	0	1	8	42
05:50:00 PM	1	0	0	0	8	33
05:55:00 PM	0	1	1	0	9	32

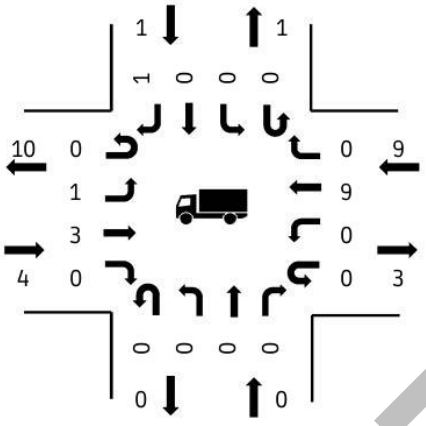
RallyTraffic

Location: Mac St SE & Baxter St SE
Date: 2024-11-14
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:25 PM
Peak Hour Factor: 0.84

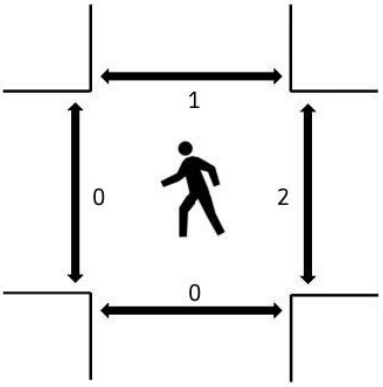
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Mac St SE)					SB (Mac St SE)					EB (Baxter St SE)					WB (Baxter St SE)					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	1	0	0	0	10	0	0	0	0	20	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	1	0	0	0	13	0	0	0	0	13	1	0	0		
04:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	10	0	0	0	0	11	1	0	0	82	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	12	1	0	0	76	
04:20:00 PM	0	0	0	0	0	0	0	2	0	0	2	16	0	0	0	0	7	1	0	0	76	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	1	12	0	0	0	0	20	0	0	0	86	
04:30:00 PM	0	0	0	0	0	0	0	1	0	0	1	16	0	0	0	0	10	1	0	0	90	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	14	0	0	0	93	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	1	0	0	83	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	10	0	0	0	73	
04:50:00 PM	0	0	0	0	0	0	0	1	0	0	1	12	0	0	0	0	9	0	0	0	65	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	13	0	0	0	60	311
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	10	1	0	0	59	298
05:05:00 PM	0	0	0	0	0	1	0	0	0	0	0	11	0	0	0	0	8	0	0	0	56	290
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	10	0	0	0	69	298
05:15:00 PM	0	0	0	0	0	0	0	2	0	0	0	14	0	0	0	0	13	0	1	0	81	303
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	17	1	0	0	88	302
05:25:00 PM	0	0	0	0	0	0	0	1	0	0	0	13	0	0	0	0	12	1	0	0	84	296
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	11	0	0	0	75	288
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	9	0	0	0	68	277
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	12	0	0	0	67	280
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	17	1	0	0	74	289
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	0	0	0	88	300
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	11	0	0	0	85	305

Car Volumes

Time	NB (Mac St SE)					SB (Mac St SE)					EB (Baxter St SE)					WB (Baxter St SE)					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	1	0	0	0	10	0	0	0	0	18	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	1	0	0	0	13	0	0	0	0	13	1	0	0		
04:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	10	0	0	0	0	11	1	0	0	80	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	10	1	0	0	74	
04:20:00 PM	0	0	0	0	0	0	0	2	0	0	2	15	0	0	0	0	7	1	0	0	73	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	1	12	0	0	0	0	19	0	0	0	82	
04:30:00 PM	0	0	0	0	0	0	0	1	0	0	1	16	0	0	0	0	9	1	0	0	87	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	13	0	0	0	90	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	10	1	0	0	80	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	10	0	0	0	71	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	9	0	0	0	60	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	12	0	0	0	55	297
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	10	1	0	0	54	286
05:05:00 PM	0	0	0	0	0	1	0	0	0	0	0	11	0	0	0	0	8	0	0	0	55	278
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	10	0	0	0	69	286
05:15:00 PM	0	0	0	0	0	0	0	2	0	0	0	13	0	0	0	0	12	0	1	0	79	291
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	17	1	0	0	86	291
05:25:00 PM	0	0	0	0	0	0	0	1	0	0	0	13	0	0	0	0	12	1	0	0	82	286
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	11	0	0	0	75	279
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	8	0	0	0	67	268
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	12	0	0	0	66	272
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	16	1	0	0	72	280
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	17	0	0	0	86	294
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	10	0	0	0	82	299

Truck Volumes

Time	NB (Mac St SE)					SB (Mac St SE)					EB (Baxter St SE)					WB (Baxter St SE)					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	2	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	2	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:50:00 PM	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	5	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	14
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	12
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	12
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	12
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	12
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	9
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	6
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	6

Bike Volumes

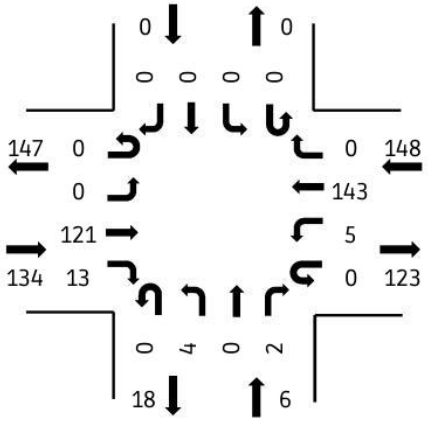
Time	NB (Mac St SE)					SB (Mac St SE)					EB (Baxter St SE)					WB (Baxter St SE)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	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	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	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

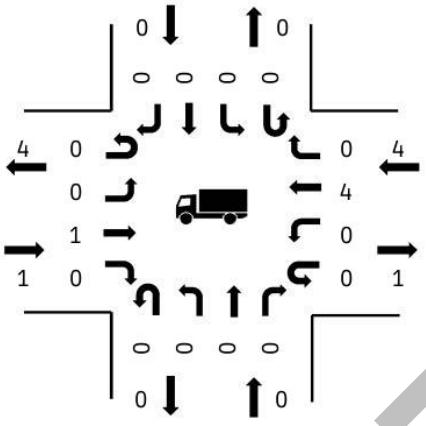
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	1	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	2	0	2	
04:35:00 PM	0	0	0	0	2	
04:40:00 PM	0	0	0	0	2	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	3
05:00:00 PM	0	0	0	0	0	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	2
05:20:00 PM	0	0	0	0	0	2
05:25:00 PM	0	0	0	0	0	2
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	1	0	0	0	1	1
05:45:00 PM	0	0	0	0	1	1
05:50:00 PM	0	0	0	0	1	1
05:55:00 PM	0	0	0	0	0	1

Location: Church Dwy & Baxter Rd SE
Date: 2024-11-14
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:05 PM
Peak Hour Factor: 0.9

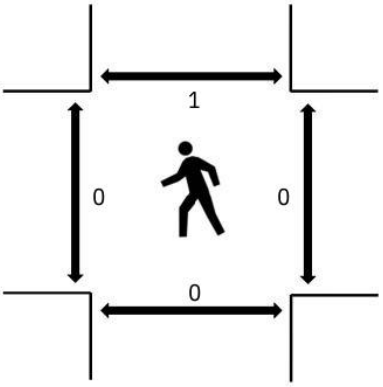
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Church Dwy)					SB (Church Dwy)					EB (Baxter Rd SE)					WB (Baxter Rd SE)					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	1	0	0	0	0	0	0	0	0	12	1	0	0	0	14	0	0	0		
04:05:00 PM	1	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	10	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	12	0	0	0	74	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	12	0	0	0	73	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	15	0	0	0	77	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	14	0	0	0	85	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	1	9	0	0	0	85	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	12	0	0	0	76	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	0	0	0	71	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	9	0	0	0	57	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	13	0	0	0	54	
04:55:00 PM	2	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	8	0	0	0	48	278
05:00:00 PM	1	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	7	0	0	0	56	271
05:05:00 PM	1	0	0	0	0	0	0	0	0	0	0	17	2	0	0	1	10	0	0	0	70	277
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	14	0	0	0	77	281
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	16	0	0	0	80	278
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	16	0	0	0	74	274
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	7	0	0	0	67	263
05:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	2	7	0	0	0	63	256
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	16	0	0	0	65	263
05:40:00 PM	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0	14	0	0	0	72	264
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	1	6	0	0	0	75	274
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	1	16	0	0	0	76	285
05:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	14	0	0	0	72	288

Car Volumes

Time	NB (Church Dwy)					SB (Church Dwy)					EB (Baxter Rd SE)					WB (Baxter Rd SE)					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	1	0	0	0	0	0	0	0	0	12	1	0	0	0	14	0	0	0		
04:05:00 PM	1	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	10	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	10	0	0	0	71	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	11	0	0	0	69	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	15	0	0	0	73	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	12	0	0	0	82	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	1	9	0	0	0	83	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	11	0	0	0	73	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	12	0	0	0	69	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	9	0	0	0	54	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	12	0	0	0	51	
04:55:00 PM	2	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	8	0	0	0	46	268
05:00:00 PM	1	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	7	0	0	0	55	261
05:05:00 PM	1	0	0	0	0	0	0	0	0	0	0	17	2	0	0	1	10	0	0	0	70	267
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	13	0	0	0	76	273
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	16	0	0	0	79	271
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	16	0	0	0	73	267
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	6	0	0	0	66	257
05:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	2	7	0	0	0	62	250
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	16	0	0	0	64	258
05:40:00 PM	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	13	0	0	0	70	258
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	1	6	0	0	0	73	269
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	1	15	0	0	0	73	280
05:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	14	0	0	0	71	283

Truck Volumes

Time	NB (Church Dwy)					SB (Church Dwy)					EB (Baxter Rd SE)					WB (Baxter Rd SE)					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	1	0	0	0	0	2	0	0	0	3	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	
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	1	0	0	0	3	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
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	10
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	10
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8
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	7
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	7
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	6
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
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	5
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	6
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	5
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	5
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5

Bike Volumes

Time	NB (Church Dwy)					SB (Church Dwy)					EB (Baxter Rd SE)					WB (Baxter Rd SE)					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	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	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	North	South	East	West	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	1	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	0	0	0	1
05:00:00 PM	0	0	0	0	0	1
05:05:00 PM	0	0	0	0	0	1
05:10:00 PM	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	1
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	1	0	0	0	1	1
05:50:00 PM	0	0	0	0	1	1
05:55:00 PM	0	0	0	0	1	1

C. HCM REPORTS – EXISTING CONDITIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	48	28	62	28	125	15	872	36	66	451	25
Future Volume (veh/h)	79	48	28	62	28	125	15	872	36	66	451	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1737	1826	1900	1841	1796	1856	1811	1811	1826	1781
Adj Flow Rate, veh/h	90	55	32	70	32	142	17	991	41	75	512	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	11	5	0	4	7	3	6	6	5	8
Cap, veh/h	114	217	126	86	55	244	22	1156	48	92	1256	69
Arrive On Green	0.06	0.20	0.20	0.05	0.18	0.18	0.01	0.34	0.34	0.05	0.38	0.38
Sat Flow, veh/h	1781	1104	642	1739	302	1339	1711	3449	143	1725	3340	182
Grp Volume(v), veh/h	90	0	87	70	0	174	17	506	526	75	265	275
Grp Sat Flow(s),veh/h/ln	1781	0	1747	1739	0	1641	1711	1763	1829	1725	1735	1788
Q Serve(g_s), s	2.3	0.0	2.0	1.9	0.0	4.5	0.5	12.5	12.5	2.0	5.2	5.3
Cycle Q Clear(g_c), s	2.3	0.0	2.0	1.9	0.0	4.5	0.5	12.5	12.5	2.0	5.2	5.3
Prop In Lane	1.00		0.37	1.00		0.82	1.00		0.08	1.00		0.10
Lane Grp Cap(c), veh/h	114	0	343	86	0	299	22	591	613	92	652	672
V/C Ratio(X)	0.79	0.00	0.25	0.81	0.00	0.58	0.78	0.86	0.86	0.81	0.41	0.41
Avail Cap(c_a), veh/h	574	0	1163	523	0	1057	184	2045	2122	519	2348	2420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	15.8	21.9	0.0	17.4	22.9	14.4	14.4	21.8	10.7	10.7
Incr Delay (d2), s/veh	4.5	0.0	0.1	6.8	0.0	0.7	19.7	1.4	1.4	6.3	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.7	0.8	0.0	1.5	0.3	3.8	3.9	0.8	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	0.0	15.9	28.7	0.0	18.1	42.6	15.9	15.8	28.1	10.9	10.9
LnGrp LOS	C		B	C		B	D	B	B	C	B	B
Approach Vol, veh/h		177			244			1049			615	
Approach Delay, s/veh		21.1			21.1			16.3			13.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	13.2	4.6	22.5	7.0	12.5	6.5	20.6
Change Period (Y+Rc), s	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0
Max Green Setting (Gmax), s	14.0	31.0	5.0	63.0	15.0	30.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	3.9	4.0	2.5	7.3	4.3	6.5	4.0	14.5
Green Ext Time (p_c), s	0.0	0.1	0.0	0.5	0.0	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	16.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	130	162	4	7	5
Future Vol, veh/h	2	130	162	4	7	5
Conflicting Peds, #/hr	3	0	0	3	2	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	80	80	80	80	80	80
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	3	163	203	5	9	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	211	0	-	0	380	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	171	-
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	1372	-	-	-	626	836
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1368	-	-	-	621	834
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	861	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1368	-	-	-	695
HCM Lane V/C Ratio	0.002	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	35	26	135	11	13
Future Vol, veh/h	72	35	26	135	11	13
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	88	43	32	165	13	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	340	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	229	-
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	-	-	1466	-	660	948
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	644	947
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.2	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	644	947	-	-	1465	-
HCM Lane V/C Ratio	0.021	0.017	-	-	0.022	-
HCM Ctrl Dly (s/v)	10.7	8.9	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q (veh)	0.1	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	51	33	154	59	104	21	858	67	91	930	67
Future Volume (veh/h)	80	51	33	154	59	104	21	858	67	91	930	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1885	1900	1811	1826	1870	1841	1856	1870	1811
Adj Flow Rate, veh/h	83	53	34	160	61	108	22	894	70	95	969	70
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	0	0	1	0	6	5	2	4	3	2	6
Cap, veh/h	105	176	113	204	134	236	27	1045	82	121	1228	89
Arrive On Green	0.06	0.16	0.16	0.11	0.22	0.22	0.02	0.31	0.31	0.07	0.37	0.37
Sat Flow, veh/h	1795	1071	687	1795	608	1077	1739	3329	261	1767	3352	242
Grp Volume(v), veh/h	83	0	87	160	0	169	22	477	487	95	514	525
Grp Sat Flow(s),veh/h/ln	1795	0	1758	1795	0	1685	1739	1777	1813	1767	1777	1817
Q Serve(g_s), s	2.3	0.0	2.2	4.3	0.0	4.4	0.6	12.6	12.6	2.7	12.9	12.9
Cycle Q Clear(g_c), s	2.3	0.0	2.2	4.3	0.0	4.4	0.6	12.6	12.6	2.7	12.9	12.9
Prop In Lane	1.00		0.39	1.00		0.64	1.00		0.14	1.00		0.13
Lane Grp Cap(c), veh/h	105	0	290	204	0	370	27	558	569	121	651	666
V/C Ratio(X)	0.79	0.00	0.30	0.78	0.00	0.46	0.80	0.86	0.86	0.79	0.79	0.79
Avail Cap(c_a), veh/h	430	0	1089	753	0	1346	208	1704	1738	459	1952	1997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	18.4	21.6	0.0	16.9	24.6	16.1	16.1	23.0	14.1	14.1
Incr Delay (d2), s/veh	4.8	0.0	0.2	2.5	0.0	0.3	17.6	1.5	1.5	4.2	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.8	1.8	0.0	1.5	0.4	4.1	4.2	1.1	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.1	0.0	18.6	24.1	0.0	17.3	42.2	17.6	17.6	27.2	15.0	14.9
LnGrp LOS	C		B	C		B	D	B	B	C	B	B
Approach Vol, veh/h		170			329			986			1134	
Approach Delay, s/veh		23.2			20.6			18.1			16.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	12.2	4.8	23.3	6.9	15.0	7.4	20.7
Change Period (Y+Rc), s	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0
Max Green Setting (Gmax), s	21.0	31.0	6.0	55.0	12.0	40.0	13.0	48.0
Max Q Clear Time (g_c+I1), s	6.3	4.2	2.6	14.9	4.3	6.4	4.7	14.6
Green Ext Time (p_c), s	0.0	0.1	0.0	1.1	0.0	0.4	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	17.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	141	150	6	1	6
Future Vol, veh/h	7	141	150	6	1	6
Conflicting Peds, #/hr	1	0	0	1	2	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	84	84	84	84	84	84
Heavy Vehicles, %	14	2	6	0	0	17
Mvmt Flow	8	168	179	7	1	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	370	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	4.24	-	-	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.326	-	-	-	3.5	3.453
Pot Cap-1 Maneuver	1318	-	-	-	634	821
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1317	-	-	-	628	820
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1317	-	-	-	786
HCM Lane V/C Ratio	0.006	-	-	-	0.011
HCM Ctrl Dly (s/v)	7.8	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

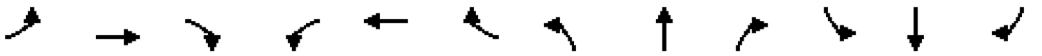
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	121	13	5	143	4	2
Future Vol, veh/h	121	13	5	143	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	3	0	0
Mvmt Flow	134	14	6	159	4	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	148	0	312	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	171	-
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	-	-	1446	-	685	912
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	682	912
Mov Cap-2 Maneuver	-	-	-	-	682	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	860	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.3	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	682	912	-	-	1446	-
HCM Lane V/C Ratio	0.007	0.002	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.3	9	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-

D. HCM REPORTS – BACKGROUND CONDITIONS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	48	28	62	28	125	15	872	36	66	451	25
Future Volume (veh/h)	79	48	28	62	28	125	15	872	36	66	451	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1737	1826	1900	1841	1796	1856	1811	1811	1826	1781
Adj Flow Rate, veh/h	90	55	32	70	32	142	17	991	41	75	512	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	11	5	0	4	7	3	6	6	5	8
Cap, veh/h	114	217	126	86	55	244	22	1156	48	92	1256	69
Arrive On Green	0.06	0.20	0.20	0.05	0.18	0.18	0.01	0.34	0.34	0.05	0.38	0.38
Sat Flow, veh/h	1781	1104	642	1739	302	1339	1711	3449	143	1725	3340	182
Grp Volume(v), veh/h	90	0	87	70	0	174	17	506	526	75	265	275
Grp Sat Flow(s),veh/h/ln	1781	0	1747	1739	0	1641	1711	1763	1829	1725	1735	1788
Q Serve(g_s), s	2.3	0.0	2.0	1.9	0.0	4.5	0.5	12.5	12.5	2.0	5.2	5.3
Cycle Q Clear(g_c), s	2.3	0.0	2.0	1.9	0.0	4.5	0.5	12.5	12.5	2.0	5.2	5.3
Prop In Lane	1.00		0.37	1.00		0.82	1.00		0.08	1.00		0.10
Lane Grp Cap(c), veh/h	114	0	343	86	0	299	22	591	613	92	652	672
V/C Ratio(X)	0.79	0.00	0.25	0.81	0.00	0.58	0.78	0.86	0.86	0.81	0.41	0.41
Avail Cap(c_a), veh/h	574	0	1163	523	0	1057	184	2045	2122	519	2348	2420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	15.8	21.9	0.0	17.4	22.9	14.4	14.4	21.8	10.7	10.7
Incr Delay (d2), s/veh	4.5	0.0	0.1	6.8	0.0	0.7	19.7	1.4	1.4	6.3	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.7	0.8	0.0	1.5	0.3	3.8	3.9	0.8	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	0.0	15.9	28.7	0.0	18.1	42.6	15.9	15.8	28.1	10.9	10.9
LnGrp LOS	C		B	C		B	D	B	B	C	B	B
Approach Vol, veh/h		177			244			1049			615	
Approach Delay, s/veh		21.1			21.1			16.3			13.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	13.2	4.6	22.5	7.0	12.5	6.5	20.6
Change Period (Y+Rc), s	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0
Max Green Setting (Gmax), s	14.0	31.0	5.0	63.0	15.0	30.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	3.9	4.0	2.5	7.3	4.3	6.5	4.0	14.5
Green Ext Time (p_c), s	0.0	0.1	0.0	0.5	0.0	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	16.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	130	162	4	7	5
Future Vol, veh/h	2	130	162	4	7	5
Conflicting Peds, #/hr	3	0	0	3	2	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	80	80	80	80	80	80
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	3	163	203	5	9	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	211	0	-	0	380	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	171	-
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	1372	-	-	-	626	836
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1368	-	-	-	621	834
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	861	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1368	-	-	-	695
HCM Lane V/C Ratio	0.002	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

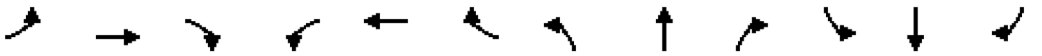
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	35	26	135	11	13
Future Vol, veh/h	72	35	26	135	11	13
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	88	43	32	165	13	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	340	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	229	-
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	-	-	1466	-	660	948
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	644	947
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.2	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	644	947	-	-	1465	-
HCM Lane V/C Ratio	0.021	0.017	-	-	0.022	-
HCM Ctrl Dly (s/v)	10.7	8.9	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q (veh)	0.1	0.1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	51	33	154	59	104	21	858	67	91	930	67
Future Volume (veh/h)	80	51	33	154	59	104	21	858	67	91	930	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1885	1900	1811	1826	1870	1841	1856	1870	1811
Adj Flow Rate, veh/h	83	53	34	160	61	108	22	894	70	95	969	70
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	0	0	1	0	6	5	2	4	3	2	6
Cap, veh/h	105	176	113	204	134	236	27	1045	82	121	1228	89
Arrive On Green	0.06	0.16	0.16	0.11	0.22	0.22	0.02	0.31	0.31	0.07	0.37	0.37
Sat Flow, veh/h	1795	1071	687	1795	608	1077	1739	3329	261	1767	3352	242
Grp Volume(v), veh/h	83	0	87	160	0	169	22	477	487	95	514	525
Grp Sat Flow(s),veh/h/ln	1795	0	1758	1795	0	1685	1739	1777	1813	1767	1777	1817
Q Serve(g_s), s	2.3	0.0	2.2	4.3	0.0	4.4	0.6	12.6	12.6	2.7	12.9	12.9
Cycle Q Clear(g_c), s	2.3	0.0	2.2	4.3	0.0	4.4	0.6	12.6	12.6	2.7	12.9	12.9
Prop In Lane	1.00		0.39	1.00		0.64	1.00		0.14	1.00		0.13
Lane Grp Cap(c), veh/h	105	0	290	204	0	370	27	558	569	121	651	666
V/C Ratio(X)	0.79	0.00	0.30	0.78	0.00	0.46	0.80	0.86	0.86	0.79	0.79	0.79
Avail Cap(c_a), veh/h	430	0	1089	753	0	1346	208	1704	1738	459	1952	1997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	18.4	21.6	0.0	16.9	24.6	16.1	16.1	23.0	14.1	14.1
Incr Delay (d2), s/veh	4.8	0.0	0.2	2.5	0.0	0.3	17.6	1.5	1.5	4.2	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.8	1.8	0.0	1.5	0.4	4.1	4.2	1.1	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.1	0.0	18.6	24.1	0.0	17.3	42.2	17.6	17.6	27.2	15.0	14.9
LnGrp LOS	C		B	C		B	D	B	B	C	B	B
Approach Vol, veh/h		170			329			986			1134	
Approach Delay, s/veh		23.2			20.6			18.1			16.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	12.2	4.8	23.3	6.9	15.0	7.4	20.7
Change Period (Y+Rc), s	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0
Max Green Setting (Gmax), s	21.0	31.0	6.0	55.0	12.0	40.0	13.0	48.0
Max Q Clear Time (g_c+I1), s	6.3	4.2	2.6	14.9	4.3	6.4	4.7	14.6
Green Ext Time (p_c), s	0.0	0.1	0.0	1.1	0.0	0.4	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	17.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	141	150	6	1	6
Future Vol, veh/h	7	141	150	6	1	6
Conflicting Peds, #/hr	1	0	0	1	2	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	84	84	84	84	84	84
Heavy Vehicles, %	14	2	6	0	0	17
Mvmt Flow	8	168	179	7	1	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	370	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	4.24	-	-	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.326	-	-	-	3.5	3.453
Pot Cap-1 Maneuver	1318	-	-	-	634	821
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1317	-	-	-	628	820
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1317	-	-	-	786
HCM Lane V/C Ratio	0.006	-	-	-	0.011
HCM Ctrl Dly (s/v)	7.8	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

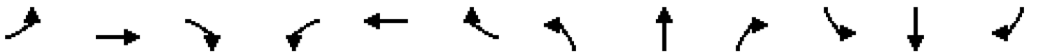
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	121	13	5	143	4	2
Future Vol, veh/h	121	13	5	143	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	3	0	0
Mvmt Flow	134	14	6	159	4	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	148	0	312	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	171	-
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	-	-	1446	-	685	912
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	682	912
Mov Cap-2 Maneuver	-	-	-	-	682	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	860	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.3	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	682	912	-	-	1446	-
HCM Lane V/C Ratio	0.007	0.002	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.3	9	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-

E. HCM REPORTS – BUILD CONDITIONS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	48	28	62	28	125	15	872	36	66	451	25
Future Volume (veh/h)	79	50	28	70	32	159	15	872	38	78	451	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1737	1826	1900	1841	1796	1856	1811	1811	1826	1781
Adj Flow Rate, veh/h	90	57	32	80	36	181	17	991	43	89	512	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	11	5	0	4	7	3	6	6	5	8
Cap, veh/h	115	235	132	100	55	277	22	1142	50	112	1282	70
Arrive On Green	0.06	0.21	0.21	0.06	0.20	0.20	0.01	0.33	0.33	0.06	0.38	0.38
Sat Flow, veh/h	1781	1121	629	1739	272	1366	1711	3441	149	1725	3340	182
Grp Volume(v), veh/h	90	0	89	80	0	217	17	508	526	89	265	275
Grp Sat Flow(s),veh/h/ln	1781	0	1750	1739	0	1637	1711	1763	1828	1725	1735	1788
Q Serve(g_s), s	2.5	0.0	2.1	2.3	0.0	6.2	0.5	13.6	13.7	2.6	5.6	5.6
Cycle Q Clear(g_c), s	2.5	0.0	2.1	2.3	0.0	6.2	0.5	13.6	13.7	2.6	5.6	5.6
Prop In Lane	1.00		0.36	1.00		0.83	1.00		0.08	1.00		0.10
Lane Grp Cap(c), veh/h	115	0	366	100	0	332	22	585	606	112	666	686
V/C Ratio(X)	0.79	0.00	0.24	0.80	0.00	0.65	0.79	0.87	0.87	0.80	0.40	0.40
Avail Cap(c_a), veh/h	529	0	1074	482	0	973	169	1885	1954	478	2164	2230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	16.6	23.5	0.0	18.5	24.9	15.8	15.8	23.3	11.3	11.3
Incr Delay (d2), s/veh	4.4	0.0	0.1	5.4	0.0	0.8	20.5	1.6	1.5	4.8	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.8	1.0	0.0	2.1	0.3	4.4	4.5	1.0	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.7	0.0	16.8	28.9	0.0	19.3	45.3	17.4	17.4	28.1	11.5	11.5
LnGrp LOS	C		B	C		B	D	B	B	C	B	B
Approach Vol, veh/h		179			297			1051			629	
Approach Delay, s/veh		22.3			21.9			17.8			13.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	14.6	4.6	24.4	7.2	14.2	7.3	21.8
Change Period (Y+Rc), s	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0
Max Green Setting (Gmax), s	14.0	31.0	5.0	63.0	15.0	30.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	4.3	4.1	2.5	7.6	4.5	8.2	4.6	15.7
Green Ext Time (p_c), s	0.0	0.1	0.0	0.5	0.0	0.5	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	17.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	130	162	4	7	5
Future Vol, veh/h	10	138	185	4	8	28
Conflicting Peds, #/hr	3	0	0	3	2	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	80	80	80	80	80	80
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	13	173	231	5	10	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	239	0	-	0	438	237
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	201	-
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	1340	-	-	-	580	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1336	-	-	-	570	805
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	835	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1336	-	-	-	737
HCM Lane V/C Ratio	0.009	-	-	-	0.061
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.2

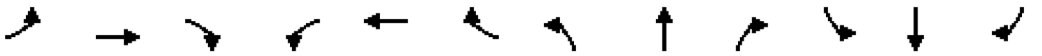
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	72	35	26	135	1	11	1	13	0	1	0
Future Vol, veh/h	8	73	35	26	135	1	11	1	13	1	1	23
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	4	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	10	89	43	32	165	1	13	1	16	1	1	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	133	0	0	376	362	112	369	383	166
Stage 1	-	-	-	-	-	-	132	132	-	230	230	-
Stage 2	-	-	-	-	-	-	244	230	-	139	153	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1424	-	-	1464	-	-	585	569	947	591	553	884
Stage 1	-	-	-	-	-	-	876	791	-	777	718	-
Stage 2	-	-	-	-	-	-	764	718	-	869	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1424	-	-	1463	-	-	551	550	946	566	535	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	551	550	-	566	535	-
Stage 1	-	-	-	-	-	-	868	784	-	771	701	-
Stage 2	-	-	-	-	-	-	721	701	-	846	768	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.5	1.2	10.2	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	551	900	1424	-	-	1463	-	-	843
HCM Lane V/C Ratio	0.024	0.019	0.007	-	-	0.022	-	-	0.036
HCM Ctrl Dly (s/v)	11.7	9.1	7.5	0	-	7.5	0	-	9.4
HCM Lane LOS	B	A	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0.1	0.1	0	-	-	0.1	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	51	33	154	59	104	21	858	67	91	930	67
Future Volume (veh/h)	80	57	33	158	61	124	21	858	75	127	930	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1885	1900	1811	1826	1870	1841	1856	1870	1811
Adj Flow Rate, veh/h	83	59	34	165	64	129	22	894	78	132	969	70
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	0	0	1	0	6	5	2	4	3	2	6
Cap, veh/h	106	177	102	209	120	242	27	1031	90	168	1315	95
Arrive On Green	0.06	0.16	0.16	0.12	0.22	0.22	0.02	0.31	0.31	0.10	0.39	0.39
Sat Flow, veh/h	1795	1120	646	1795	556	1120	1739	3296	288	1767	3352	242
Grp Volume(v), veh/h	83	0	93	165	0	193	22	482	490	132	514	525
Grp Sat Flow(s),veh/h/ln	1795	0	1766	1795	0	1676	1739	1777	1807	1767	1777	1818
Q Serve(g_s), s	2.4	0.0	2.5	4.8	0.0	5.5	0.7	13.7	13.7	3.9	13.2	13.2
Cycle Q Clear(g_c), s	2.4	0.0	2.5	4.8	0.0	5.5	0.7	13.7	13.7	3.9	13.2	13.2
Prop In Lane	1.00		0.37	1.00		0.67	1.00		0.16	1.00		0.13
Lane Grp Cap(c), veh/h	106	0	280	209	0	362	27	556	565	168	697	713
V/C Ratio(X)	0.78	0.00	0.33	0.79	0.00	0.53	0.81	0.87	0.87	0.78	0.74	0.74
Avail Cap(c_a), veh/h	402	0	1022	704	0	1251	195	1592	1619	429	1824	1866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	20.0	23.0	0.0	18.6	26.3	17.4	17.4	23.7	13.9	13.9
Incr Delay (d2), s/veh	4.7	0.0	0.3	2.5	0.0	0.5	18.5	1.6	1.6	3.0	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.9	2.0	0.0	1.9	0.4	4.7	4.7	1.6	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	0.0	20.3	25.5	0.0	19.1	44.8	19.0	19.0	26.7	14.5	14.5
LnGrp LOS	C		C	C		B	D	B	B	C	B	B
Approach Vol, veh/h		176			358			994			1171	
Approach Delay, s/veh		24.7			22.1			19.6			15.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	12.5	4.8	26.0	7.2	15.6	9.1	21.8
Change Period (Y+Rc), s	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0
Max Green Setting (Gmax), s	21.0	31.0	6.0	55.0	12.0	40.0	13.0	48.0
Max Q Clear Time (g_c+I1), s	6.8	4.5	2.7	15.2	4.4	7.5	5.9	15.7
Green Ext Time (p_c), s	0.0	0.2	0.0	1.1	0.0	0.4	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	18.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	141	150	6	1	6
Future Vol, veh/h	32	166	163	7	2	19
Conflicting Peds, #/hr	1	0	0	1	2	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	84	84	84	84	84	84
Heavy Vehicles, %	14	2	6	0	0	17
Mvmt Flow	38	198	194	8	2	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	203	0	-	0	475	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	4.24	-	-	-	6.4	6.37
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.326	-	-	-	3.5	3.453
Pot Cap-1 Maneuver	1300	-	-	-	552	805
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1299	-	-	-	533	804
Mov Cap-2 Maneuver	-	-	-	-	533	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.3	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1299	-	-	-	767
HCM Lane V/C Ratio	0.029	-	-	-	0.033
HCM Ctrl Dly (s/v)	7.9	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	121	13	5	143	0	4	1	2	0	1	0
Future Vol, veh/h	25	122	13	5	144	1	4	1	2	1	1	13
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	28	136	14	6	160	1	4	1	2	1	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	162	0	0	150	0	0	379	373	143	375	380	162
Stage 1	-	-	-	-	-	-	199	199	-	174	174	-
Stage 2	-	-	-	-	-	-	180	174	-	201	206	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1429	-	-	1444	-	-	582	561	910	586	556	888
Stage 1	-	-	-	-	-	-	807	740	-	833	759	-
Stage 2	-	-	-	-	-	-	826	759	-	805	735	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1428	-	-	1444	-	-	560	546	910	571	541	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	560	546	-	571	541	-
Stage 1	-	-	-	-	-	-	790	724	-	815	754	-
Stage 2	-	-	-	-	-	-	807	754	-	785	720	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.2	0.3	10.8	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	560	745	1428	-	-	1444	-	-	822
HCM Lane V/C Ratio	0.008	0.004	0.019	-	-	0.004	-	-	0.02
HCM Ctrl Dly (s/v)	11.5	9.9	7.6	0	-	7.5	0	-	9.5
HCM Lane LOS	B	A	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0	0	0.1	-	-	0	-	-	0.1