BAXTER ROAD APARTMENTS

TRANSPORTATION IMPACT STUDY

JANUARY 2025

PREPARED FOR:

NEIGHBORLY DEVELOPMENT

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INTRODUCTION

This study evaluates the transportation impacts associated with the proposed multifamily residential development that will consist of 138 apartment units located along Baxter Road in Salem, Oregon. The estimated year of completion for this project is 2027.

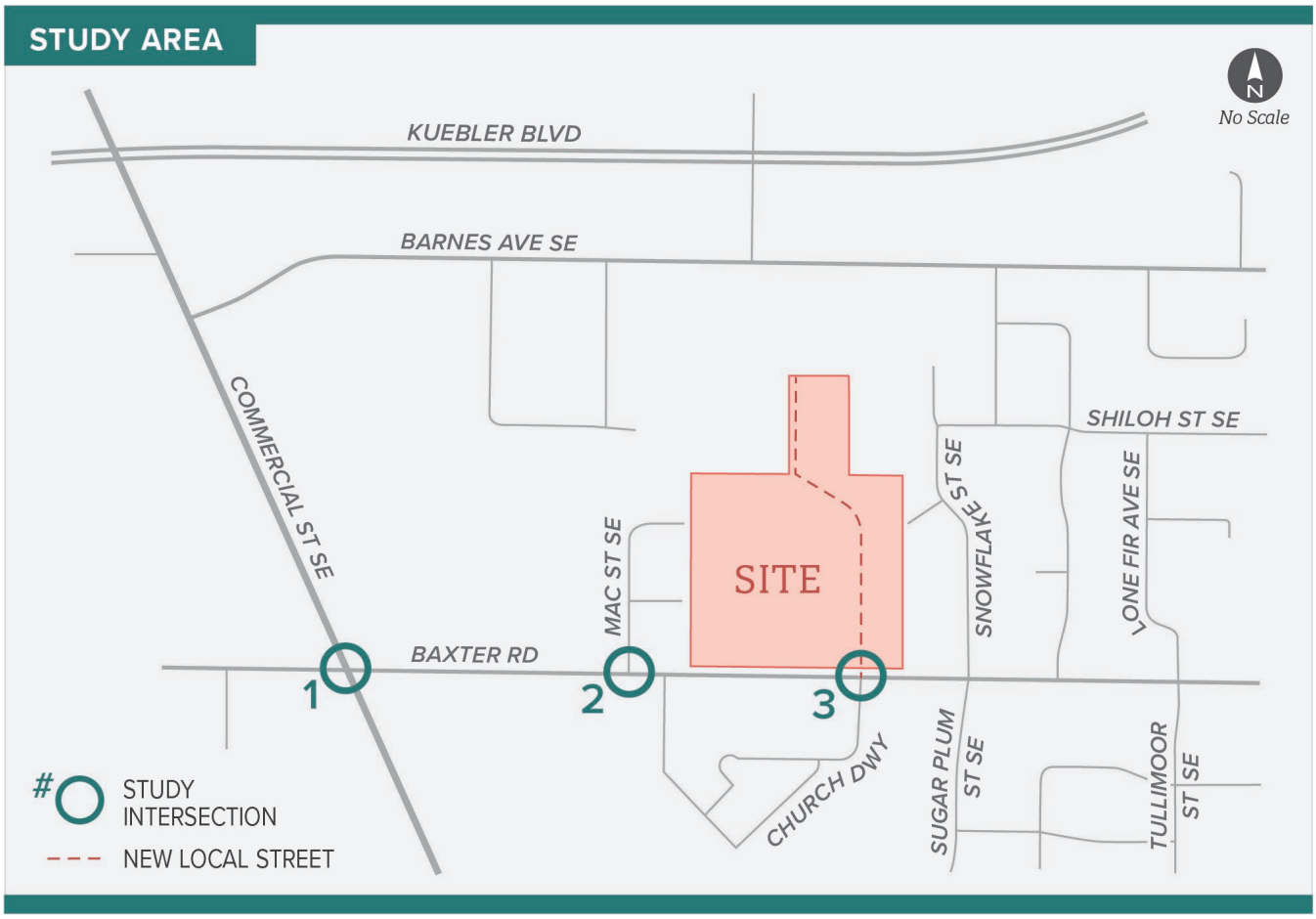


FIGURE 1: PROJECT STUDY AREA

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	138 apartment units
PROPOSED PROJECT ACCESS(ES)	Access to Baxter Road via 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.

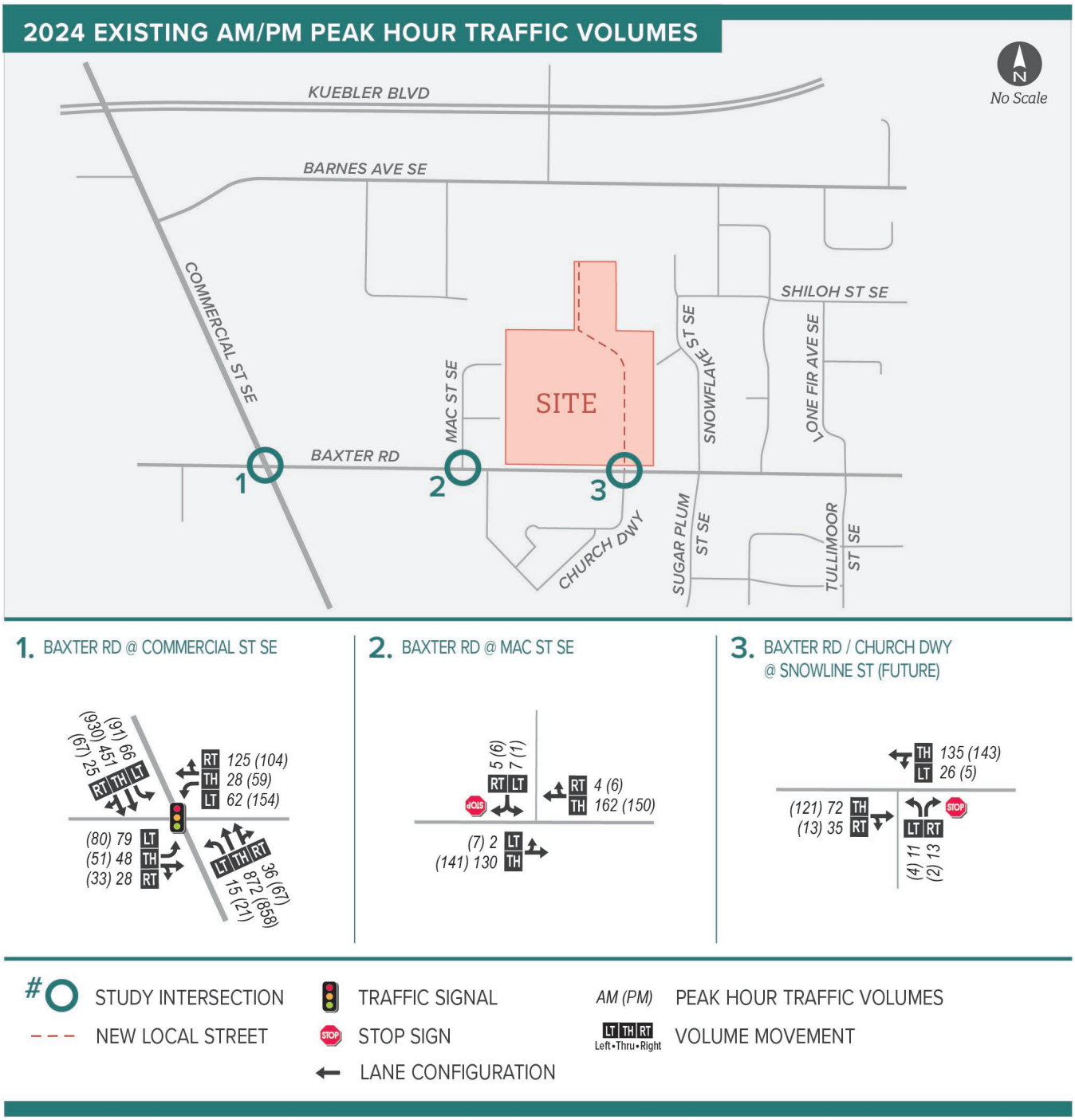


FIGURE 2: EXISTING AM & PM PEAK HOUR VOLUMES

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 138 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)	138 dwelling units	66	16	50	80	50	30	960

As shown, the development is expected to generate 66 total (16 in, 50 out) AM peak hour trips, 80 total (50 in, 30 out) PM peak hour trips and 960 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.

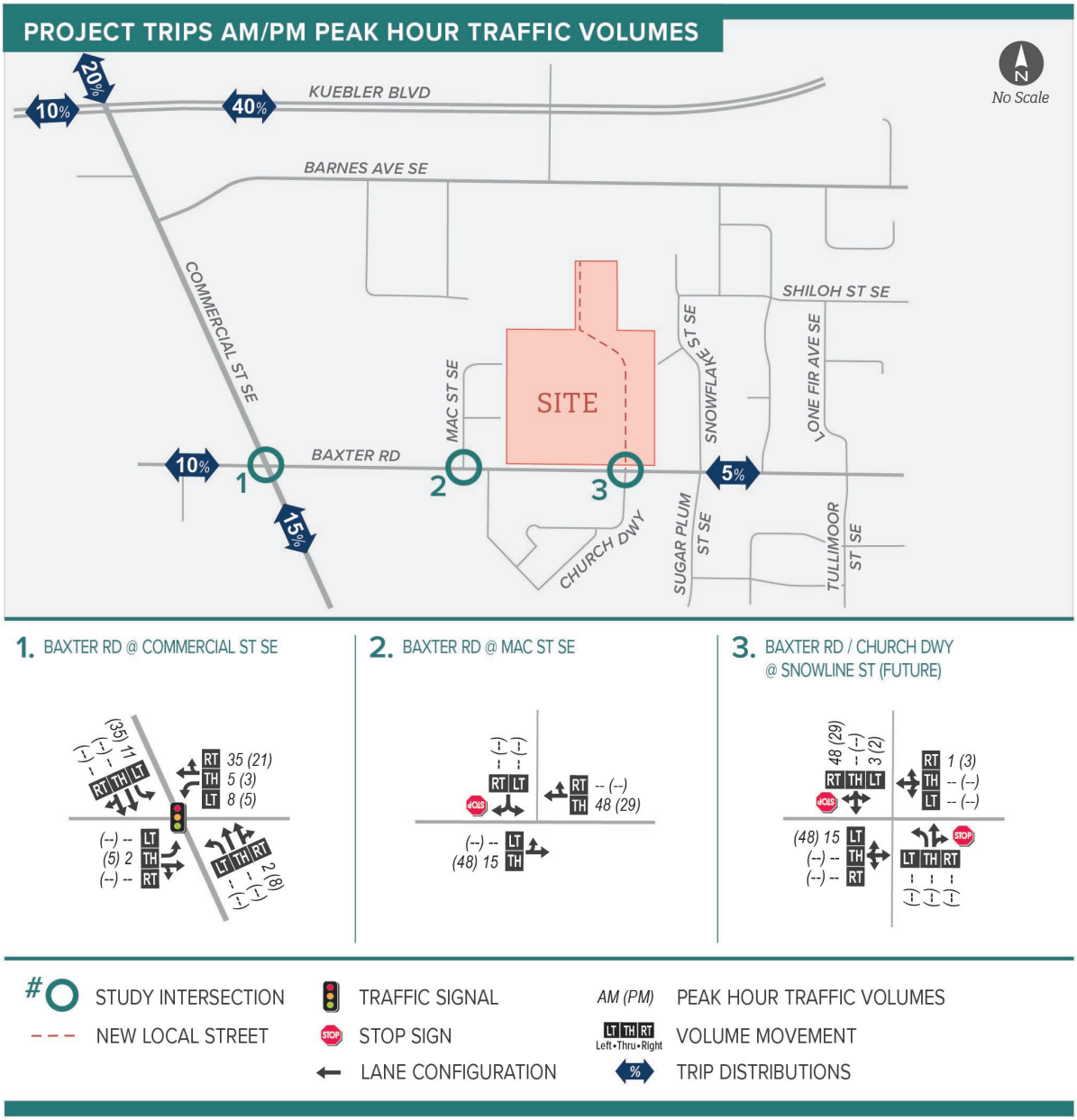


FIGURE 3: TRIPS GENERATED AND TRIP DISTRIBUTION

[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.

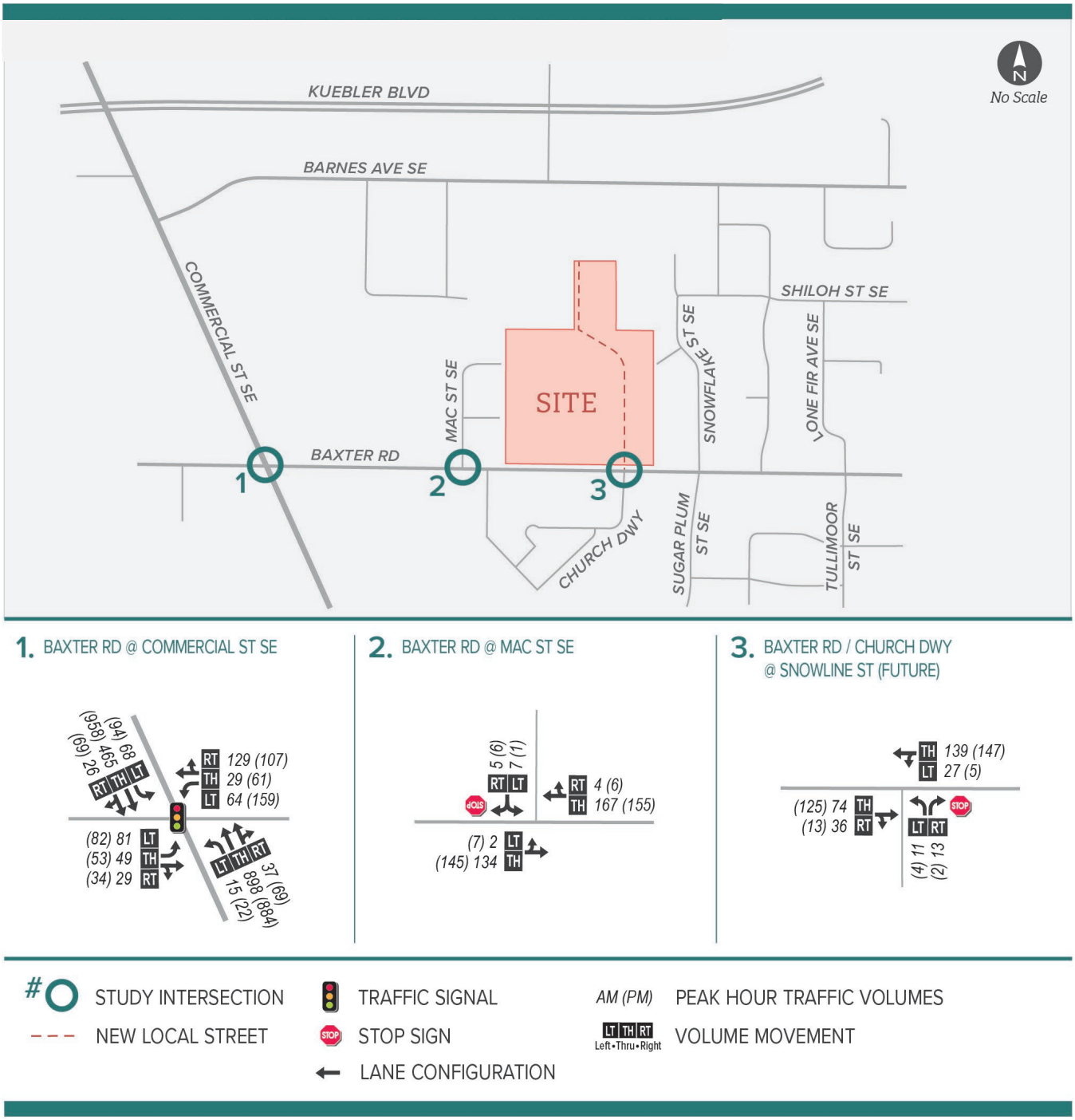


FIGURE 4: BACKGROUND AM AND PM PEAK HOUR VOLUMES (2027)

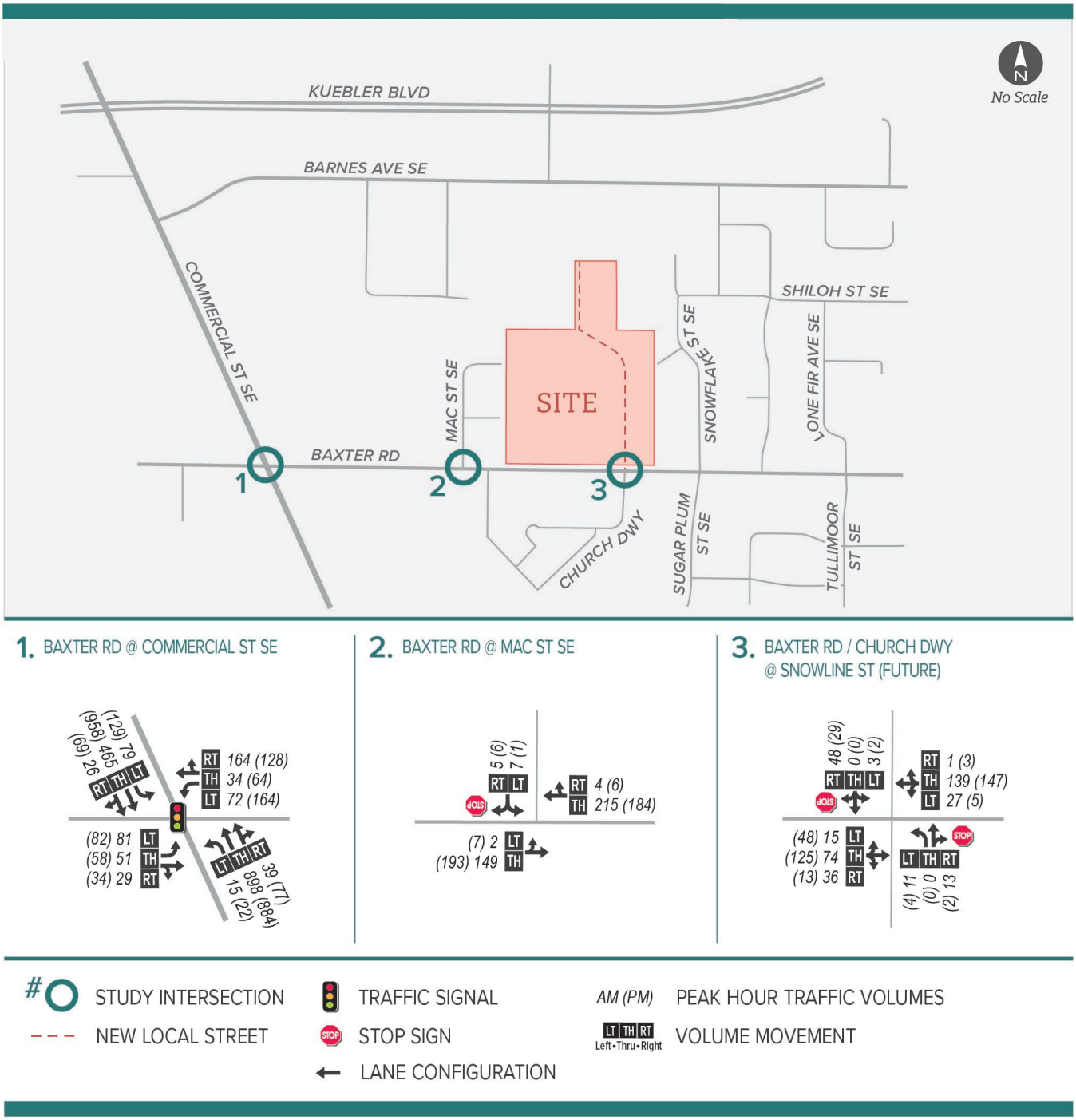


FIGURE 5: BUILD AM AND PM PEAK HOUR VOLUMES (2027)

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	-	0.58	16.6	B	0.62	18.0	B
BAXTER RD SE & MAC ST SE	TWSC	LOS E	SB	0.02	10.4	B	0.02	10.9	B
BAXTER RD SE & SNOWLINE ST SE	TWSC	LOS E	NBL	0.02	10.8	B	0.03	12.4	B
PM PEAK HOUR OPERATIONS									
COMMERCIAL ST SE & BAXTER RD SE	Signalized	LOS E v/c ≤ 0.90	-	0.56	18.2	B	0.60	19.0	B
BAXTER RD SE & MAC ST SE	TWSC	LOS E	SB	0.01	9.7	A	0.01	10.0	B
BAXTER RD SE & SNOWLINE ST SE	TWSC	LOS E	NBL	0.01	10.4	B	0.01	12.4	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.

SENSITIVITY ANALYSIS

Just under two acres of the subject site is not being developed as part of this project. The developer does not have definitive plans for this area of the property at this time, but it is likely that based on the current zoning, the remaining two acres could be developed into housing (e.g., duplexes, cottage clusters, or apartment buildings).

At the City's request, a sensitivity analysis is being provided here that shows the potential vehicle operations if the remaining two acres were developed at the highest housing density permitted, which is 31 units per acre under the current zoning (Multiple Family Residential II). Because the remaining portions of the subject property amount to just under two acres, the maximum number of units permitted would be 60 units. Low-rise apartment units generate a slightly higher rate of vehicle trips compared to duplexes or cottage clusters, and was therefore, the assumed land use for this sensitivity analysis. The estimated number of trips generated by the remaining portion of the subject property based on 60 low-rise apartment units is 41 total trips in the AM peak hour and 46 total trips in the PM peak hour.

Intersection analysis was conducted with the addition of these sensitivity analysis trips to the Build scenario. As shown below, all intersections continue to meet the City's operating standards for the AM and PM peak hours.

TABLE 7: AM AND PM PEAK HOUR INTERSECTION OPERATIONS (2027) – SENSITIVITY ANALYSIS

STUDY INTERSECTION	TRAFFIC CONTROL	OPERATING STANDARDS	CRITICAL MOVEMENT	V/C RATIO	DELAY (SECS)	LOS
AM PEAK HOUR OPERATIONS						
COMMERCIAL ST SE & BAXTER RD SE	Signalized	LOS E v/c ≤ 0.90	-	0.64	19.0	B
BAXTER RD SE & MAC ST SE	TWSC	LOS E	SB	0.03	11.3	B
BAXTER RD SE & SNOWLINE ST SE	TWSC	LOS E	NBL	0.03	13.4	B
PM PEAK HOUR OPERATIONS						
COMMERCIAL ST SE & BAXTER RD SE	Signalized	LOS E v/c ≤ 0.90	-	0.63	19.6	B
BAXTER RD SE & MAC ST SE	TWSC	LOS E	SB	0.01	10.1	B
BAXTER RD SE & SNOWLINE ST SE	TWSC	LOS E	NBL	0.01	13.6	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)

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. As shown on the plan, the current streets of Snowball Avenue and Abbie Avenue will be terminated via cul-de-sac on the project site and vehicles will not be able to directly access these streets (except for emergency vehicles via Snowball Avenue).

ACCESS SPACING

The conceptual site plan shows two driveway accesses to the apartment complex on the future public street, Snowline Street SE. A third access is provided via Snowball Avenue. However, this access will only be for emergency vehicles. 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 (Baxter Road is a collector), and therefore, meet the City's spacing standards.

PRELIMINARY SIGHT DISTANCE EVALUATION

The new public street connection of Snowline Street SE to Baxter Road SE is shown on the plan to be located opposite the existing driveway access to the Lutheran Church on the south side of Baxter Road SE. Based on a street profile, there is a significant vertical curve (hill) on Baxter Road, that peaks near the center of the property frontage. The proposed intersection of Snowline Street SE and Baxter Road SE is located approximately 300 feet to the east of the hill peak.

Based on City of Salem Revised Code, Chapter 805, all intersections shall have vision clearance areas of ten feet along the minor street approach and 50 feet along the major street, creating a vison clearance triangle. Obstructions such as buildings, poles, street signs, on-street parking, and trees/shrubs should not be placed within the vision clearance triangle. Based on the site plan, there are no obstructions within the vision clearance triangle at the proposed new public street intersection.

The stopping sight distance and intersection sight distance was also evaluated at this new public street intersection to ensure safe vehicle movements. Based on preliminary measurements taken in the field, there is approximately 335 feet of intersection sight distance available looking to the west from the site access. Looking to the east, there is more than 350 feet of sight distance. These measurements were compared to the intersection sight distance (ISD) and stopping sight distance (SSD) based on AASHTO standards and methodology.[7] The table below summarizes the desired

---

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

[7] Chapter 9.5, A Policy on Geometric Design of Highways and Streets, 7th Edition, AASHTO, 2018.

Driver's eye height was assumed to be 3.5 feet plus an additional 1 foot to account for the raised surface of Snowline Street relative to Baxter Road. The object height was assumed to be 4.35 feet, which represents the height of an average vehicle per the AASHTO guidance.

sight distances compared to the measured sight distances at Baxter Road SE & Snowline Street SE. A figure depicting the measured sight distance is provided in the Appendix.

TABLE 8: SIGHT DISTANCE EVALUATION (BAXTER ROAD SE & SNOWLINE STREET SE)

POSTED SPEED ON BAXTER ROAD SE	INTERSECTION SIGHT DISTANCE (ISD)	STOPPING SIGHT DISTANCE (SSD)	MEASURED SIGHT DISTANCE AVAILABLE	ISD OR SSD MET?
30 mph [A]	335 feet	220 feet [B]	350 feet + (looking east)	ISD & SSD
			335 feet (looking west)	ISD & SSD

[A] The 30mph speed is the posted advisory speed for vehicles as they approach the crest hill on Baxter Road.
[B] This SSD is adjusted by a factor of 1.1 to account for downhill 5% grade on Baxter Road per AASHTO guidance.

Based on the sight distance measurements in the table above, the sight distance looking to the east and west along Baxter Road SE appears to be adequate to meet the intersection sight distance requirement. However, this is a preliminary measurement and was measured using the best available two-dimensional tools. In order to verify the intersection sight distance at the future public street intersection, additional coordination between Multi/Tech and City staff is recommended in order to confirm that adequate sight distance will be provided. Potential mitigations could include raising Snowline Street above Baxter Road and/or lowering the grade on Baxter Road to provide adequate sight distance.

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 onto the future public street, Snowline Street SE. A third access to Snowball Avenue will be for emergency vehicle access only. 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 as well as adequate width for fire access. Turning radii appear adequate for safe turning maneuvers. A pedestrian/bicycle path (8 feet wide) is shown to provide north-south connection through the site near the west edge of the project site, connecting Snowball Avenue SE to Baxter Road SE. 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.[8] Table 9 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.

TABLE 9: VEHICLE AND BICYCLE PARKING REQUIREMENTS

LAND USE	SIZE	SPACES REQUIRED BY CODE			SPACES PROVIDED	
		VEHICLE MINIMUM	VEHICLE MAXIMUM	BICYCLE MINIMUM	VEHICLES	BICYCLE
MULTIFAMILY RESIDENTIAL	138 units	None	236	138	230	138

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

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

PROJECT IMPACT SUMMARY

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

TRIP GENERATION

- The proposed development consists of 138 multifamily apartment units and is expected to generate 66 total (16 in, 60 out) AM peak hour trips, 80 total (50 in, 30 out) PM peak hour trips and 960 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.
- A sensitivity analysis representing a full-build scenario was conducted. The full build scenario included an additional 60 apartment units. All study intersections were found to continue to meet the City's operating standards.

PRELIMINARY SIGHT DISTANCE EVALUATION

- Based on the preliminary sight distance evaluation, there appears to be adequate sight distance at the proposed, new public street intersection of Snowline Street SE & Baxter Road SE.
- However, it is recommended that additional coordination between Multi/Tech and City staff occur in order to confirm that adequate sight distance will be provided. Potential mitigations could include raising Snowline Street above Baxter Road and/or lowering the grade on Baxter Road to provide adequate sight distance.
- 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.

APPENDIX

A. SITE PLAN

SITE & PROJECT DATA:

ZONING: RM-II

TOTAL SITE AREA: 268,018 S.F. (6.15 +/- ACRES)

DENSITY ALLOWED: 15 UNITS PER ACRE MINIMUM; 31 UNITS PER ACRE MAXIMUM.

22.4 UNITS PER ACRE PROPOSED.

PROJECT TYPE: MARKET RATE APARTMENTS - (138) UNITS

OCCUPANCY GROUP: R2- APARTMENT UNITS, A3- COMMUNITY HALL, U-PUMP HOUSE & TRASH

MAXIMUM HEIGHT ALLOWED: 50' TO THE AVERAGE OF THE HIGHEST GABLE ROOF FROM HIGHEST BLDG. GRADE.
33'-3" & 34'-11" MAXIMUM HEIGHT TO HIGHEST AVERAGE GABLE PROPOSED BY BUILDING TYPE.

BLDG. SETBACKS REQUIRED: 20'-0" FRONT YARD , & 10'-0" SIDE YARD; 10'-0" REAR YARD, BASE SETBACKS. PER TABLE 702.5 SETBACK INCREASES ABUTTING RS ZONE.
1' SETBACK PER FOOT OF BLDG. HEIGHT SETBACK. REQUIRED ABUTTING RS SINGLE FAMILY ZONE 34' MAX. PROPOSED HEIGHT = REQUIRED SETBACK = 34' AT WEST PROPERTY LINE.
WEST REQUIRED SETBACK IS REDUCED TO 30'-0" MIN. BY PROPOSING AN 8' TALL SCREEN FENCE.

PROPOSED SETBACKS: 20'-0" STREET FRONT YARDS, 12' SIDE & REAR YARDS; 30'-0" WHERE ABUTTING RS SINGLE FAMILY ZONE., THEREFORE O.K.
(16'-0" STREET YARD SETBACK AT N.E. BLDG. G. REQUIRES SETBACK ADJUSTMENT).

ENCROACHMENTS ALLOWED: BELT COURSES & ORNAMENT= 24 INCHES, ROOF EAVES= 24 INCHES.

PROPOSED ENCROACHMENTS: DECK GUARDRAIL = 3"; ROOF EAVES = 24 INCHES, THEREFORE O.K.

CONSTRUCTION TYPE APTS:
TYPE V-B "NON-RATED" W/ 1 HR UNIT SEPARATION WALLS & FLOOR/CEILING SEPARATION. 100% FIRE SPRINKLED.

PROPOSED BUILDING AREA:

UNIT TYPES:	(42) TYPE 1 UNITS (1BR./1BA.)	722 S.F. + 24 S.F. STOR. =	746 S.F.= 31,332 S.F.
	(72) TYPE 2 UNITS (2BR./2BA.)	998 S.F. + 24 S.F. STOR. =	1,022S.F.= 73,584 S.F.
	(24) TYPE 3 UNITS (3BR./2BA.)	1,184 S.F. + 24 S.F. STOR.=	1,208 S.F.= 28,992 S.F.
	(138) UNITS TOTAL.		133,908 S.F.

RECREATION BLDG. = 3,408 S.F. FLOOR AREA.
COVERED TRASH= 870 S.F. FLOOR AREA.
MAIL ROOF= 215 S.F. FLOOR AREA.
PUMP HOUSE= 400 S.F. FLOOR AREA.

TOTAL BUILDING SQUARE FOOTAGE= 138,801 S.F.

PARKING PROVIDED:
STANDARD STALLS: 60 STALLS
COMPACT STALLS: 144 STALLS (68% OF STALLS< 75% ALLOWED)
HANDICAP STALLS: 7 STALLS
TOTAL PARKING PROVIDED= 211 STALLS

PARKING RATIO PROPOSED = 1.53 STALLS PER UNIT

E.V. READY CAR PARKING REQUIRED: (211) STALLS X 40% = 85 STALLS MIN.
PROPOSED FUTURE E.V. STALLS =(2) ADA + (84) = 86 TOTAL, O.K.

BICYCLE PARKING REQUIRED: 1 BIKE STALL PER UNIT X 138 UNITS = 138 BIKE STALLS

BICYCLE PARKING PROVIDED:
(1) STALL PER GROUND FLOOR LIVING UNIT = (46) LONG TERM BIKE STALLS
(12) SIX BIKE = (2) EIGHT BIKE = (1) 4 BIKE RACK = (92) SHORT TERM BIKE STALLS
TOTAL BIKE PARKING PROVIDED= 138 BIKE STALLS

LOADING STALLS: 100 TO 199 UNITS = (2) LOADING STALLS 12'X19'X12'

LOADING STALLS PROPOSED = (2) 12'X19'X12'

COMMON OPEN SPACE:
COMMON OPEN SPACE REQUIRED = (1,000 S.F.)+ (250 S.F. FOR EA. 20 UNITS OVER FIRST 20 UNITS)
COMMON OPEN SPACE REQUIRED = (1,000 S.F.) + [250S.F. X (138-20) /20] = 2,500 S.F. MIN.; 25' MIN. DIM.

COMMON OPEN SPACE PROVIDED= 3,040 S.F., 40' MIN. DIM., O.K.

LOT COVERAGE BY BLDGS.:
PROPOSED GROUND FLOOR BUILDING FOOTPRINT/BALCONY/COVERED PORCH AREA= 53,124 S.F.

MAXIMUM ALLOWED LOT COVERAGE= 50%

PROPOSED BUILDING LOT COVERAGE = 53,124 S.F. /268,018 S.F.=20%

PARKING & MANEUVERING A.C. PAVING AREA:
INCLUDES PLANTER CURBS: =77,100 S.F.

CONCRETE AREAS
WALKWAYS, PATIOS, REC. PATIO/TERRACE, TRASH ENCL. = 35,714 S.F.

LANDSCAPE AREA:
TOTAL LANDSCAPE (GREEN) AREA PROPOSED= 107,030 S.F./ 268,018 S.F.= (39.9%) OF SITE AREA

INTERIOR PARKING AREA LANDSCAPING:
PARKING & MANEUVERING AREA PLUS PLANTER FINGERS & CORNERS= 86,167 S.F.

REQUIRED PARKING LOT LANDSCAPE = 8% MIN. X 86,167 S.F. = 6,894 S.F. MIN. REQ'D.

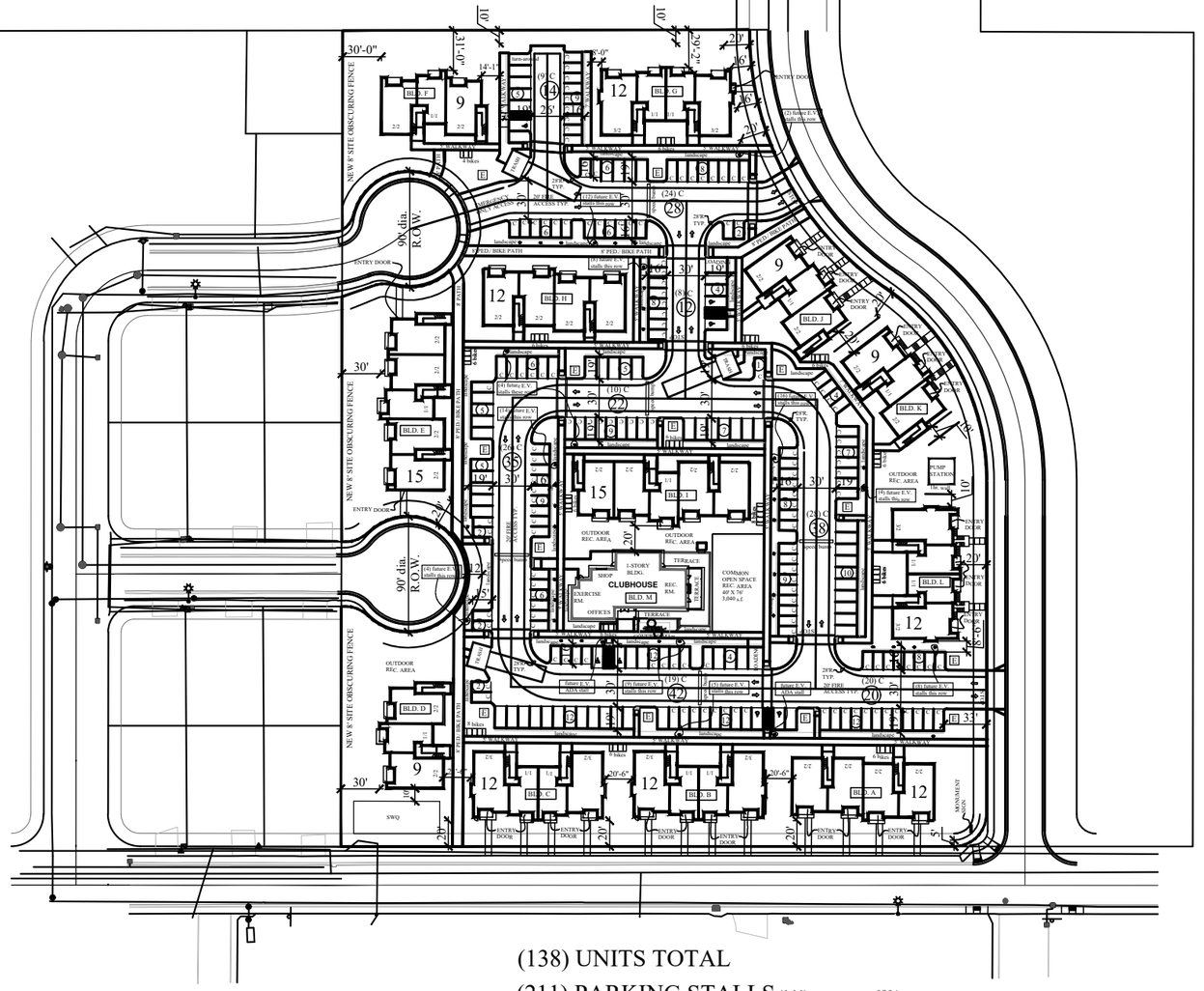
PROPOSED INTERIOR PARKING AREA LANDSCAPE = 8,953 S.F. = 10.4% PROVIDED, O.K.
(NOTE THAT THIS DOES NOT INCLUDE L.S. STRIP IN ADDITION TO MIN. 5' WALKWAY OR L.S. BETWEEN PARKING & BLDG.)

CLIMATE MITIGATION TREE PLANTING AT PARKING:
MIN. 40% SHADE TREE OVERLAP REQUIRED = 86,167 S.F. X.40= 34,467 S.F. OVERLAP REQUIRED.

PROPOSED CLIMATE MITIGATION TREE OVERLAP PROVIDED= 35,623 S.F. (41.3%), O.K.

AIRPORT OVERLAY McNARY FIELD REQUIREMENTS:
PROPOSED SITE DEVELOPMENT OCCURS IN CONICAL SURFACE OVERLAY (20:1) WHICH ALLOWS FOR 350' MAXIMUM BUILDING HEIGHT ABOVE AIRPORT ELEVATION.
McNARY FIELD ELEVATION = +213.4' ABOVE SEA LEVEL
+213.4' + 350.0' MAXIMUM HEIGHT = 563.4' MAXIMUM ELEVATION.

PROPOSED MAXIMUM SITE GRADE BASE AT HIGHEST BUILDING: =
+508.0' + (37.5' TO HIGHEST ROOF PEAK) = +545.5' MAXIMUM ROOF RIDGE ELEVATION, O.K.



(138) UNITS TOTAL

(211) PARKING STALLS (144) compact = 68%

1.53 STALLS / UNIT

10' 60'
0 30' 100' 200'

CONCEPTUAL SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

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: 1-28-2025

scale: 1"=40'

drawn: S.R.B.

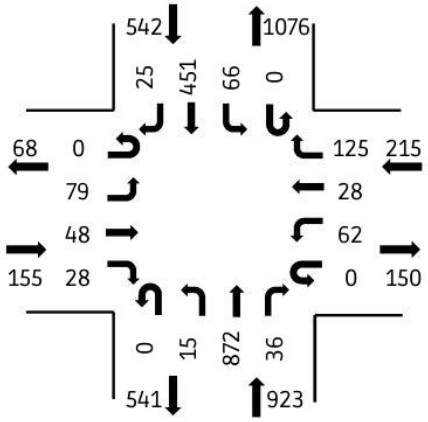
job no: 2411

A1.1

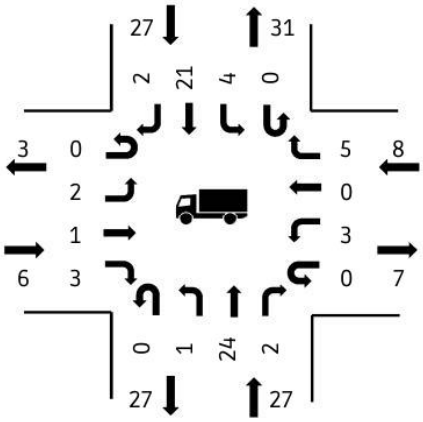
B. TRAFFIC COUNT DATA

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

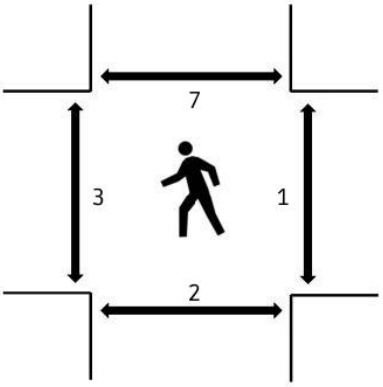
Motorized Vehicles



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

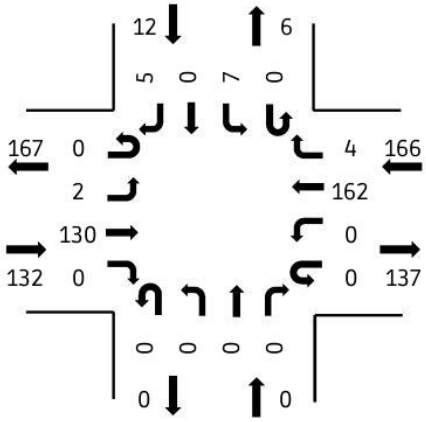
Time	NB (Commercial St SE)					SB (Commercial St SE)					EB (Baxter Rd)					WB (Baxter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	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

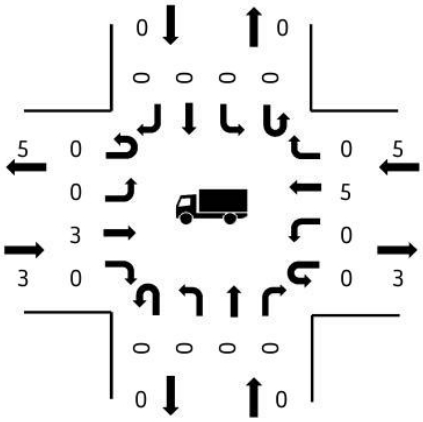
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	0	1	1	
07:25:00 AM	0	0	0	0	1	
07:30:00 AM	0	1	0	1	3	
07:35:00 AM	1	0	0	0	3	
07:40:00 AM	3	0	0	0	6	
07:45:00 AM	0	0	0	0	4	
07:50:00 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

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

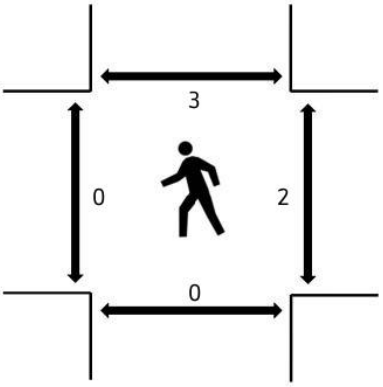
Motorized Vehicles



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

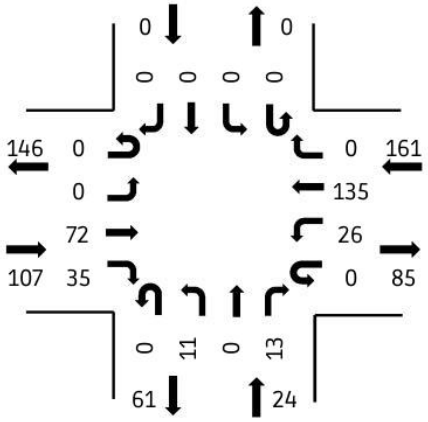
Pedestrian Volumes

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

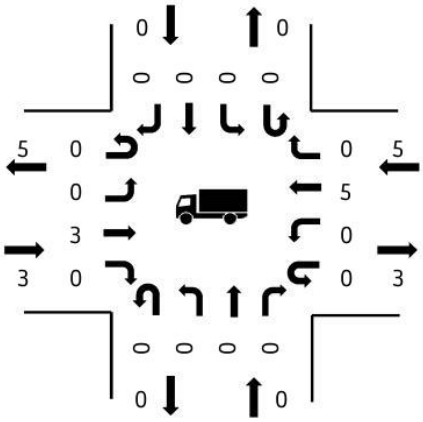
RallyTraffic

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

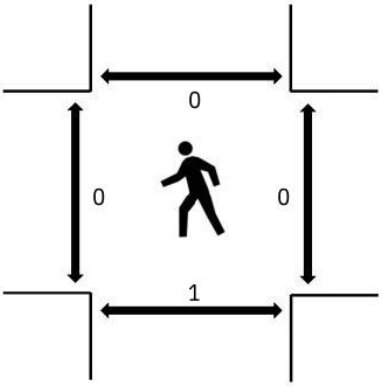
Motorized Vehicles



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

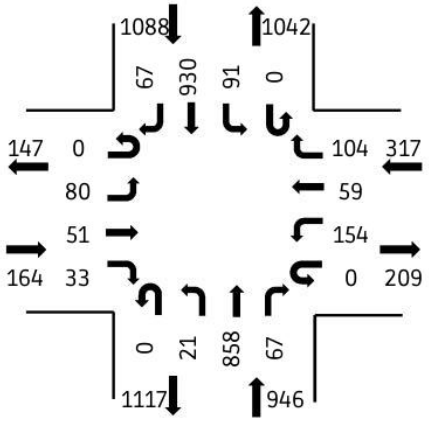
Time	NB (Church Dwy)					SB (Church Dwy)					EB (Baxter Rd SE)					WB (Baxter Rd SE)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	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

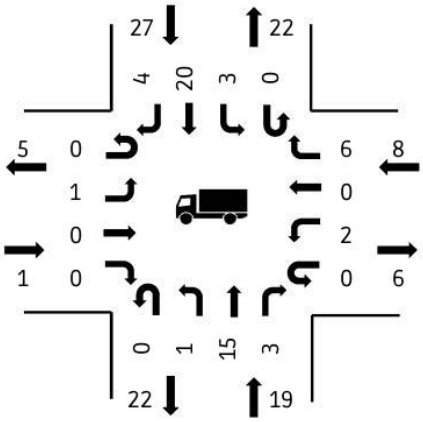
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	
07:50:00 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

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

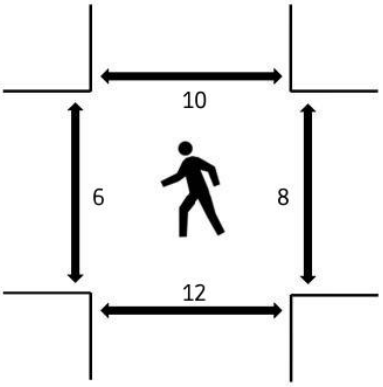
Motorized Vehicles



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

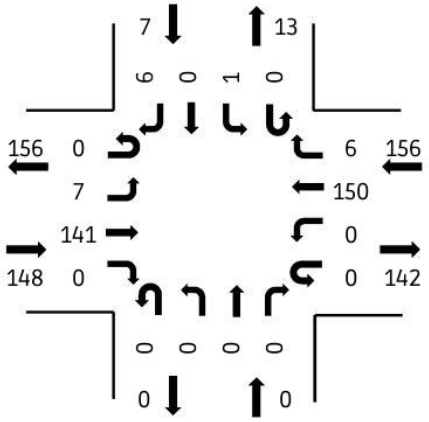
Time	NB (Commercial St SE)					SB (Commercial St SE)					EB (Baxter Rd)					WB (Baxter Rd)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	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

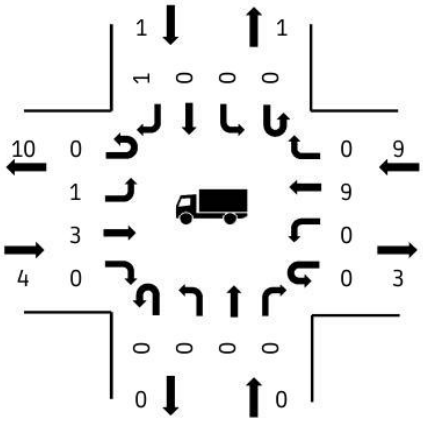
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	2	0	0	1		
04:05:00 PM	0	0	0	1		
04:10:00 PM	0	0	1	0	5	
04:15:00 PM	1	1	1	2	7	
04:20:00 PM	0	2	1	1	10	
04:25:00 PM	0	0	0	0	9	
04:30:00 PM	1	2	0	0	7	
04:35:00 PM	0	0	0	0	3	
04:40:00 PM	0	2	2	0	7	
04:45:00 PM	0	1	0	0	5	
04:50:00 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

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

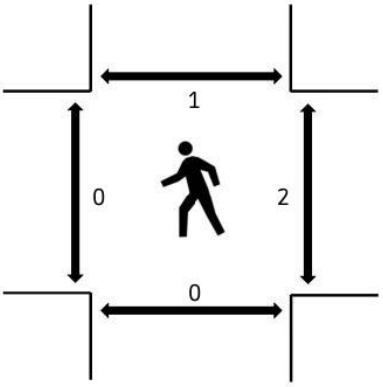
Motorized Vehicles



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

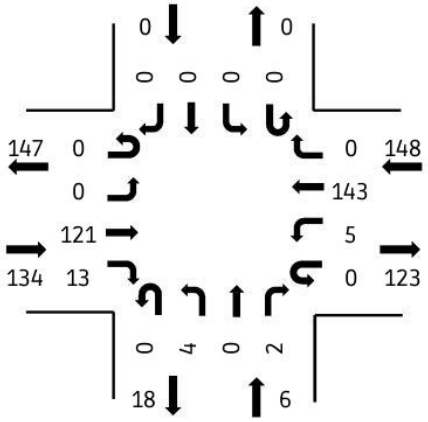
Time	NB (Mac St SE)					SB (Mac St SE)					EB (Baxter St SE)					WB (Baxter St SE)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0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

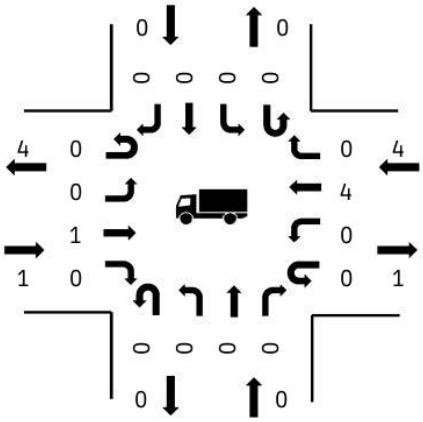
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	1	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	2	0	2	
04:35:00 PM	0	0	0	0	2	
04:40:00 PM	0	0	0	0	2	
04:45:00 PM	0	0	0	0	0	
04:50:00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

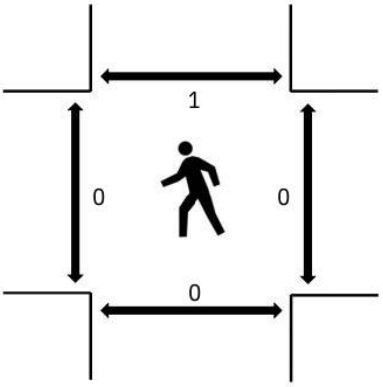
Motorized Vehicles



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

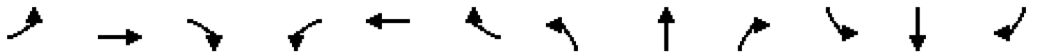
Bike Volumes

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

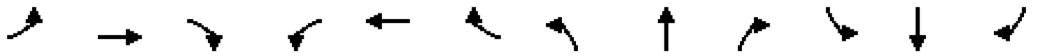
Intersection	
Int Delay, s/veh	1.5

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

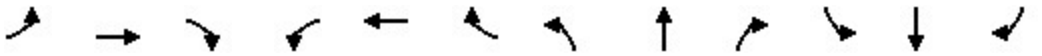
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	121	13	5	143	4	2
Future Vol, veh/h	121	13	5	143	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	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)	81	49	29	64	29	129	15	898	37	68	465	26
Future Volume (veh/h)	81	49	29	64	29	129	15	898	37	68	465	26
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	92	56	33	73	33	147	17	1020	42	77	528	30
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	117	217	128	90	55	247	22	1179	49	95	1280	73
Arrive On Green	0.07	0.20	0.20	0.05	0.18	0.18	0.01	0.34	0.34	0.06	0.38	0.38
Sat Flow, veh/h	1781	1098	647	1739	301	1340	1711	3450	142	1725	3332	189
Grp Volume(v), veh/h	92	0	89	73	0	180	17	521	541	77	274	284
Grp Sat Flow(s),veh/h/ln	1781	0	1746	1739	0	1641	1711	1763	1829	1725	1735	1786
Q Serve(g_s), s	2.4	0.0	2.1	2.0	0.0	4.8	0.5	13.3	13.3	2.1	5.6	5.6
Cycle Q Clear(g_c), s	2.4	0.0	2.1	2.0	0.0	4.8	0.5	13.3	13.3	2.1	5.6	5.6
Prop In Lane	1.00		0.37	1.00		0.82	1.00		0.08	1.00		0.11
Lane Grp Cap(c), veh/h	117	0	345	90	0	302	22	602	625	95	667	686
V/C Ratio(X)	0.79	0.00	0.26	0.81	0.00	0.60	0.78	0.87	0.87	0.81	0.41	0.41
Avail Cap(c_a), veh/h	555	0	1125	506	0	1023	178	1979	2053	502	2272	2339
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	22.1	0.0	16.3	22.6	0.0	18.0	23.7	14.8	14.8	22.5	10.8	10.8
Incr Delay (d2), s/veh	4.4	0.0	0.1	6.3	0.0	0.7	20.0	1.5	1.4	6.0	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	1.1	0.0	0.7	0.9	0.0	1.6	0.3	4.1	4.3	0.9	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.5	0.0	16.5	28.9	0.0	18.7	43.7	16.3	16.2	28.4	11.0	11.0
LnGrp LOS	C		B	C		B	D	B	B	C	B	B
Approach Vol, veh/h		181			253			1079			635	
Approach Delay, s/veh		21.6			21.6			16.7			13.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	13.5	4.6	23.5	7.2	12.9	6.7	21.4
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	4.0	4.1	2.5	7.6	4.4	6.8	4.1	15.3
Green Ext Time (p_c), s	0.0	0.1	0.0	0.6	0.0	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	16.6
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	134	167	4	7	5
Future Vol, veh/h	2	134	167	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	168	209	5	9	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	217	0	-	0	391	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	176	-
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	1365	-	-	-	617	830
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	859	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1361	-	-	-	612	828
Mov Cap-2 Maneuver	-	-	-	-	612	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1361	-	-	-	687
HCM Lane V/C Ratio	0.002	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

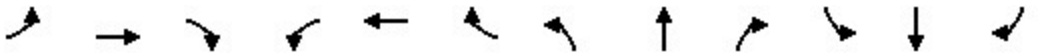
Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	36	27	139	11	13
Future Vol, veh/h	74	36	27	139	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	90	44	33	170	13	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	349	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	236	-
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	-	-	1462	-	652	945
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1461	-	635	944
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	788	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	635	944	-	-	1461	-
HCM Lane V/C Ratio	0.021	0.017	-	-	0.023	-
HCM Ctrl Dly (s/v)	10.8	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)	82	53	34	159	61	107	22	884	69	94	958	69
Future Volume (veh/h)	82	53	34	159	61	107	22	884	69	94	958	69
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	85	55	35	166	64	111	23	921	72	98	998	72
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	108	174	111	211	135	234	28	1066	83	125	1255	91
Arrive On Green	0.06	0.16	0.16	0.12	0.22	0.22	0.02	0.32	0.32	0.07	0.37	0.37
Sat Flow, veh/h	1795	1075	684	1795	617	1070	1739	3329	260	1767	3353	242
Grp Volume(v), veh/h	85	0	90	166	0	175	23	492	501	98	529	541
Grp Sat Flow(s),veh/h/ln	1795	0	1759	1795	0	1686	1739	1777	1813	1767	1777	1818
Q Serve(g_s), s	2.4	0.0	2.3	4.6	0.0	4.7	0.7	13.4	13.4	2.8	13.7	13.7
Cycle Q Clear(g_c), s	2.4	0.0	2.3	4.6	0.0	4.7	0.7	13.4	13.4	2.8	13.7	13.7
Prop In Lane	1.00		0.39	1.00		0.63	1.00		0.14	1.00		0.13
Lane Grp Cap(c), veh/h	108	0	285	211	0	369	28	569	580	125	665	680
V/C Ratio(X)	0.78	0.00	0.32	0.79	0.00	0.47	0.81	0.86	0.86	0.79	0.80	0.80
Avail Cap(c_a), veh/h	418	0	1058	732	0	1309	203	1656	1689	446	1897	1940
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	23.9	0.0	19.1	22.1	0.0	17.5	25.3	16.5	16.5	23.6	14.4	14.4
Incr Delay (d2), s/veh	4.6	0.0	0.2	2.5	0.0	0.4	17.9	1.6	1.5	4.1	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	1.1	0.0	0.9	1.9	0.0	1.6	0.4	4.4	4.5	1.1	4.2	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.5	0.0	19.3	24.6	0.0	17.9	43.1	18.0	18.0	27.6	15.2	15.2
LnGrp LOS	C		B	C		B	D	B	B	C	B	B
Approach Vol, veh/h		175			341			1016			1168	
Approach Delay, s/veh		23.8			21.1			18.6			16.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	12.3	4.8	24.3	7.1	15.3	7.6	21.5
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	6.6	4.3	2.7	15.7	4.4	6.7	4.8	15.4
Green Ext Time (p_c), s	0.0	0.2	0.0	1.2	0.0	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	18.2
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	145	155	6	1	6
Future Vol, veh/h	7	145	155	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	173	185	7	1	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	381	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	191	-
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	1312	-	-	-	625	815
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1311	-	-	-	619	814
Mov Cap-2 Maneuver	-	-	-	-	619	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1311	-	-	-	779
HCM Lane V/C Ratio	0.006	-	-	-	0.011
HCM Ctrl Dly (s/v)	7.8	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

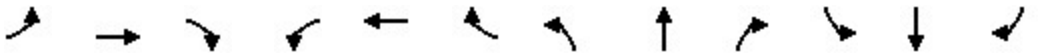
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	125	13	5	147	4	2
Future Vol, veh/h	125	13	5	147	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	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	139	14	6	163	4	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	153	0	321	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	175	-
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	-	-	1440	-	677	906
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1440	-	674	906
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.2	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	906	-	-	1440	-
HCM Lane V/C Ratio	0.007	0.002	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.4	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)	81	49	29	64	29	129	15	898	37	68	465	26
Future Volume (veh/h)	81	51	29	72	34	164	15	898	39	79	465	26
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	92	58	33	82	39	186	17	1020	44	90	528	30
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	117	236	134	103	58	278	21	1165	50	113	1305	74
Arrive On Green	0.07	0.21	0.21	0.06	0.21	0.21	0.01	0.34	0.34	0.07	0.39	0.39
Sat Flow, veh/h	1781	1115	634	1739	284	1355	1711	3442	148	1725	3332	189
Grp Volume(v), veh/h	92	0	91	82	0	225	17	522	542	90	274	284
Grp Sat Flow(s),veh/h/ln	1781	0	1749	1739	0	1640	1711	1763	1828	1725	1735	1786
Q Serve(g_s), s	2.7	0.0	2.3	2.4	0.0	6.6	0.5	14.6	14.6	2.7	6.0	6.0
Cycle Q Clear(g_c), s	2.7	0.0	2.3	2.4	0.0	6.6	0.5	14.6	14.6	2.7	6.0	6.0
Prop In Lane	1.00		0.36	1.00		0.83	1.00		0.08	1.00		0.11
Lane Grp Cap(c), veh/h	117	0	370	103	0	336	21	597	619	113	679	699
V/C Ratio(X)	0.78	0.00	0.25	0.80	0.00	0.67	0.79	0.88	0.88	0.80	0.40	0.41
Avail Cap(c_a), veh/h	511	0	1036	465	0	940	163	1819	1886	461	2088	2150
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	24.1	0.0	17.1	24.3	0.0	19.2	25.8	16.3	16.3	24.1	11.5	11.5
Incr Delay (d2), s/veh	4.3	0.0	0.1	5.2	0.0	0.9	20.8	1.6	1.6	4.7	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	1.2	0.0	0.8	1.1	0.0	2.3	0.3	4.8	4.9	1.1	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	0.0	17.3	29.5	0.0	20.0	46.6	17.9	17.9	28.8	11.6	11.7
LnGrp LOS	C		B	C		C	D	B	B	C	B	B
Approach Vol, veh/h		183			307			1081			648	
Approach Delay, s/veh		22.8			22.6			18.3			14.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	15.1	4.7	25.5	7.4	14.7	7.4	22.7
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	14.0	31.0	5.0	63.0	15.0	30.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	4.4	4.3	2.5	8.0	4.7	8.6	4.7	16.6
Green Ext Time (p_c), s	0.0	0.2	0.0	0.6	0.0	0.5	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	18.0
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	134	167	4	7	5
Future Vol, veh/h	2	149	215	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	186	269	5	9	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	277	0	-	0	469	275
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	194	-
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	1298	-	-	-	556	769
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1294	-	-	-	551	767
Mov Cap-2 Maneuver	-	-	-	-	551	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	841	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1294	-	-	-	624
HCM Lane V/C Ratio	0.002	-	-	-	0.024
HCM Ctrl Dly (s/v)	7.8	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

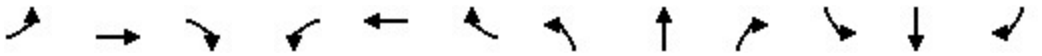
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	74	36	27	139	0	11	0	13	0	0	0
Future Vol, veh/h	15	74	36	27	139	1	11	0	13	3	0	48
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	18	90	44	33	170	1	13	0	16	4	0	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	135	0	0	415	386	113	393	408	171
Stage 1	-	-	-	-	-	-	149	149	-	237	237	-
Stage 2	-	-	-	-	-	-	266	237	-	156	171	-
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	1418	-	-	1462	-	-	551	551	945	570	536	878
Stage 1	-	-	-	-	-	-	858	778	-	771	713	-
Stage 2	-	-	-	-	-	-	744	713	-	851	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1461	-	-	499	529	944	544	515	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	529	-	544	515	-
Stage 1	-	-	-	-	-	-	845	766	-	760	695	-
Stage 2	-	-	-	-	-	-	677	695	-	825	750	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.9	1.2	10.5	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	499	944	1418	-	-	1461	-	-	847
HCM Lane V/C Ratio	0.027	0.017	0.013	-	-	0.023	-	-	0.073
HCM Ctrl Dly (s/v)	12.4	8.9	7.6	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0.1	0.1	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	53	34	159	61	107	22	884	69	94	958	69
Future Volume (veh/h)	82	58	34	164	64	128	22	884	77	129	958	69
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	85	60	35	171	67	133	23	921	80	134	998	72
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	109	173	101	216	121	240	28	1054	92	171	1341	97
Arrive On Green	0.06	0.16	0.16	0.12	0.22	0.22	0.02	0.32	0.32	0.10	0.40	0.40
Sat Flow, veh/h	1795	1115	650	1795	562	1115	1739	3298	286	1767	3353	242
Grp Volume(v), veh/h	85	0	95	171	0	200	23	496	505	134	529	541
Grp Sat Flow(s),veh/h/ln	1795	0	1765	1795	0	1677	1739	1777	1807	1767	1777	1818
Q Serve(g_s), s	2.6	0.0	2.6	5.1	0.0	5.9	0.7	14.5	14.5	4.1	14.0	14.0
Cycle Q Clear(g_c), s	2.6	0.0	2.6	5.1	0.0	5.9	0.7	14.5	14.5	4.1	14.0	14.0
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	109	0	275	216	0	361	28	568	577	171	710	727
V/C Ratio(X)	0.78	0.00	0.35	0.79	0.00	0.55	0.82	0.87	0.87	0.79	0.74	0.74
Avail Cap(c_a), veh/h	391	0	992	684	0	1217	189	1547	1573	417	1772	1813
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	25.5	0.0	20.8	23.6	0.0	19.3	27.0	17.7	17.7	24.3	14.1	14.1
Incr Delay (d2), s/veh	4.6	0.0	0.3	2.5	0.0	0.5	18.8	1.7	1.7	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	1.0	2.1	0.0	2.1	0.4	5.0	5.1	1.6	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.1	0.0	21.1	26.1	0.0	19.8	45.9	19.4	19.4	27.4	14.7	14.7
LnGrp LOS	C		C	C		B	D	B	B	C	B	B
Approach Vol, veh/h		180			371			1024			1204	
Approach Delay, s/veh		25.3			22.7			20.0			16.1	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	12.6	4.9	27.0	7.3	15.9	9.3	22.6
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	21.0	31.0	6.0	55.0	12.0	40.0	13.0	48.0
Max Q Clear Time (g_c+I1), s	7.1	4.6	2.7	16.0	4.6	7.9	6.1	16.5
Green Ext Time (p_c), s	0.0	0.2	0.0	1.2	0.0	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	19.0
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	145	155	6	1	6
Future Vol, veh/h	7	193	184	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	230	219	7	1	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	227	0	-	0	472	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	248	-
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	1274	-	-	-	554	779
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1273	-	-	-	549	778
Mov Cap-2 Maneuver	-	-	-	-	549	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1273	-	-	-	734
HCM Lane V/C Ratio	0.007	-	-	-	0.011
HCM Ctrl Dly (s/v)	7.8	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱			↕	
Traffic Vol, veh/h	0	125	13	5	147	0	4	0	2	0	0	0
Future Vol, veh/h	48	125	13	5	147	3	4	0	2	2	0	29
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	53	139	14	6	163	3	4	0	2	2	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	0	153	0	0	445	431	146	431	437	166
Stage 1	-	-	-	-	-	-	252	252	-	178	178	-
Stage 2	-	-	-	-	-	-	193	179	-	253	259	-
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	1423	-	-	1440	-	-	527	520	906	538	516	884
Stage 1	-	-	-	-	-	-	757	702	-	828	756	-
Stage 2	-	-	-	-	-	-	813	755	-	756	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1422	-	-	1440	-	-	490	496	906	518	492	883
Mov Cap-2 Maneuver	-	-	-	-	-	-	490	496	-	518	492	-
Stage 1	-	-	-	-	-	-	726	673	-	793	751	-
Stage 2	-	-	-	-	-	-	779	750	-	723	668	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2	0.2	11.3	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	490	906	1422	-	-	1440	-	-	845
HCM Lane V/C Ratio	0.009	0.002	0.038	-	-	0.004	-	-	0.041
HCM Ctrl Dly (s/v)	12.4	9	7.6	0	-	7.5	0	-	9.4
HCM Lane LOS	B	A	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0	0	0.1	-	-	0	-	-	0.1

HCM 6th volume-to-capacity tool

Intersection ID and Name	use dropdown NB PhasingType	use dropdown SB PhasingType	use dropdown EB PhasingType	use dropdown WB PhasingType	Cycle Length	Lost Time
1: Commercial St SE & Baxter Rd SE	Protected	Protected	Protected	Protected	130	17
2: Commercial St SE & Baxter Rd SE	Protected	Protected	Protected	Protected	130	17
3: Commercial St SE & Baxter Rd SE	Protected	Protected	Protected	Protected	130	17
4: Commercial St SE & Baxter Rd SE	Protected	Protected	Protected	Protected	130	17
5: Commercial St SE & Baxter Rd SE	Protected	Protected	Protected	Protected	130	17
6: Commercial St SE & Baxter Rd SE	Protected	Protected	Protected	Protected	130	17

HCM 6th volume-to-capacity tool

BEGIN CALCULATIONS	1	3	4	5	6	7	8	9	10	11	12	13	14	Critical Flow Calculator						
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**		**WBL/EBT**	**EBL/WBT**	**NBL/SBT**	**SBL/NBT**	**V/S E/W**	**V/S N/S**
	Adj Flow Rate, veh/h	90	55	32	70	32	142	17	991	41	75	512	28	Protected	0.09	0.16	0.16	0.33		
	Sat Flow, veh/h	1781	1104	642	1739	302	1339	1711	3449	143	1725	3340	182	Permitted or Split	0.05	0.11	0.15	0.29		
	V/S	0.05	0.05	0.05	0.04	0.11	0.11	0.01	0.29	0.29	0.04	0.15	0.15	selected phasing	0.09	0.16	0.16	0.33	0.16	0.33
	Adj Flow Rate, veh/h	83	53	34	160	61	108	22	894	70	95	969	70	Protected	0.14	0.15	0.30	0.32		
	Sat Flow, veh/h	1795	1071	687	1795	608	1077	1739	3329	261	1767	3352	242	Permitted or Split	0.05	0.10	0.29	0.27		
	V/S	0.05	0.05	0.05	0.09	0.10	0.10	0.01	0.27	0.27	0.05	0.29	0.29	selected phasing	0.14	0.15	0.30	0.32	0.15	0.32
	Adj Flow Rate, veh/h	92	56	33	73	33	147	17	1020	42	77	528	30	Protected	0.09	0.16	0.17	0.34		
	Sat Flow, veh/h	1781	1098	647	1739	301	1340	1711	3450	142	1725	3332	189	Permitted or Split	0.05	0.11	0.16	0.30		
	V/S	0.05	0.05	0.05	0.04	0.11	0.11	0.01	0.30	0.30	0.04	0.16	0.16	selected phasing	0.09	0.16	0.17	0.34	0.16	0.34
	Adj Flow Rate, veh/h	85	55	35	166	64	111	23	921	72	98	998	72	Protected	0.14	0.15	0.31	0.33		
	Sat Flow, veh/h	1795	1075	684	1795	617	1070	1739	3329	260	1767	3353	242	Permitted or Split	0.05	0.10	0.30	0.28		
	V/S	0.05	0.05	0.05	0.09	0.10	0.10	0.01	0.28	0.28	0.06	0.30	0.30	selected phasing	0.14	0.15	0.31	0.33	0.15	0.33
	Adj Flow Rate, veh/h	92	58	33	82	39	186	17	1020	44	90	528	30	Protected	0.10	0.19	0.17	0.35		
	Sat Flow, veh/h	1781	1115	634	1739	284	1355	1711	3442	148	1725	3332	189	Permitted or Split	0.05	0.14	0.16	0.30		
	V/S	0.05	0.05	0.05	0.05	0.14	0.14	0.01	0.30	0.30	0.05	0.16	0.16	selected phasing	0.10	0.19	0.17	0.35	0.19	0.35
	Adj Flow Rate, veh/h	85	60	35	171	67	133	23	921	80	134	998	72	Protected	0.15	0.17	0.31	0.36		
	Sat Flow, veh/h	1795	1115	650	1795	562	1115	1739	3298	286	1767	3353	242	Permitted or Split	0.05	0.12	0.30	0.28		
	V/S	0.05	0.05	0.05	0.10	0.12	0.12	0.01	0.28	0.28	0.08	0.30	0.30	selected phasing	0.15	0.17	0.31	0.36	0.17	0.36

Intersection V/C	HCM 6th Ctrl Delay	HCM 6th LOS	Synchro ID
0.56	16.3	B	1
0.54	17.8	B	2
0.58	16.6	B	3
0.56	18.2	B	4
0.62	18.0	B	5
0.60	19.0	B	6

F. HCM REPORTS – SENSITIVITY ANALYSIS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	49	29	64	29	129	15	898	37	68	465	26
Future Volume (veh/h)	81	52	29	77	37	186	15	898	41	86	465	26
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	92	59	33	88	42	211	17	1020	47	98	528	30
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	118	247	138	111	59	298	21	1157	53	124	1321	75
Arrive On Green	0.07	0.22	0.22	0.06	0.22	0.22	0.01	0.34	0.34	0.07	0.40	0.40
Sat Flow, veh/h	1781	1122	628	1739	272	1366	1711	3431	158	1725	3332	189
Grp Volume(v), veh/h	92	0	92	88	0	253	17	524	543	98	274	284
Grp Sat Flow(s),veh/h/ln	1781	0	1750	1739	0	1638	1711	1763	1826	1725	1735	1786
Q Serve(g_s), s	2.8	0.0	2.4	2.8	0.0	7.9	0.5	15.5	15.5	3.1	6.3	6.3
Cycle Q Clear(g_c), s	2.8	0.0	2.4	2.8	0.0	7.9	0.5	15.5	15.5	3.1	6.3	6.3
Prop In Lane	1.00		0.36	1.00		0.83	1.00		0.09	1.00		0.11
Lane Grp Cap(c), veh/h	118	0	385	111	0	357	21	594	616	124	688	708
V/C Ratio(X)	0.78	0.00	0.24	0.79	0.00	0.71	0.80	0.88	0.88	0.79	0.40	0.40
Avail Cap(c_a), veh/h	483	0	980	440	0	888	155	1720	1782	436	1974	2033
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	25.5	0.0	17.8	25.5	0.0	20.0	27.3	17.3	17.3	25.3	12.0	12.0
Incr Delay (d2), s/veh	4.2	0.0	0.1	4.7	0.0	1.0	21.5	1.7	1.7	4.2	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	1.2	0.0	0.9	1.2	0.0	2.8	0.3	5.2	5.4	1.3	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	0.0	17.9	30.2	0.0	21.0	48.7	19.0	19.0	29.5	12.1	12.1
LnGrp LOS	C		B	C		C	D	B	B	C	B	B
Approach Vol, veh/h		184			341			1084			656	
Approach Delay, s/veh		23.8			23.4			19.5			14.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	16.2	4.7	27.0	7.7	16.1	8.0	23.7
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	14.0	31.0	5.0	63.0	15.0	30.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	4.8	4.4	2.5	8.3	4.8	9.9	5.1	17.5
Green Ext Time (p_c), s	0.0	0.2	0.0	0.6	0.0	0.5	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	19.0
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	134	167	4	7	5
Future Vol, veh/h	2	159	245	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	199	306	5	9	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	314	0	-	0	519	312
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	207	-
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	1258	-	-	-	521	733
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1254	-	-	-	516	731
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	830	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1254	-	-	-	588
HCM Lane V/C Ratio	0.002	-	-	-	0.026
HCM Ctrl Dly (s/v)	7.9	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

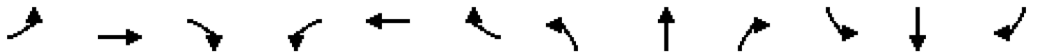
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	74	36	27	139	0	11	0	13	0	0	0
Future Vol, veh/h	25	74	36	27	139	2	11	0	13	5	0	78
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	30	90	44	33	170	2	13	0	16	6	0	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	135	0	0	458	411	113	417	432	171
Stage 1	-	-	-	-	-	-	173	173	-	237	237	-
Stage 2	-	-	-	-	-	-	285	238	-	180	195	-
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	1417	-	-	1462	-	-	516	534	945	550	519	878
Stage 1	-	-	-	-	-	-	834	760	-	771	713	-
Stage 2	-	-	-	-	-	-	727	712	-	826	743	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1417	-	-	1461	-	-	443	508	944	521	494	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	443	508	-	521	494	-
Stage 1	-	-	-	-	-	-	814	742	-	753	695	-
Stage 2	-	-	-	-	-	-	632	694	-	793	725	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.4	1.2	11	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	443	944	1417	-	-	1461	-	-	843
HCM Lane V/C Ratio	0.03	0.017	0.022	-	-	0.023	-	-	0.12
HCM Ctrl Dly (s/v)	13.4	8.9	7.6	0	-	7.5	0	-	9.9
HCM Lane LOS	B	A	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0.1	0.1	0.1	-	-	0.1	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	53	34	159	61	107	22	884	69	94	958	69
Future Volume (veh/h)	82	61	34	167	66	140	22	884	81	149	958	69
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	85	64	35	174	69	146	23	921	84	155	998	72
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	109	175	95	218	115	243	28	1048	96	195	1387	100
Arrive On Green	0.06	0.15	0.15	0.12	0.21	0.21	0.02	0.32	0.32	0.11	0.41	0.41
Sat Flow, veh/h	1795	1144	626	1795	537	1136	1739	3282	299	1767	3353	242
Grp Volume(v), veh/h	85	0	99	174	0	215	23	499	506	155	529	541
Grp Sat Flow(s),veh/h/ln	1795	0	1770	1795	0	1673	1739	1777	1804	1767	1777	1818
Q Serve(g_s), s	2.7	0.0	2.9	5.4	0.0	6.7	0.8	15.3	15.3	4.9	14.3	14.3
Cycle Q Clear(g_c), s	2.7	0.0	2.9	5.4	0.0	6.7	0.8	15.3	15.3	4.9	14.3	14.3
Prop In Lane	1.00		0.35	1.00		0.68	1.00		0.17	1.00		0.13
Lane Grp Cap(c), veh/h	109	0	270	218	0	357	28	567	576	195	735	752
V/C Ratio(X)	0.78	0.00	0.37	0.80	0.00	0.60	0.82	0.88	0.88	0.79	0.72	0.72
Avail Cap(c_a), veh/h	375	0	955	657	0	1165	182	1485	1508	400	1702	1741
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	26.6	0.0	21.8	24.5	0.0	20.4	28.2	18.5	18.5	24.9	14.0	14.1
Incr Delay (d2), s/veh	4.5	0.0	0.3	2.5	0.0	0.6	19.4	1.8	1.8	2.8	0.5	0.5
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	1.2	0.0	1.1	2.3	0.0	2.4	0.4	5.3	5.4	1.9	4.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.1	0.0	22.2	27.0	0.0	21.0	47.6	20.3	20.3	27.7	14.5	14.5
LnGrp LOS	C		C	C		C	D	C	C	C	B	B
Approach Vol, veh/h		184			389			1028			1225	
Approach Delay, s/veh		26.3			23.7			20.9			16.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	12.8	4.9	28.8	7.5	16.3	10.3	23.3
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	7.4	4.9	2.8	16.3	4.7	8.7	6.9	17.3
Green Ext Time (p_c), s	0.0	0.2	0.0	1.2	0.0	0.5	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	19.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	145	155	6	1	6
Future Vol, veh/h	7	220	201	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	262	239	7	1	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	247	0	-	0	524	244
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	280	-
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	1252	-	-	-	517	759
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	772	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1251	-	-	-	512	758
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1251	-	-	-	709
HCM Lane V/C Ratio	0.007	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.9	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.7

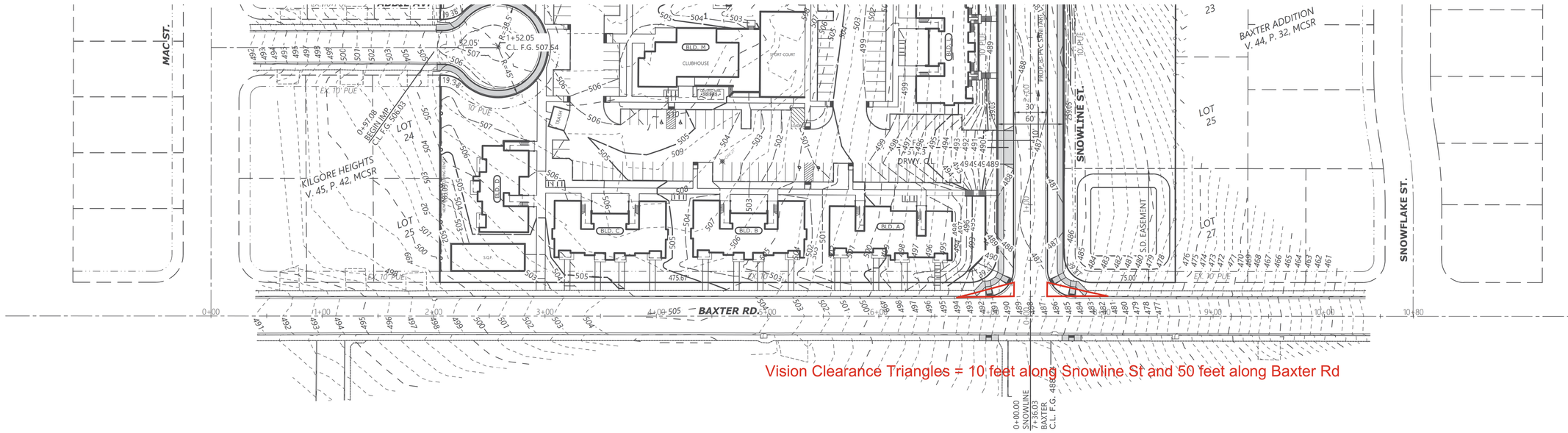
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	125	13	5	147	0	4	0	2	0	0	0
Future Vol, veh/h	75	125	13	5	147	4	4	0	2	3	0	46
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	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	83	139	14	6	163	4	4	0	2	3	0	51

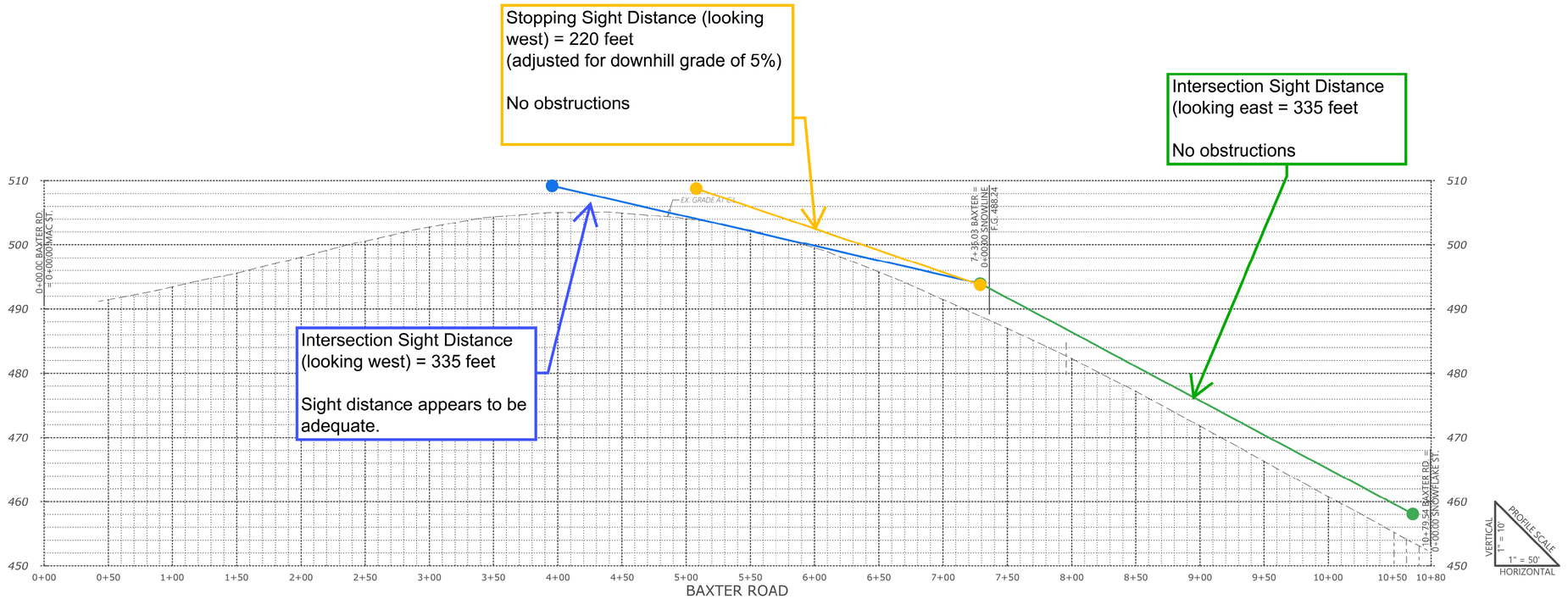
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	153	0	0	515	492	146	491	497	166
Stage 1	-	-	-	-	-	-	312	312	-	178	178	-
Stage 2	-	-	-	-	-	-	203	180	-	313	319	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical 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	1422	-	-	1440	-	-	474	481	906	491	477	884
Stage 1	-	-	-	-	-	-	703	661	-	828	756	-
Stage 2	-	-	-	-	-	-	804	754	-	702	657	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1421	-	-	1440	-	-	423	447	906	464	444	883
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	447	-	464	444	-
Stage 1	-	-	-	-	-	-	658	619	-	774	751	-
Stage 2	-	-	-	-	-	-	754	749	-	655	615	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.7	0.2	12.1	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	423	906	1421	-	-	1440	-	-	837
HCM Lane V/C Ratio	0.011	0.002	0.059	-	-	0.004	-	-	0.065
HCM Ctrl Dly (s/v)	13.6	9	7.7	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0	0	0.2	-	-	0	-	-	0.2

G. BAXTER ROAD STREET PROFILE & SIGHT DISTANCE MEASUREMENTS





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SIGHT DISTANCE

BAXTER DEVELOPMENT

7707p SightDist

Design: M.D.G.
Drawn: J.P.H.
Checked: B.M.G.
Issue Date: 1/27/25
Scale: AS SHOWN

As-Built: ----

JOB # 7707

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