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DEA PROJECT NO.: PERK0000-0012

TRANSPORTATION PLANNING RULE (TPR) ANALYSIS

Morrow County

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PREPARED FOR THREEMILE CANYON FARMS, LLC

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1 INTRODUCTION

This Transportation Impact Analysis (TIA) has been prepared in support of the proposed zone change from Exclusive Farm Use (EFU) and Space Age Industrial (SAI) to General Industrial (M-G) for an approximately 1,264-acre site just west of the Boardman Airport in Morrow County, Oregon. This TIA was prepared to comply with Oregon's Transportation Planning Rule (TPR) and to make a determination whether an exception to Statewide Planning Goal 12 addressing transportation is necessary.

1.1 PROJECT DESCRIPTION

The subject site is located west of the Boardman Airport in Morrow County, Oregon, approximately six miles outside of the City of Boardman Urban growth Boundary (UGB). The site contains approximately 1,264 acres and is generally bounded by I-84 to the north, Tower Road to the south, Sixmile Creek to the west, and an existing rail spur to the east.

Figure 1. Subject Site and Study Area

The existing zone designation for the site is a combination of Space Age Industrial (SAI) (approximately 309 acres) and Exclusive Farm Use (EFU) (approximately 955 acres). The proposed zoning designation for the site is General Industrial (M-G) with a Limited Use Overlay (LU) to allow a future data center. Farm use and solar facilities may be added in the future. However, these uses are low trip generators and will be considered to generate a negligible number of trips.

1.2 SCOPE OF ANALYSIS

This TIA has been prepared to address the transportation impacts of the proposed zone change and future site plan review. The I-84 interchange at Tower Road is maintained by the Oregon Department of Transportation (OODT). Therefore, this analysis follows ODOT's *Analysis and Procedures Manual*, Version 2 (APM) and is also compliant with the County's Traffic Impact Analysis Guidelines as presented in Appendix D of the County's 2022 Transportation System Plan (TSP). Boardman Airport Lane is a Port of Morrow County facility that must conform to County standards. This analysis follows Morrow County's Zoning Ordinance Section 3.072.G.1., 3.070.E.1., and 3.010.N.1 to address TPR compliance.

1.2.1 Study Area

The County's Zoning Ordinance requires analysis of public street intersections that will be impacted by 30 or more site generated peak hour vehicle trips. The primary route to the subject site is via I-84 and Tower Road, with little to no trips traveling to and from the south on Tower Road due to lack of cross-connectivity to the remainder of Morrow County. Based on this criterion and travel assumption, the following intersections were analyzed in this study:

1. I-84 WB Ramps/Tower Road
2. I-84 EB Ramps/Tower Road
3. Tower Road/Kunze Lane
4. Tower Road/Boardman Airport Lane (Site Access)

All study area intersections are located within Morrow County. Tower Road and Kunze Lane are owned and maintained by Morrow County. Boardman Airport Lane is owned and maintained by the Port of Morrow County. The ramp terminals at I-84 are maintained by ODOT.

1.2.2 Methodology

Analysis is provided for all study area intersections during the AM and PM peak hours. Per ODOT's APM guidelines, existing conditions were analyzed after applying a seasonal adjustment and assuming a system peak hour. Analysis was completed using HCM7 methodology and Synchro 12 software. Mobility Targets used for comparison are shown in Table 1.

Table 1. Mobility Targets for Study Area Intersections.

Intersection	Standard	Source
1. I-84 WB Ramps & Tower Rd	Exit Ramp: V/C ≤ 0.85; Road: LOS ≤ D	Oregon Highway Plan [1]/ Morrow County TSP
2. I-84 EB Ramps & Tower Rd	Exit Ramp: V/C ≤ 0.85; Road: LOS ≤ D	Oregon Highway Plan [1]/ Morrow County TSP
3. Kunze Ln & Tower Rd	LOS ≤ D	Morrow County TSP
4. Boardman Airport Ln & Tower Rd	LOS ≤ D	Morrow County TSP

1. The Oregon Highway Plan (OHP) sets specific mobility targets for ramp terminals as described in Action 1F.1.

The Mobility Targets for the ramp terminals are not the v/c ratios listed in Table 6 of the Oregon Highway Plan (OHP) as that table is only applicable to the mainline of the freeway, not the ramp terminals. The v/c target for ramp terminals is discussed in OHP Action 1F.1, in the excerpt: "*… the better indication is a maximum volume to capacity ratio for the ramp terminals of interchange ramps that is the more restrictive volume to capacity ratio for the crossroad, or 0.85.*" As the crossroad does not have a v/c mobility target, the 0.85 v/c target is used. The Morrow County TSP gives a mobility target of Level of Service D or better for their facilities as presented in Chapter 3.

1.2.3 Analysis Scenarios

The following scenarios were evaluated in the TIA:

- 2024 Seasonally Adjusted Existing Conditions (representative of the 30th highest hour)
- 2044 with Existing EFU and SAI Zone Designations (for TPR)
- 2044 with Proposed M-G and LU Overlay Zone Designation (for TPR)

2 EXISTING CONDITIONS

The existing conditions analysis is based on a current year 2024 inventory of transportation facilities and traffic data from October 2022 and December 2024.

2.1 SITE CONDITIONS

The proposed zone change is for a site located in Morrow County, outside the Boardman UGB. The site is approximately 1,264 acres and is currently zoned both EFU and SAI. The site consists of a northeast corner portion of 04N23E Tax Lot 110 and a northwest corner portion of 04N24E Tax Lot 121.

2.2 TRANSPORTATION FACILTIES

2.2.1 Vehicular Transportation Facilities

All Roadways and intersections included in this TIA are either under ODOT, Morrow County, or Port of Morrow jurisdiction. Boardman Airport Lane is a Port of Morrow facility with a public access easement. Table 2 summarizes the characteristics of existing study area roadways.

Table 2. Existing Vehicular Transportation Facilities

ROADWAY	JURISDICTIONAL AUTHORITY	FUNCTIONAL CLASSIFICATION	NUMBER OF AUTO LANES	POSTED SPEED (MPH)	SIDEWALKS PRESENT?	BIKE LANES PRESENT?	ON-STREET PARKING ALLOWED?
ODOT Jurisdiction							
I-84 Westbound	ODOT	Interstate [1]	2	70 [3]	No	No	No
I-84 Eastbound	ODOT	Interstate [1]	2	70 [3]	No	No	No
Morrow County Jurisdiction							
Tower Road	Morrow County	Minor Collector [2]	2	45/55 [4]	No	No	No
Kunze Lane	Morrow County	Major Collector [2]	2	45	No	No	No
Boardman Airport Lane	Port of Morrow	Unidentified [2]	2	35	No	No	No

[1] Source: Oregon Highway Plan (1999-2023)
[2] Source: Morrow County Transportation Plan (April 20, 2022)
[3] Posted speed is 65 mph for trucks
[4] Posted speed is 45 mph north of Kunze Lane and 55 mph south of Kunze Lane.

2.2.2 Pedestrian and Bicycle Facilities

There are no bike lanes or sidewalks on any of the study area roadways.

2.2.3 Transit Facilities

The study area is not served by transit.

2.3 EXISTING TRAFFIC COUNTS

2.3.1 2024 Turning Movement Counts

Turning movement counts were collected on Thursday, December 5, 2024, at the three (3) northern study area intersections along Tower Road. Per ODOT's APM guidance, a system peak hour was selected for both the morning and afternoon peak periods. The AM system peak hour was determined to occur between 7:40 AM and 8:40 AM and the PM system peak hour occurred between 4:00 PM and 5:00 PM. The raw turning movement counts are provided in the appendix.

The 2024 traffic counts are seasonally adjusted using ODOT's 2023 Seasonal Trend Table, as presented in Table 3. This methodology is consistent with a recent traffic study (May 8, 2023) prepared by Kittelson & Associates for the same study area intersections. The volume development spreadsheet can be found in the Appendix and the turning movement volumes used to model traffic operations are shown below in Figure 2.

Table 3. Seasonal Adjustment Factor Calculation

TREND	DECEMBER COUNT MONTH	SEASONAL TREND PEAK PERIOD FACTOR	SEASONAL ADJUSTMENT FACTOR	AVERAGE
COMMUTER	1.0452	0.9376	1.11	**1.22**
SUMMER	1.1223	0.8449	1.33	

2.3.2 2022 Turning Movement Count

A turning movement count was collected in October 2022 at the Tower Road at Boardman Airport Lane intersection for a recently approved data center adjacent to the subject site. The seasonal adjustment factor for these counts was calculated by PBS Engineering and approved by ODOT and Morrow County using the on-site ATR method. Table 4 shows this seasonal adjustment factor and its calculations. The ATR used was ATR #11-009, 0.43 miles east of Heppner Highway (OR74) on I-84, at milepost 147.78.

Table 4. Seasonal Adjustment Factor for October 2022 Traffic Count.

MONTHYEAR	2017	2018	2019	2021	2022	AVERAGE
Peak Month (July)	123[2]	132	132	129	136[2]	131
Count Month (October 25[1])	100	101	96[2]	99	103[2]	100
Seasonal Adjustment Factor (Peak Month Average / Count Month Average)						**1.31**

[1] Count Month ADT percentage is a weighted average of the October and November percentages

[2] High and low percentages removed from average calculation

Figure 2. Existing Conditions Traffic Volumes

2.4 TRAFFIC OPERATIONS

Table 5. Existing Traffic Operations Summary

INTERSECTION	CRITICAL APPROACH/ LANE	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		v/c	Approach Delay (seconds)	Approach LOS	v/c	Approach Delay (seconds)	Approach LOS
I-84 WB Ramp Terminal and Tower Rd	Westbound	0.17	10.6	B	0.23	12.00	B
I-84 EB Ramp Terminal and Tower Rd	Eastbound	0.05	9.8	A	0.13	10.0	A
Tower Rd and Kunze Ln	Westbound	0.02	9.55	A	0.05	11.00	B
Tower Rd and Boardman Airport Ln	Eastbound	0.01	9.44	A	0.00 1	10.55	B

As presented in Table 5, all study area intersections currently operate well below capacity and meet both ODOT and County mobility standards during both the AM and PM peak hours.

2.5 CRASH ANALYSIS

2.5.1 Crash Data Summary

Crash Data from between January 1, 2018, and December 31, 2022, was reviewed at all four (4) study area intersections. These data were obtained from the *Oregon Transportation Safety Data Explorer*. Table 6 below summarizes the crash data at the study area intersections during the five-year period.

Table 6. Five-Year Crash Evaluation (2018-2022)

Int #	Intersection (Control)	Year					Total CRASHES	ADT	Crash Rate	ODOT's 90th Percentile Crash Rate
		2018	2019	2020	2021	2022				
1	I-84 Westbound Ramp Terminal and Tower Road (3ST [1])	0	0	1	0	0	1	2,000	0.27	0.475
2	I-84 Eastbound Ramp Terminal and Tower Road (3ST [1])	0	1	0	0	2	3	5,200	0.32	0.475
3	Tower Road And Kunze Lane (4ST [2])	0	0	0	0	0	0	2,900	0.00	1.080
4	Tower Road And Boardman Airport Lane (3ST [1])	0	0	0	0	0	0	2,500	0.00	0.475

[1] 3ST indicates three-leg minor stop-control traffic control type, per ODOT APM ,Version 2.

[2] 4ST indicates four-leg minor stop-control traffic control type, per ODOT APM ,Version 2.

During the five-year period between January 1, 2018, and December 31, 2022, four (4) crashes were reported at the four (4) study area intersections. One (1) crash was reported at the I-84 Westbound ramp intersection with Tower Road and three (3) crashes were reported at the I-84 Eastbound ramp intersection with Tower Road. Three

(3) of the four (4) collisions were reported to have resulted in no injury and one (1) collision was reported to have resulted in a minor injury. Two (2) of the collisions were reported in 2022, one (1) in 2020, and one (1) in 2019.

ODOT's Safety Priority Index System (SPIS) was reviewed to see if any of the study area intersections are in the top 15% of crash hotspots. None of the studied intersections are included in the top 15% of 2022 SPIS groups.

2.5.2 Intersection Crash Rates

The Intersection Crash Rate is calculated by taking the average annual number of crashes and dividing it by the million entering vehicles (MEV) for a given intersection. By dividing the PM peak hour volume by the peak-to-daily factor (k-factor), one can estimate the daily traffic volume for an intersection. The k-factor assumed to estimate the daily traffic volume was 0.10.

Intersections that have a crash rate above 1.0 crashes/MEV should be reviewed to see where safety improvements can be made. Each of the intersections within the study area have a crash rate lower than 1.0 crashes/MEV. In addition, all crash rates are lower than the 90th percentile crash rates shown on page 4-3 of ODOT's APM v2.

3 ZONE CHANGE ANALYSIS

3.1 2044 BACKGROUND CONDITIONS

3.1.1 Planned Transportation Improvements

The Tower Road at I-84 interchange will be undergoing construction with a new bridge structure. However, this improvement is not anticipated to impact capacity at the interchange. There are no other planned transportation improvements that are currently funded within the study area that will impact capacity. Therefore, no transportation improvements were assumed in the forecast year analysis scenarios.

3.1.2 Background Traffic Growth

A linear, annual growth rate of 2.0% per year (total of 40% growth) was applied to existing, seasonally adjusted traffic volumes to forecast from year 2024 to year 2044. This growth rate is consistent with the long-range planning growth rate reported in the Morrow County Transportation System Plan for mid-county (Page 4-3).

3.1.3 In-Process Traffic

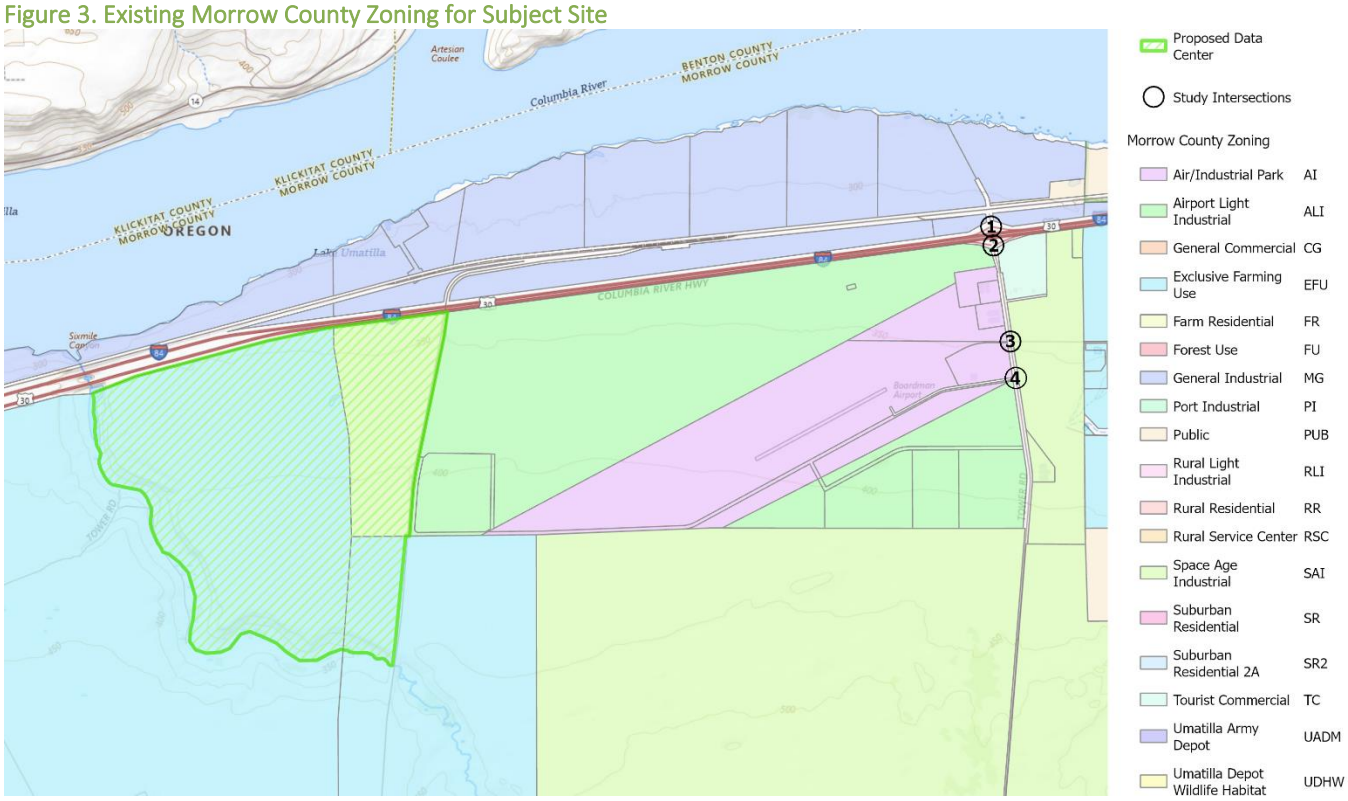
In-process traffic volumes are traffic volumes that are generated by developments that are currently under construction or have been recently approved for construction. Trips for the recently approved data center on Boardman Airport Lane just east of the proposed site were included in this analysis as an in-process development.

3.2 PLANNING GOAL 12 CONFORMANCE

To show conformance with Statewide Planning Goal 12, the TIA must show that the proposed change in use does not adversely impact the existing and planned transportation infrastructure. This burden of proof is demonstrated by showing the trip potential to be generated by the proposed zoning designation does not cause additional impact to the roadway network beyond the projected impact associated with the existing zoning designation, as forecasted in the planning horizon year.

The subject site is currently zoned both Space Age Industrial (SAI) and Exclusive Farm Use (EFU), as shown in Figure 3. Approximately 309 acres are currently designated SAI and approximately 955 acres are currently designated EFU. The proposal is to change the zoning designation for the entire site from SAI and EFU to General Industrial (M-G) with a Limited Use Overlay limiting industrial use to data centers with related ancillary improvements and associated infrastructure facilities. The reasonable worst-case trip generation potential for both the existing and proposed zoning designations is described below.

Figure 3. Existing Morrow County Zoning for Subject Site



3.3 EXISTING ZONING DESIGNATION

Based on the Morrow County Zoning Code Section 3.010, limited large parcel single family residential and winery uses are allowed outright within the EFU zone, in addition to farm uses. We note within the EFU zone the minimum parcel size is 160 acres for a single-family dwelling. While higher trip generating uses potentially are allowed in the EFU zone including commercial activities in conjunction with farm use, it was conservatively assumed the currently zoned EFU portion of the site, which is vacant and not in agricultural use, will generate trips at a rate consistent with farm use for purposes of this analysis. This is consistent with the May 8, 2023 traffic study by Kittelson & Associates for a similar zone change analysis.

Based on the Morrow County Zoning Code Section 3.072, the following uses are allowed outright within the SAI zone and can generate a substantial number of trips:

- Buildings and structures (above and below ground) used for space age technology research and development.
- Aerospace Aircraft and space vehicle testing and related research products.

Based on the allowable uses in the SAI and EFU zones, the reasonable worst-case trip generator on the subject site would be a research and development center within the SAI-zoned property and assumed farm use on the EFU-zoned property.

3.3.1 Trip Generation

Assuming trip generation estimates for one of the largest surveyed sites published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual,* 11th Edition for a "Research and Development Center" (LUC 760) use, the reasonable worst-case scenario for the existing 309 acres zoned SAI is approximately 1,400,000 square feet of research and development. A facility of this size assumes a floor area ratio of approximately 0.10, which is comparable to a large-scale, research and development center campus. 1,400,000 SF can be disbursed in multiple buildings across a campus or in a single building. Trips for the existing farm use(s) are already reflected in the existing year traffic counts collected during the AM and PM peak hours.

Table 7 - Trip Generation Estimates for Existing Zone Designations

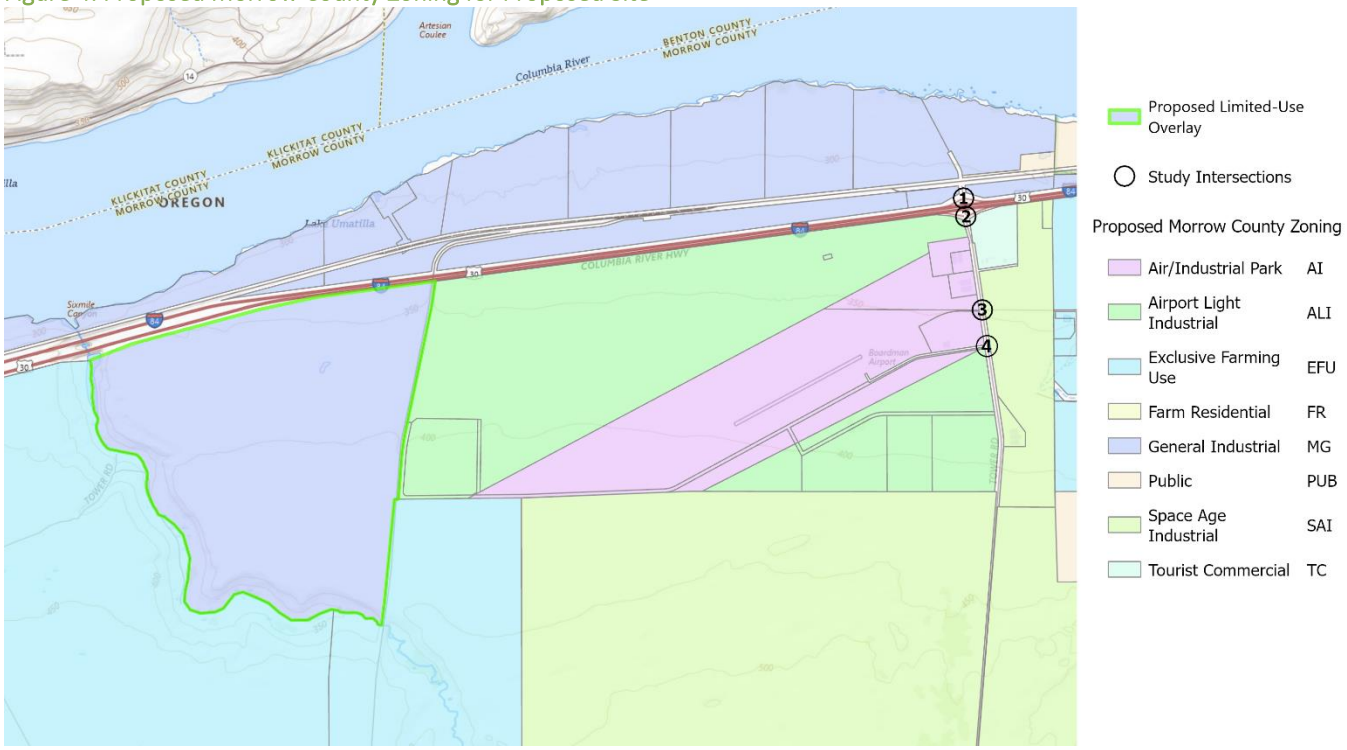
Zone Designation	ITE Land Use	LUC	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
SAI	Research and Development Center	760	1,400 KSF	13,828	1,042	229	1,271	192	1,009	1,201

LUC: Land Use Code

3.4 PROPOSED ZONING DESIGNATION

Based on the Morrow County Zoning Code Section 3.070, several uses are allowed outright within the M-G zone that can generate a substantial number of trips. However, a Limited Use Overlay will be sought to limit the permitted uses to data centers with related ancillary improvements and associated infrastructure facilities. Therefore, the assumed data center development for which this zone change is being pursued presents a reasonable worst-case development scenario. Figure 4 shows the proposed rezoning of the proposed site.

Figure 4. Proposed Morrow County Zoning for Proposed Site



3.4.1 Trip Generation

Table 8 presents trip generation estimates for the proposed zone designation a Limited Use Overlay using ITE trip estimates for the "Data Center" (LUC 160) use. These estimates assume a total building area dispersed among multiple buildings, not necessarily a single building.

Table 8 - Trip Generation Estimates for Proposed Zone Designation

Zone Designation	ITE Land Use	LUC	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
M-G	Data Center	160	4,000 KSF	3,960	242	198	440	130	304	434

LUC: Land Use Code

As summarized in Table 8, the proposed zone designation with a Limited Use Overlay is projected to generate fewer trips than the existing zone designations for the subject site. For comparison, an approximately 490,000 SF Research and Development center would generate about the same number of trips (461 AM and 437 PM peak hour trips and 5,001 daily trips) as a 4,000,000 SF data center. A 490,000 SF research and development center would be about the size of two buildings shown on the conceptual site plan attached to this study.

3.5 TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution for both the existing and proposed zone designations is as follows:

- 70% to/from the east on I-84
- 5% to/from the west on I-84
- 25% to/from the east on Kunze Lane

Figure 5 and Figure 6 present the trip assignment for the exiting SAI/EFU and proposed M-G zone designations, respectively.

Figure 5. Trip Assignment for Existing EFU and SAI Zone Designation

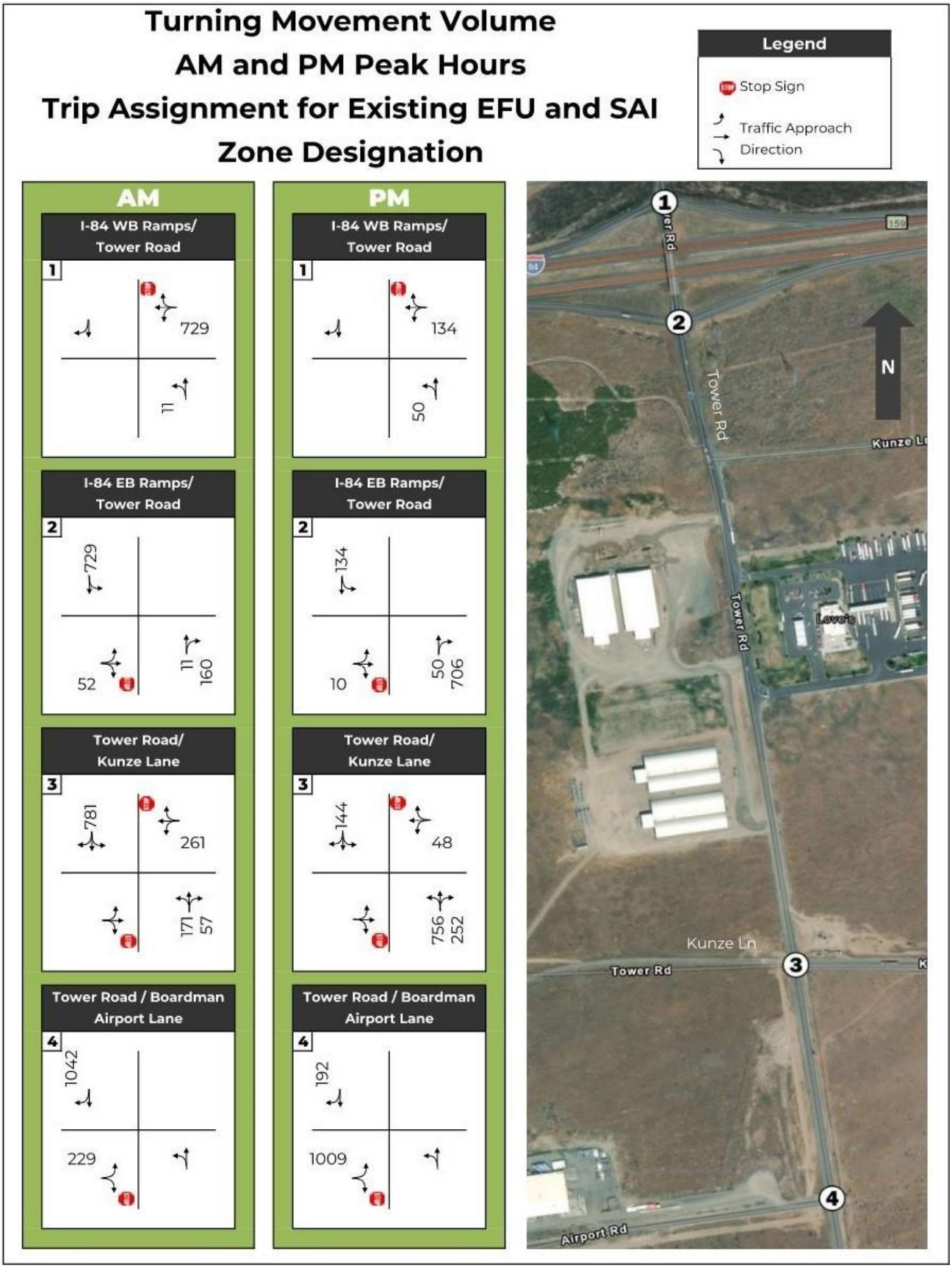


Figure 6. Trip Assignment for Proposed M-G Zone Designation

3.6 FUTURE YEAR 2044 CONDITIONS WITH EXISTING EFU/SAI ZONING

3.6.1 Volume Development

The trip assignment generated from the existing EFU/SAI scenario was added to the 2044 background traffic volumes and the resulting traffic volumes were analyzed. The turning movement volumes used are shown below in Figure 7.

3.6.2 Roadway Impacts

The future, bidirectional volume projections for Tower Road assuming the worst-case development scenario for the existing EFU and SAI zoning are approximately 1,700 and 1,800 during the AM and PM peak hours, respectively, as presented in Figure 7. The future, bidirectional volume projections for Boardman Airport Lane assuming the existing EFU and SAI zoning are approximately 1,400 and 1,300 during the AM and PM peak hours, respectively. A two-lane roadway generally has a capacity of approximately 1,000 vehicles per hour in one direction, with a bidirectional capacity of approximately 2,000 vehicles per hour. Therefore, both Tower Road and Boardman Airport Lane are projected to adequately serve the peak hour traffic volumes associated with the reasonable worst-case scenario development of the existing EFU and SAI zoned subject property.

3.6.3 Traffic Operations

Table 9. Year 2044 Traffic Operations Summary with Existing EFU/SAI Zoning

INTERSECTION	CRITICAL APPROACH/ LANE	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		v/c	Approach Delay (seconds)	Approach LOS	v/c	Approach Delay (seconds)	Approach LOS
I-84 WB Ramp Terminal and Tower Rd	Westbound	**1.83**	**> 300**	**F**	**1.04**	**85.6**	**F**
I-84 EB Ramp Terminal and Tower Rd	Eastbound	0.56	**42.3**	**E**	0.29	13.6	B
Tower Road and Kunze Ln	Westbound	**> 2**	**> 300**	**F**	**>2**	**> 300**	**F**
Tower Rd and Boardman Airport Ln	Eastbound	**1.57**	**>300**	**F**	**> 2**	**> 300**	**F**

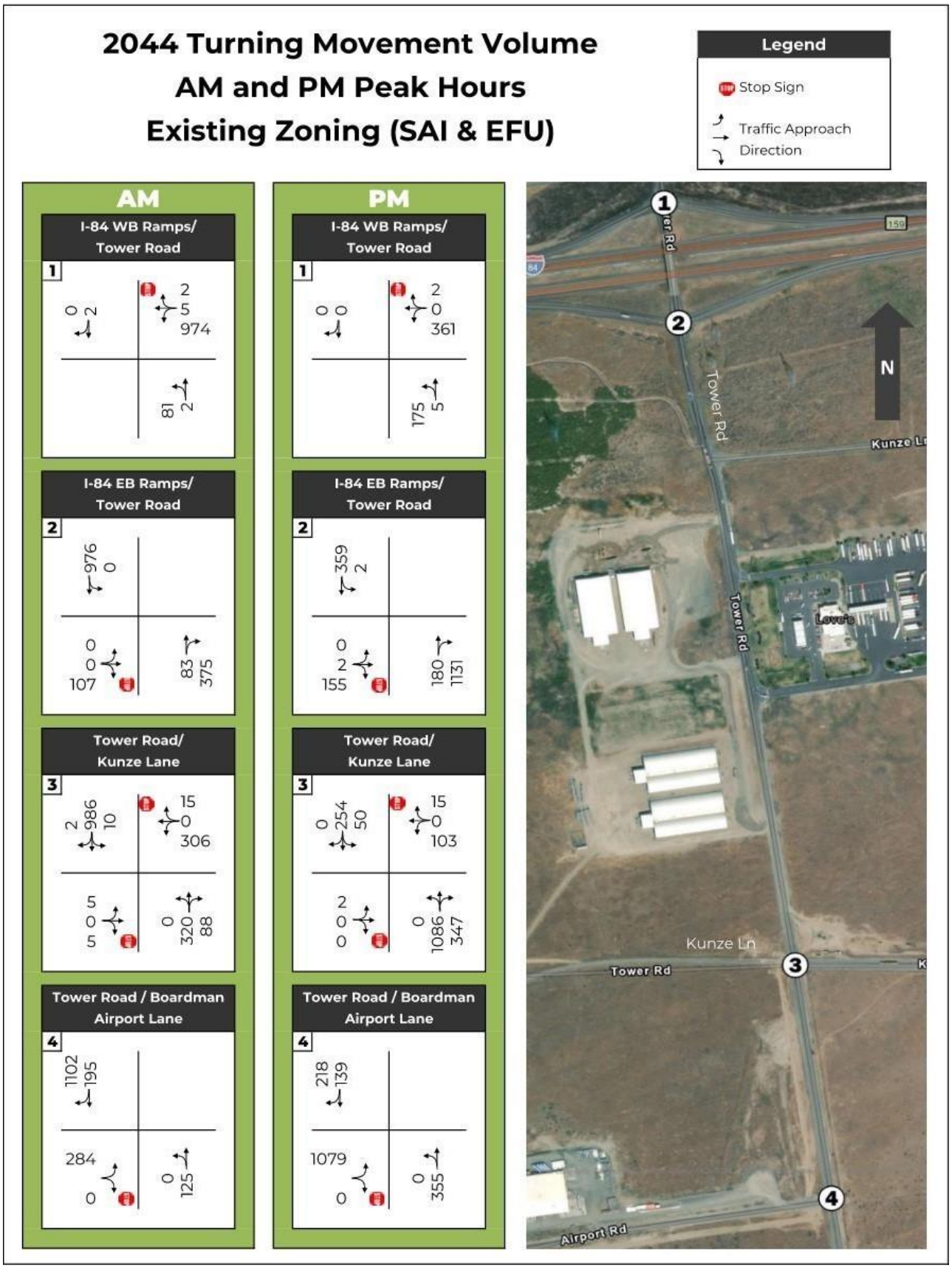
Bold text indicates failure to meet applicable operational standards.

All study area intersections are projected to fail to meet the applicable mobility standards assuming a reasonable worst-case development scenario with the existing EFU/SAI zone designations in year 2044. The I-84 Westbound ramp terminal is projected to fail to meet the ODOT standard during the AM and PM peak hours with a v/c of 1.83 and 1.04, respectively, both well over the 0.85 threshold[1]. Both the Tower Road and Kunze Lane intersection and

[1] Mobility Target from Table 6 of the Oregon Highway Plan, Interstate Highway x Rural Lands Standard.

the Tower Road and Boardman Airport Lane intersection are projected to fail to meet the county standard during both the AM and PM peak hours with LOS F operations during both peak hours.

Figure 7. Future Year 2044 Traffic Volumes with Existing EFU/SAI Zone Designation



3.7 FUTURE YEAR 2044 TRAFFIC CONDITIONS WITH PROPOSED M-G ZONING

3.7.1 Volume Development

The trip assignment generated from the proposed M-G/LU Overlay zoning scenario was added to the 2044 background traffic volumes and the resulting traffic volumes were analyzed. The turning movement volumes used are shown below in Figure 8.

3.7.2 Roadway Impacts

The future, bidirectional volume projections for Tower Road assuming the worst-case development scenario for the proposed M-G zoning (with Limited Use Overlay) are approximately 600 and 700 during the AM and PM peak hours, respectively, as presented in Figure 8. The future, bidirectional volume projections for Boardman Airport Lane assuming the proposed M-G zoning are approximately 600 and 500 during the AM and PM peak hours, respectively. A two-lane roadway generally has a capacity of approximately 1,000 vehicles per hour in one direction, with a bidirectional capacity of approximately 2,000 vehicles per hour. Therefore, both Tower Road and Boardman Airport Lane are projected to adequately serve the peak hour traffic volumes associated with the reasonable worst-case scenario development of the proposed M-G zoned subject property.

3.7.3 Traffic Operations

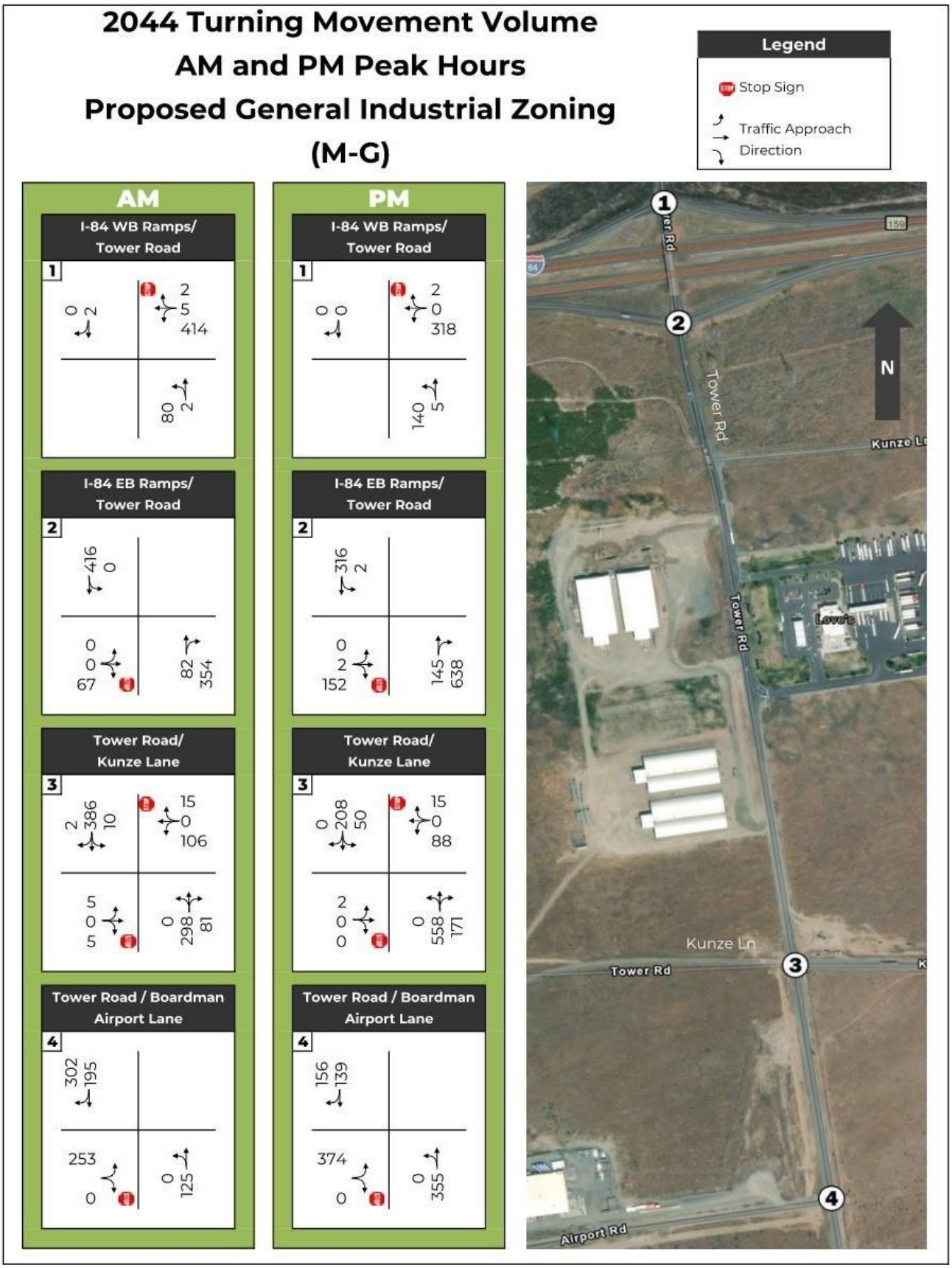
Table 10. Year 2044 Traffic Operations Summary with Proposed M-G Zoning

INTERSECTION	CRITICAL APPROACH/ LANE	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
		v/c	Approach Delay (seconds)	Approach LOS	v/c	Approach Delay (seconds)	Approach LOS
I-84 WB Ramp Terminal and Tower Rd	Westbound	0.78	27.0	D	0.79	33.2	D
I-84 EB Ramp Terminal and Tower Rd	Eastbound	0.14	13.6	B	0.27	12.8	B
Tower Road and Kunze Ln	Westbound	0.74	**57.4**	**F**	0.64	**53.2**	**F**
Tower Road and Boardman Airport Lane	Eastbound	0.70	28.7	D	1.33	**194.2**	**F**

Bold text indicates failure to meet applicable operational standards.

With the proposed zone change designation, traffic operations are projected to stay within the mobility targets set by ODOT and Morrow County except for PM peak hour operations at the Boardman Airport Lane intersection with Tower Road during the PM peak hour and the Kunze Lane intersection with Tower Road during both the AM and PM peak hours.

Figure 8. Future Year 2044 Traffic Volumes with Proposed M-G Zone Designation



3.7.4 Project Impacts

The impacts for the zone change proposal from EFU and SAI to M-G with a Limited Use Overlay are discussed below.

3.7.4.1 Proposed Zone Change Impacts

The proposed zone change from EFU and SAI to M-G with a Limited Use Overlay to support a future data center is not expected to significantly affect the existing transportation network as compared with a reasonable worst-case development scenario on the existing EFU and SAI zoned property. Under the existing zoning designation, a 1,400,000 SF research and development center could be developed generating over 1,200 trips during the peak hours and causing operational failures at most of the study area intersections reviewed along Tower Road, in both the AM and PM peak hours.

By contrast, a 4,000,000 SF data center could be constructed under the proposed M-G zoning designation with a Limited Use Overlay and generate just over 400 peak hour trips, approximately a third of the potential trip generation associated with the existing zoning designation. With the proposed zoning designation, only two (2) study area intersections are projected to fail mobility standards in the future, and only in the PM peak hour.

Overall, the traffic generated by the proposed data center would cause an increase of 38% to morning traffic levels and 25% to afternoon traffic levels within the study area. In comparison, traffic generated by a research and development center would cause an increase of 110% to morning traffic levels and 69% to afternoon traffic levels within the study area. The comparison shows that the zone change would have no significant effect on the planned future transportation network.

3.7.4.2 Proposed Development Impacts

A future large-scale data center campus, consistent with the proposed zoning, is projected to generate a high volume of eastbound left turns exiting the site at Tower Road. This high-volume movement is projected to cause a failure at the Boardman Airport Lane intersection with Tower Road during the PM peak hour in the future. The two-way stop-controlled intersection of Tower Road and Boardman Airport Lane is projected to operate at a v/c of 1.33 and an LOS of F for the eastbound left-turn movement in the PM peak period in 2044, failing the County's mobility target of LOS D or better. This is in comparison to the same movement in the Research and Development center scenario where the v/c is projected to be over 2.0 and the delay is projected to be over 300 seconds for the eastbound left-turn movement during the PM peak period, as presented in Table 9. A comparison is shown in Table 11 of the traffic volume increases expected for a Research and Development Center versus a Data Center for this intersection is presented in Table 11.

Table 11. Boardman Airport Ln at Tower Rd Total Entering Vehicles Comparison.

PEAK HOUR	BACKGROUND VOLUMES	R&D BUILD VOLUMES	DATA CENTER BUILD VOLUMES	PERCENT R&D CENTER TRAFFIC	PERCENT DATA CENTER TRAFFIC
AM	435	1706	875	74.5%	50.3%
PM	590	1791	1024	67.1%	42.4%

The westbound approach at Kunze Lane is also projected to fail the county's mobility target of LOS D or better with a projected LOS of F during both peak periods. This is not just due to high volumes approaching on Kunze

Lane but rather from high volumes southbound during the AM peak hour and northbound during the PM peak hour on Tower Road, resulting in fewer gaps for stop-controlled traffic from Kunze Lane to turn left onto Tower Road. For comparison, the same movement under the existing zoning scenario is projected to fail with LOS F, v/c over 2.0, and delay over 300 seconds during both the AM and PM peak periods. The proposed zoning scenario is projected to operate at a v/c less than 0.75 and delay of around 55 seconds. A comparison is shown in Table 12 of the traffic volume increases expected for a Research and Development Center (Existing Zoning) versus a Data Center (Proposed Zoning) for this intersection are presented in Table 12..

Table 12. Kunze Ln at Tower Rd Total Entering Vehicles Comparison.

PEAK HOUR	BACKGROUND VOLUMES	R&D BUILD VOLUMES	DATA CENTER BUILD VOLUMES	PERCENT R&D CENTER TRAFFIC	PERCENT DATA CENTER TRAFFIC
AM	467	1737	908	73.1%	48.6%
PM	657	1857	1092	64.6%	39.8%

3.7.5 Mitigation

Overall, more extensive mitigation would be needed at more intersections assuming a reasonable worst-case buildout under the existing zoning as compared with the proposed zoning. Therefore, the proposed zoning designation is projected to result in fewer and smaller impacts than the existing zoning designation and should thereby not require mitigation for approval. Since the proposed rezoning has no significant effect on the planned future traffic network, any necessary analysis for the potential need for mitigation of possible future failures will be evaluated as part of a site plan review application, and not in this TPR report.

3.8 TRANSPORTATION PLANNING RULE COMPLIANCE

A change in zoning must meet the criteria laid out in Oregon Administrative Rule 660-012-0060, part of the Transportation Planning Rule (TPR). The relevant portion of this section is laid out below in italic text with the response for this project in bold text.

660-012-0060 Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

The proposed General Industrial zone with Limited Use Overlay will not require or result in any changes to the functional classification of any transportation facility in the vicinity of the site, as presented in this study. Tower Road, Kunze Lane, and Boardman Airport Lane are expected to adequately serve the demand of future trips associated with the proposed zoning designation in their current, two-lane configurations.

(b) Change standards implementing a functional classification system; or

The proposed General Industrial/Limited Use Overlay zoning will not require changes to the standards that implement the functional classification system. The existing roadway configurations are expected to adequately serve future trips associated with the proposed zone designation.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

The proposed General Industrial/Limited Use Overlay zoning would result in future traffic patterns that remain consistent with the functional classifications of the roadways in the study area, as documented in this study.

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan.

The existing SAI zoning would be expected to experience performance standard failure at all four study area intersections: Tower Road at I-84 WB and EB ramp terminals, Tower Road at Kunze Lane, and

Tower Road at Boardman Airport Lane. However the proposed General Industrial/Limited Use Overlay zoning is expected to result in a less severe failure due to fewer generated trips at Kunze Lane and at Boardman Airport Lane along Tower Road and is also not expected to fail at the I-84 ramp terminals. Therefore, the proposed zone designation of M-G should not require mitigation for approval.

660-012-0065 Transportation Improvements on Rural Lands

(1) This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.

See responses below.

(3) The following transportation improvements are consistent with Goals 3, 4, 11, and 14 subject to the requirements of this rule:

(a) Accessory transportation improvements for a use that is allowed or conditionally allowed by ORS 215.213, 215.283 or OAR chapter 660, division 6 (Forest Lands);

N/A

(b) Transportation improvements that are allowed or conditionally allowed by ORS 215.213, 215.283 or OAR chapter 660, division 6 (Forest Lands);

N/A

(c) Channelization not otherwise allowed under subsections (a) or (b) of this section;

N/A

(d) Realignment of roads not otherwise allowed under subsection (a) or (b) of this section;

N/A

(e) Replacement of an intersection with an interchange;

N/A

(f) Continuous median turn lane;

N/A

(g) New access roads and collectors within a built or committed exception area, or in other areas where the function of the road is to reduce local access to or local traffic on a state highway. These roads shall be limited to two travel lanes. Private access and intersections shall be limited to rural needs or to provide adequate emergency access.

N/A

(h) Bikeways, footpaths and recreation trails not otherwise allowed as a modification or part of an existing road;

N/A

(i) Park and ride lots;

N/A

(j) Railroad mainlines and branchlines;

N/A

(k) Pipelines;

N/A

(l) Navigation channels;

N/A

(m) Replacement of docks and other facilities without significantly increasing the capacity of those facilities;

N/A

(n) Expansions or alterations of public use airports that do not permit service to a larger class of airplanes; and

N/A

(o) Transportation facilities, services and improvements other than those listed in this rule that serve local travel needs. The travel capacity and performance standards of facilities and improvements serving local travel needs shall be limited to that necessary to support rural land uses identified in the acknowledged comprehensive plan or to provide adequate emergency access.

Future improvements may be necessary under the existing zoning designation. However, the proposed zoning designation is expected to result in fewer impacts. Any improvements that would be required with development review associated with the proposed zoning designation are expected to be contextually consistent with the local background traffic projected in the area and would not be anticipated to attract additional traffic (i.e. cut-through or rerouted traffic from I-84 via Kunze Lane).

(4) Accessory transportation improvements required as a condition of development listed in subsection (3)(a) of this rule shall be subject to the same procedures, standards and requirements applicable to the use to which they are accessory.

N/A

(5) For transportation uses or improvements listed in subsections (3)(d) to (g) and (o) of this rule within an exclusive farm use (EFU) or forest zone, a jurisdiction shall, in addition to demonstrating compliance with the requirements of ORS 215.296:

(a) Identify reasonable build design alternatives, such as alternative alignments, that are safe and can be constructed at a reasonable cost, not considering raw land costs, with available technology. The jurisdiction need not consider alternatives that are inconsistent with applicable standards or not approved by a registered professional engineer;

No alternative alignments need to be considered as the proposed zone change is projected to result in minimal impacts to the transportation network. Additionally, this criterion may not apply as the proposed zone change will not include any EFU land.

(b) Assess the effects of the identified alternatives on farm and forest practices, considering impacts to farm and forest lands, structures and facilities, considering the effects of traffic on the movement of farm and forest vehicles and equipment and considering the effects of access to parcels created on farm and forest lands; and

To support the future development for which the proposed zone change is sought, access will be taken from the existing Boardman Airport Lane. Farm uses currently have access to Boardman Airport Lane, as needed, and access to surrounding uses is not proposed to change.

(c) Select from the identified alternatives, the one, or combination of identified alternatives that has the least impact on lands in the immediate vicinity devoted to farm or forest use.

The proposed access plan currently presents the least impact to the transportation network and surrounding farm uses because it relies on existing paved roads that already extend to the site.

660-012-0070 Exceptions for Transportation Improvements on Rural Land

A. *Transportation facilities and improvements which do not meet the requirements of OAR 660-012-0065 require an exception to be sited on rural lands.*

This traffic analysis concludes that no transportation improvements on rural lands will be needed to support the proposed zone change as the impacts associated with the reasonable worst-case for the proposed zone designation are less significant than the reasonable worst-case impacts associated with the existing zone designations. As such, the criteria of OAR 660-012-0065 identifies a goal exception is not required. Therefore, the criteria listed below do not apply to the proposed zone change.

(a) A local government approving a proposed exception shall adopt as part of its comprehensive plan findings of fact and a statement of reasons that demonstrate that the standards in this rule have been met. A local government denying a proposed exception shall adopt findings of fact and a statement of reasons explaining why the standards in this rule have not been met. However, findings and reasons denying a proposed exception need not be incorporated into the local comprehensive plan.

(b) The facts and reasons relied upon to approve or deny a proposed exception shall be supported by substantial evidence in the record of the local exceptions proceeding.

(2) When an exception to Goals 3, 4, 11, or 14 is required to locate a transportation improvement on rural lands, the exception shall be taken pursuant to ORS 197.732(1)(c), Goal 2, and this division. The exceptions standards in OAR chapter 660, division 4 and OAR chapter 660, division 14 shall not apply. Exceptions adopted pursuant to this division shall be deemed to fulfill the requirements for goal exceptions required under ORS 197.732(1)(c) and Goal 2.

(3) An exception shall, at a minimum, decide need, mode, function and general location for the proposed facility or improvement:

(a) The general location shall be specified as a corridor within which the proposed facility or improvement is to be located, including the outer limits of the proposed location. Specific sites or areas within the corridor may be excluded from the exception to avoid or lessen likely adverse impacts. Where detailed design level information is available, the exception may be specified as a specific alignment;

(b) The size, design and capacity of the proposed facility or improvement shall be described generally, but in sufficient detail to allow a general understanding of the likely impacts of the proposed facility or improvement and to justify the amount of land for the proposed transportation facility. Measures limiting the size, design or capacity may be specified in the description of the proposed use in order to simplify the analysis of the effects of the proposed use;

(c) The adopted exception shall include a process and standards to guide selection of the precise design and location within the corridor and consistent with the general description of the proposed facility or improvement. For example, where a general location or corridor crosses a river, the exception would specify that a bridge crossing would be built but would defer to project development decisions about precise location and design of the bridge within the selected corridor subject to requirements to minimize impacts on riparian vegetation, habitat values, etc.;

(d) Land use regulations implementing the exception may include standards for specific mitigation measures to offset unavoidable environmental, economic, social or energy impacts of the proposed facility or improvement or to assure compatibility with adjacent uses.

(4) To address Goal 2, Part II(c)(1) the exception shall provide reasons justifying why the state policy in the applicable goals should not apply. Further, the exception shall demonstrate that there is a transportation need identified consistent with the requirements of OAR 660-012-0030 which cannot reasonably be accommodated through one or a combination of the following measures not requiring an exception:

(a) Alternative modes of transportation;

(b) Traffic management measures; and

(c) Improvements to existing transportation facilities.

(5) To address Goal 2, Part II(c)(2) the exception shall demonstrate that non-exception locations cannot reasonably accommodate the proposed transportation improvement or facility. The exception shall set forth the facts and assumptions used as the basis for determining why the use requires a location on resource land subject to Goals 3 or 4.

(6) To determine the reasonableness of alternatives to an exception under sections (4) and (5) of this rule, cost, operational feasibility, economic dislocation and other relevant factors shall be addressed. The thresholds chosen to judge whether an alternative method or location cannot reasonably accommodate the proposed transportation need or facility must be justified in the exception.

(a) In addressing sections (4) and (5) of this rule, the exception shall identify and address alternative methods and locations that are potentially reasonable to accommodate the identified transportation need.

(b) Detailed evaluation of such alternatives is not required when an alternative does not meet an identified threshold.

(c) Detailed evaluation of specific alternative methods or locations identified by parties during the local exceptions proceedings is not required unless the parties can specifically describe with supporting facts why such methods or locations can more reasonably accommodate the identified transportation need, taking into consideration the identified thresholds.

(7) To address Goal 2, Part II(c)(3), the exception shall:

(a) Compare the long-term economic, social, environmental and energy consequences of the proposed location and other alternative locations requiring exceptions. The exception shall describe the characteristics of each alternative location considered by the jurisdiction for which an exception might be taken, the typical advantages and disadvantages of using the location for the proposed transportation facility or improvement, and the typical positive and negative consequences resulting from the transportation facility or improvement at the proposed location with measures designed to reduce adverse impacts;

(b) Determine whether the net adverse impacts associated with the proposed exception site, with mitigation measures designed to reduce adverse impacts, are significantly more adverse than the net impacts from other locations which would also require an exception. A proposed exception location would fail to meet this requirement only if the affected local government concludes that the impacts associated with it are significantly more adverse than the other identified exception sites. The exception shall include the reasons why the consequences of the needed transportation facility or improvement at the proposed exception location are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed location. Where the proposed goal exception location is on resource lands subject to Goals 3 or 4, the exception shall include the facts used to determine which resource land is least productive; the ability to sustain resource uses near the proposed use; and the long-term economic impact on the general area caused by irreversible removal of the land from the resource base; and

(c) The evaluation of the consequences of general locations or corridors need not be site-specific, but may be generalized consistent with the requirements of section (3) of this rule. Detailed evaluation of specific alternative locations identified by parties during the local exceptions proceeding is not required unless such locations are specifically described with facts to support the assertion that the locations have significantly fewer net adverse economic, social, environmental and energy impacts than the proposed exception location.

(8) To address Goal 2, Part II(c)(4), the exception shall:

(a) Describe the adverse effects that the proposed transportation improvement is likely to have on the surrounding rural lands and land uses, including increased traffic and pressure for nonfarm or highway oriented development on areas made more accessible by the transportation improvement;

(b) Demonstrate how the proposed transportation improvement is compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts. Compatible is not intended as an absolute term meaning no interference or adverse impacts of any type with adjacent uses; and

(c) Adopt as part of the exception, facility design and land use measures which minimize accessibility of rural lands from the proposed transportation facility or improvement and support continued rural use of surrounding lands.

(9)

(a) Exceptions taken pursuant to this rule shall indicate on a map or otherwise the locations of the proposed transportation facility or improvement and of alternatives identified under subsection (4)(c), sections (5) and (7) of this rule.

(b) Each notice of a public hearing on a proposed exception shall specifically note that a goal exception is proposed and shall summarize the issues in an understandable manner.

(10) An exception taken pursuant to this rule does not authorize uses other than the transportation facilities or improvements justified in the exception.

(a) Modifications to unconstructed transportation facilities or improvements authorized in an exception shall not require a new exception if the modification is located entirely within the corridor approved in the exception.

(b) Modifications to constructed transportation facilities authorized in an exception shall require a new exception, unless the modification is permitted without an exception under OAR 660-012-0065(3)(b)–(f). For purposes of this rule, minor transportation improvements made to a transportation facility or improvement authorized in an exception shall not be considered a modification to a transportation facility or improvement and shall not require a new exception.

(c) Notwithstanding subsections (a) and (b) of this section, the following modifications to transportation facilities or improvements authorized in an exception shall require new goal exceptions:

(A) New intersections or new interchanges on limited access highways or expressways, excluding replacement of an existing intersection with an interchange.

(B) New approach roads located within the influence area of an interchange.

(C) Modifications that change the functional classification of the transportation facility.

(D) Modifications that materially reduce the effectiveness of facility design measures or land use measures adopted pursuant to subsection (8)(c) of this rule to minimize accessibility to rural lands or support continued rural use of surrounding rural lands, unless the area subject to the modification has subsequently been relocated inside an urban growth boundary.

3.9 MORROW COUNTY ZONING ORDINANCE COMPLIANCE

A change in zoning must also meet the criteria laid out in Section 8.040 of the Morrow County Zoning Ordinance (MCZO). The relevant portion of this section is laid out below in italic text with the response for this project in bold text.

B. The public services and facilities are sufficient to support a change in designation including, but not limited to, water availability relevant to both quantity and quality, waste and storm water management, other public services, and streets and roads.

1. *Amendments to the zoning ordinance or zone changes which significantly affect a transportation facility shall assure that land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished be one of the following:*

    a. *Limiting allowed land uses to be consistent with the planned function of the transportation facility or roadway;*

    This criterion is met as the proposed M-G zone change could generate more trips in comparison with the existing EFU and SAI zoning if the proposed zoning did not include a Limited Use overlay. The Limited Use Overlay, as proposed, will ensure consistency with the planned function of the transportation network.

    b. *Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or*

    No amendment to the County's current TSP is needed as both Boardman Airport Lane and Tower Road are expected to adequately serve future traffic volumes with the proposed zone designation as identified in this analysis. Furthermore, the proposed zone designation is projected to generate fewer trips as compared with the existing zone designation, showing the proposed zone designation is consistent with the land use assumptions made in the County's current TSP, or otherwise stated, the existing transportation facilities were planned and designed to serve the level of traffic that is expected with the proposed zone designation.

    c. *Altering land use designations, densities, or design requirements to reduce the demand for automobile travel to meet needs through other modes.*

    This criterion does not apply to the proposed zone change as the surrounding transportation network does not serve other modes of transportation such as walking or biking due to lack of sidewalk and bicycle infrastructure.

2. A plan or land use regulation amendment significantly affects a transportation facility if it:

    a. *Changes the functional classification of an existing or planned transportation facility;*

    This criterion does not apply because Boardman Airport Lane is not identified in the County's TSP.

Boardman Airport Lane is not identified nor addressed in the County's currently adopted 2012 Transportation System Plan. The County's TSP lists Collectors and Arterials Figure 3-1 of the TSP and Boardman Airport Lane is not on the list. Boardman Airport Lane is owned and maintained by the Port of Morrow, as identified in a February 20, 2025 letter prepared by the Port of Morrow for the subject zone change application. Therefore, it is not a Morrow County facility bound by the roadway standards set forth by Morrow County.

b. *Changes standards implementing a functional classification;*

This criterion does not apply because Boardman Airport Lane is not identified in the County's TSP. While Boardman Airport Lane is not identified in the Morrow County TSP, the physical geometry is consistent with the roadway design requirements for the County's Rural Arterial II roadway classification. Therefore, if the facility was expressly owned and maintained by Morrow County, no changes would be required to the standards for a Rural Arterial II classification regarding its application to Boardman Airport Lane. Assuming the Morrow County roadway standards apply to Port of Morrow facilities by extension, no changes are required to the standards for a Rural Arterial II classification regarding its application to Boardman Airport Lane.

c. *Allows types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or*

The projected traffic levels on Boardman Airport Lane are consistent with the functional classification for a Rural Arterial II, as presented in the currently adopted 2012 Morrow County TSP.

While Boardman Airport Lane is not identified as a Collector or Arterial on the Morrow County TSP (and is not owned and maintained by Morrow County), it was recently constructed to standards that most closely align with the County's Rural Arterial II classification, per Table 6-1 of the currently adopted TSP. The County's Rural Arterial II functional classification requires a 60-foot right of way (ROW) width, 32-40 feet of paved width, and two (2) 12-foot travel lanes. Boardman Airport Lane exceeds these design requirements with a 100-foot ROW and a 32-foot paved width.

d. *Would reduce the level of service of the facility below the minimal acceptable level identified in the Transportation System Plan (MC-C-8-98).*

Boardman Airport Lane also appears to fall within the range of traffic volume thresholds identified for Arterial II roadways. It should be noted the "Average Daily Traffic (ADT)" column in Table 6-1 of the TSP appears to be incorrectly labeled, as the volume thresholds identified in this column more appropriately reflect peak hour traffic volumes. This is confirmed by comparing the traffic volume thresholds in Table 6-1 with the traffic volume thresholds in Table 3-10, which shows both average daily traffic (ADT) and peak

hour traffic volumes, identified as “30th DHV”, or 30th Design Hourly Volumes. The maximum ADT value in Table 3-10 is approximately 14,000, whereas the maximum peak hour volume, or 30th DHV is approximately 2,200.

Additionally, study area intersections analyzed in this study show the proposed zone change is projected to result in less significant degradation of levels of service in comparison with the existing EFU and SAI zone designations.

APPENDIX

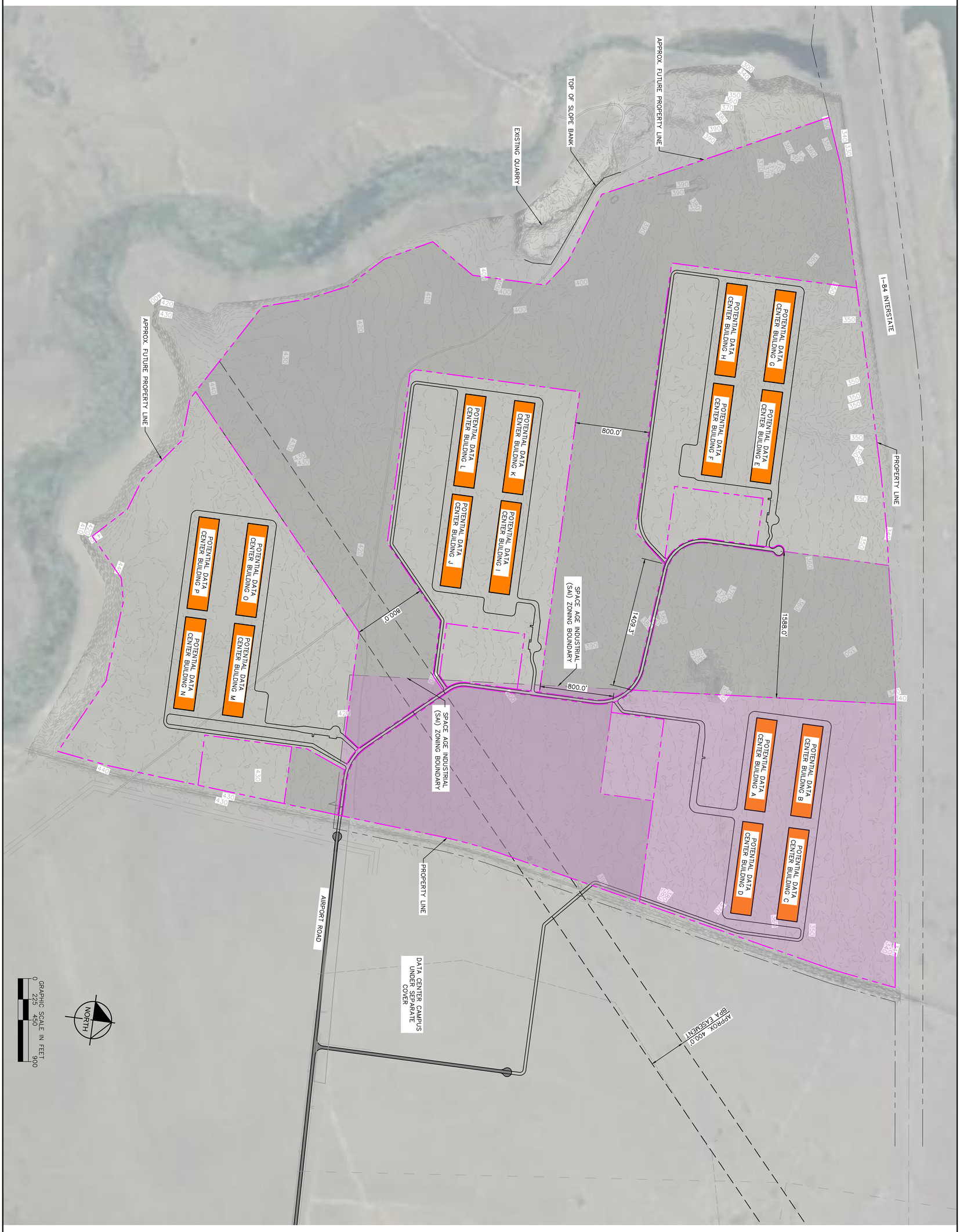
Appendix A: Conceptual Site Plan

Appendix B: Turning Movement Counts

Appendix C: Volume Development Summary

Appendix D: HCM7 Synchro Reports

APPENDIX A:
SITE PLAN

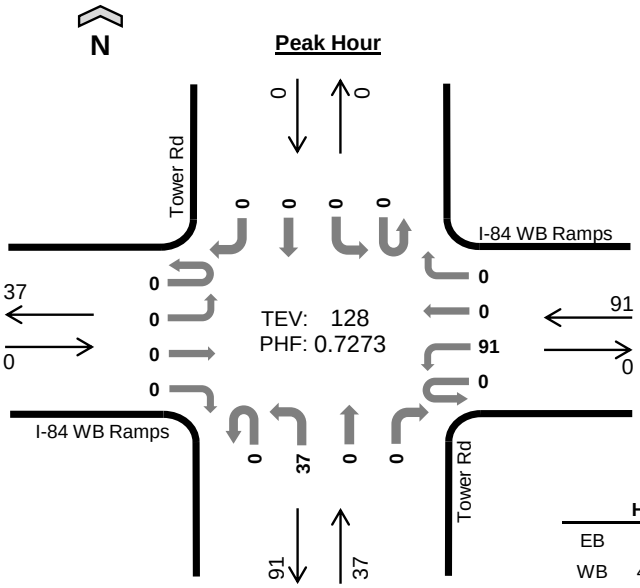


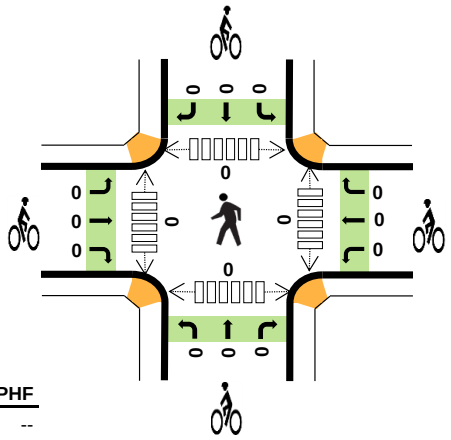
SHEET NUMBER EX-1	THREEMILE OVERALL CAMPUS	CAMPUS PLAN	KHA PROJECT DATE 01/08/2025 SCALE AS SHOWN DESIGNED BY LVA DRAWN BY CMT CHECKED BY LVA	Kimley»Horn 1 SW COLUMBIA STREET, SUITE 650, PORTLAND, OR 97204 PHONE: 503-404-3910 WWW.KIMLEY-HORN.COM	No. REVISIONS DATE BY

APPENDIX B:
TURNING MOVEMENT COUNTS

Tower Rd
I-84 WB Ramps

Date: 12/5/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:05 AM to 8:05 AM





	HV%	PHF
EB	--	--
WB	48%	0.71
NB	70%	0.71
SB	--	--
TOTAL	55%	0.73

Peak Hour Count Summaries

Peak Hour Interval Start	I-84 WB Ramps Eastbound				I-84 WB Ramps Westbound				Tower Rd Northbound				Tower Rd Southbound				5-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:05 AM	0	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	9	0
7:10 AM	0	0	0	0	0	9	0	0	0	3	0	0	0	0	0	0	12	0
7:15 AM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	4	0
7:20 AM	0	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	9	0
7:25 AM	0	0	0	0	0	6	0	0	0	2	0	0	0	0	0	0	8	0
7:30 AM	0	0	0	0	0	8	0	0	0	1	0	0	0	0	0	0	9	0
7:35 AM	0	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	9	0
7:40 AM	0	0	0	0	0	7	0	0	0	3	0	0	0	0	0	0	10	0
7:45 AM	0	0	0	0	0	14	0	0	0	3	0	0	0	0	0	0	17	0
7:50 AM	0	0	0	0	0	7	0	0	0	4	0	0	0	0	0	0	11	0
7:55 AM	0	0	0	0	0	11	0	0	0	5	0	0	0	0	0	0	16	0
8:00 AM	0	0	0	0	0	10	0	0	0	4	0	0	0	0	0	0	14	128
Pk Hr All	0	0	0	0	0	91	0	0	0	37	0	0	0	0	0	0	128	
Pk Hr HV	0	0	0	0	0	44	0	0	0	26	0	0	0	0	0	0	70	
Pk Hr HV%	-	-	-	-	-	48%	-	-	-	70%	-	-	-	-	-	-	55%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:05 AM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:10 AM	0	4	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	2	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:20 AM	0	4	2	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:25 AM	0	2	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	5	1	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:35 AM	0	2	2	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:40 AM	0	5	2	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	9	2	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:50 AM	0	2	3	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:55 AM	0	6	4	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	3	3	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	44	26	0	*70*	0	0	0	0	*0*	0	0	0	0	*0*

Kyle Campbell
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Count Summaries - All Vehicles

Interval Start	I-84 WB Ramps				I-84 WB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	7	0
7:05 AM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**
7:10 AM	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
7:20 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**
7:25 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**
7:35 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**
7:40 AM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**
7:50 AM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**
7:55 AM	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**121**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**128**
8:05 AM	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	5	124
8:10 AM	0	0	0	0	0	10	0	1	0	3	0	0	0	0	0	0	14	126
8:15 AM	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	0	5	127
8:20 AM	0	0	0	0	0	2	0	0	0	3	0	0	0	0	1	0	6	124
8:25 AM	0	0	0	0	0	8	0	0	0	2	0	0	0	0	0	0	10	126
8:30 AM	0	0	0	0	0	4	1	0	0	2	0	0	0	0	0	0	7	124
8:35 AM	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	9	124
8:40 AM	0	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	7	121
8:45 AM	0	0	0	0	0	12	0	0	0	3	0	0	0	0	0	0	15	119
8:50 AM	0	0	0	0	0	6	0	1	0	2	0	0	0	0	0	0	9	117
8:55 AM	0	0	0	0	0	6	0	0	0	7	0	0	0	0	0	0	13	114
Count Total	0	0	0	0	0	161	2	2	0	69	0	0	0	0	1	0	235	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**91**	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**128**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**48%**	**-**	**-**	**-**	**70%**	**-**	**-**	**-**	**-**	**-**	**-**	**55%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	4	3	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:05 AM	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:10 AM	**0**	**4**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:20 AM	**0**	**4**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:25 AM	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**5**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:35 AM	**0**	**2**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:40 AM	**0**	**5**	**2**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**9**	**2**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:50 AM	**0**	**2**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:55 AM	**0**	**6**	**4**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**3**	**3**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:05 AM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:10 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:20 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
8:25 AM	0	3	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	2	2	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:35 AM	0	2	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:40 AM	0	3	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	2	2	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:50 AM	0	3	2	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:55 AM	0	2	2	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	66	46	0	*112*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**44**	**26**	**0**	***70***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	I-84 WB Ramps				I-84 WB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	7	0
7:05 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
7:10 AM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
7:20 AM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
7:25 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
7:35 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
7:40 AM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**
7:50 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
7:55 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**71**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**70**
8:05 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	68
8:10 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	64
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	63
8:20 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	59
8:25 AM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	4	60
8:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	58
8:35 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	57
8:40 AM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	4	54
8:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	47
8:50 AM	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	5	47
8:55 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	41
Count Total	0	0	0	0	0	66	0	0	0	46	0	0	0	0	0	0	112	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	

Count Summaries - Bikes

Interval Start	I-84 WB Ramps				I-84 WB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:10 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:20 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:25 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:35 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:40 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:50 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:55 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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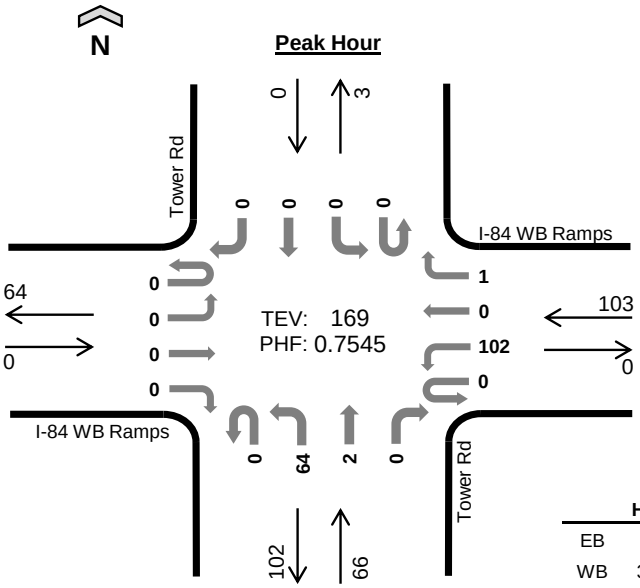
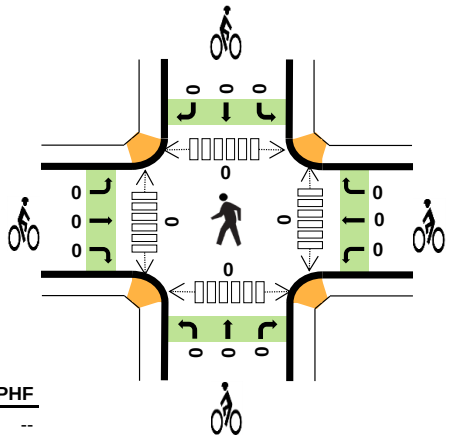
Tower Rd
I-84 WB Ramps

Date: 12/5/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	--	--
WB	35%	0.56
NB	36%	0.75
SB	--	--
TOTAL	36%	0.75

Peak Hour Count Summaries

Peak Hour Interval Start	I-84 WB Ramps Eastbound				I-84 WB Ramps Westbound				Tower Rd Northbound				Tower Rd Southbound				5-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	8	0	0	0	6	0	0	0	0	0	0	14	0
4:05 PM	0	0	0	0	0	5	0	0	0	9	0	0	0	0	0	0	14	0
4:10 PM	0	0	0	0	0	5	0	0	0	7	0	0	0	0	0	0	12	0
4:15 PM	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	10	0
4:20 PM	0	0	0	0	0	17	0	0	0	2	0	0	0	0	0	0	19	0
4:25 PM	0	0	0	0	0	19	0	0	0	5	0	0	0	0	0	0	24	0
4:30 PM	0	0	0	0	0	10	0	0	0	3	0	0	0	0	0	0	13	0
4:35 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	10	0
4:40 PM	0	0	0	0	0	5	0	0	0	7	0	0	0	0	0	0	12	0
4:45 PM	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	0	11	0
4:50 PM	0	0	0	0	0	11	0	0	0	4	0	0	0	0	0	0	15	0
4:55 PM	0	0	0	0	0	6	0	1	0	7	1	0	0	0	0	0	15	169
Pk Hr All	0	0	0	0	0	102	0	1	0	64	2	0	0	0	0	0	169	
Pk Hr HV	0	0	0	0	0	36	0	0	0	24	0	0	0	0	0	0	60	
Pk Hr HV%	-	-	-	-	-	35%	-	0%	-	38%	0%	-	-	-	-	-	36%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:00 PM	0	2	2	0	***4***	0	0	0	0	***0***	0	0	0	0	***0***
4:05 PM	0	1	5	0	***6***	0	0	0	0	***0***	0	0	0	0	***0***
4:10 PM	0	1	4	0	***5***	0	0	0	0	***0***	0	0	0	0	***0***
4:15 PM	0	2	0	0	***2***	0	0	0	0	***0***	0	0	0	0	***0***
4:20 PM	0	9	2	0	***11***	0	0	0	0	***0***	0	0	0	0	***0***
4:25 PM	0	6	2	0	***8***	0	0	0	0	***0***	0	0	0	0	***0***
4:30 PM	0	2	0	0	***2***	0	0	0	0	***0***	0	0	0	0	***0***
4:35 PM	0	3	0	0	***3***	0	0	0	0	***0***	0	0	0	0	***0***
4:40 PM	0	2	2	0	***4***	0	0	0	0	***0***	0	0	0	0	***0***
4:45 PM	0	2	3	0	***5***	0	0	0	0	***0***	0	0	0	0	***0***
4:50 PM	0	4	3	0	***7***	0	0	0	0	***0***	0	0	0	0	***0***
4:55 PM	0	2	1	0	***3***	0	0	0	0	***0***	0	0	0	0	***0***
Peak Hour	0	36	24	0	***60***	0	0	0	0	***0***	0	0	0	0	***0***

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Count Summaries - All Vehicles

Interval Start	I-84 WB Ramps				I-84 WB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	0
4:05 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**
4:10 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**
4:20 PM	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**
4:25 PM	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**
4:35 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**
4:40 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**0**
4:50 PM	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**
4:55 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**169**
5:00 PM	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	9	164
5:05 PM	0	0	0	0	0	8	0	0	0	4	0	0	0	0	0	0	12	162
5:10 PM	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	7	157
5:15 PM	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	6	153
5:20 PM	0	0	0	0	0	3	0	1	0	5	1	0	0	0	0	0	10	144
5:25 PM	0	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	8	128
5:30 PM	0	0	0	0	0	8	0	0	0	2	0	0	0	0	0	0	10	125
5:35 PM	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	8	123
5:40 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6	117
5:45 PM	0	0	0	0	0	9	0	0	0	2	0	0	0	0	0	0	11	117
5:50 PM	0	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	7	109
5:55 PM	0	0	0	0	0	2	0	0	0	6	0	0	0	0	0	0	8	102
Count Total	0	0	0	0	0	163	0	2	0	103	3	0	0	0	0	0	271	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**102**	**0**	**1**	**0**	**64**	**2**	**0**	**0**	**0**	**0**	**0**	**169**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	
Pk Hr HV%	-	-	-	-	-	**35%**	-	**0%**	-	**38%**	**0%**	-	-	-	-	-	**36%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**0**	**2**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:05 PM	**0**	**1**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:10 PM	**0**	**1**	**4**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:20 PM	**0**	**9**	**2**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:25 PM	**0**	**6**	**2**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:35 PM	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:40 PM	**0**	**2**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**2**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:50 PM	**0**	**4**	**3**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:55 PM	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:05 PM	0	3	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:10 PM	0	2	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	2	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:20 PM	0	1	4	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:25 PM	0	1	2	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	4	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:35 PM	0	4	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:40 PM	0	2	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:50 PM	0	2	2	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:55 PM	0	0	3	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	63	40	0	*103*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**36**	**24**	**0**	***60***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	I-84 WB Ramps				I-84 WB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0
4:05 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
4:10 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
4:20 PM	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**
4:25 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
4:35 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
4:40 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
4:50 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**
4:55 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**60**
5:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	59
5:05 PM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	4	57
5:10 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	55
5:15 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	56
5:20 PM	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	5	50
5:25 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3	45
5:30 PM	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	5	48
5:35 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	49
5:40 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3	48
5:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	46
5:50 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	43
5:55 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	43
Count Total	0	0	0	0	0	63	0	0	0	40	0	0	0	0	0	0	103	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	

Count Summaries - Bikes

Interval Start	I-84 WB Ramps				I-84 WB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:05 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:10 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:20 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:25 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:35 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:40 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:50 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:55 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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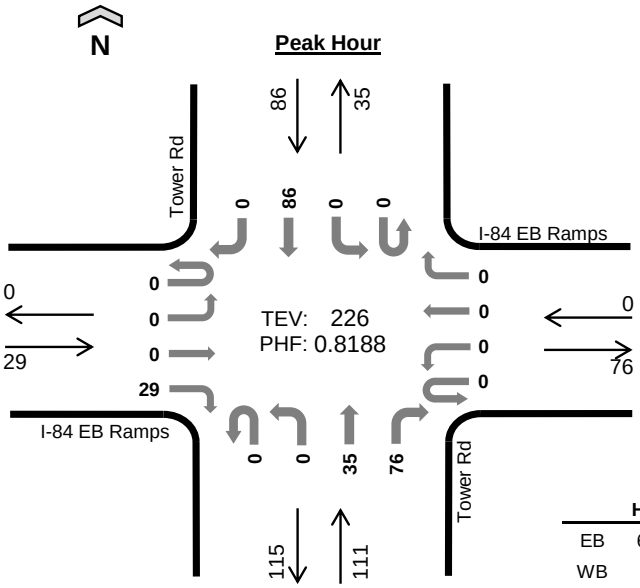
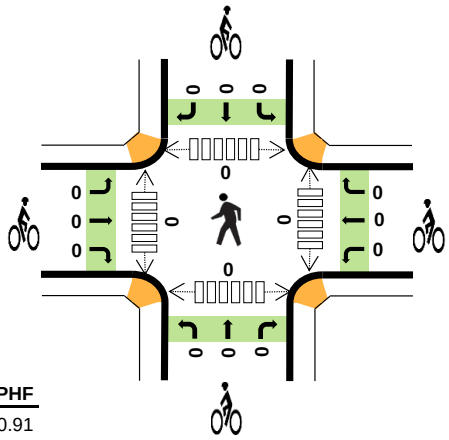
Tower Rd
I-84 EB Ramps

Date: 12/5/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:40 AM to 8:40 AM





	HV%	PHF
EB	69%	0.91
WB	--	--
NB	66%	0.87
SB	37%	0.67
TOTAL	55%	0.82

Peak Hour Count Summaries

Peak Hour Interval Start	I-84 EB Ramps Eastbound				I-84 EB Ramps Westbound				Tower Rd Northbound				Tower Rd Southbound				5-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:40 AM	0	0	0	4	0	0	0	0	0	0	3	4	0	0	4	0	15	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	8	0	0	16	0	27	0
7:50 AM	0	0	0	3	0	0	0	0	0	0	4	4	0	0	8	0	19	0
7:55 AM	0	0	0	3	0	0	0	0	0	0	6	6	0	0	8	0	23	0
8:00 AM	0	0	0	2	0	0	0	0	0	0	4	4	0	0	13	0	23	0
8:05 AM	0	0	0	3	0	0	0	0	0	0	1	5	0	0	4	0	13	0
8:10 AM	0	0	0	1	0	0	0	0	0	0	3	6	0	0	8	0	18	0
8:15 AM	0	0	0	3	0	0	0	0	0	0	3	6	0	0	3	0	15	0
8:20 AM	0	0	0	3	0	0	0	0	0	0	3	6	0	0	2	0	14	0
8:25 AM	0	0	0	1	0	0	0	0	0	0	2	10	0	0	7	0	20	0
8:30 AM	0	0	0	3	0	0	0	0	0	0	2	6	0	0	6	0	17	0
8:35 AM	0	0	0	3	0	0	0	0	0	0	1	11	0	0	7	0	22	226
Pk Hr All	0	0	0	29	0	0	0	0	0	0	35	76	0	0	86	0	226	
Pk Hr HV	0	0	0	20	0	0	0	0	0	0	23	50	0	0	32	0	125	
Pk Hr HV%	-	-	-	69%	-	-	-	-	-	-	66%	66%	-	-	37%	-	55%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:40 AM	4	0	5	2	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	7	10	*17*	0	0	0	0	*0*	0	0	0	0	*0*
7:50 AM	1	0	5	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:55 AM	1	0	9	5	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	1	0	6	5	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:05 AM	2	0	4	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:10 AM	1	0	3	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	2	0	7	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:20 AM	2	0	6	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:25 AM	1	0	9	2	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	2	0	5	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:35 AM	3	0	7	2	*12*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	20	0	73	32	*125*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	I-84 EB Ramps				I-84 EB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	5	0	0	0	0	0	0	3	4	0	0	6	0	18	0
7:05 AM	0	0	0	2	0	0	0	0	0	0	5	6	0	0	4	0	17	0
7:10 AM	0	0	0	5	0	0	0	0	0	0	3	6	0	0	8	0	22	0
7:15 AM	0	0	0	2	0	0	0	0	0	0	1	9	0	0	3	0	15	0
7:20 AM	0	0	0	2	0	0	0	0	0	0	3	4	0	0	6	0	15	0
7:25 AM	0	0	0	4	0	0	0	0	0	0	2	3	0	2	5	0	16	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	6	0	10	0
7:35 AM	0	0	0	3	0	0	0	0	0	0	3	0	0	0	8	0	14	0
7:40 AM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**	**0**	**4**	**0**	**15**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**8**	**0**	**0**	**16**	**0**	**27**	**0**
7:50 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**8**	**0**	**19**	**0**
7:55 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**8**	**0**	**23**	**211**
8:00 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**13**	**0**	**23**	**216**
8:05 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**4**	**0**	**13**	**212**
8:10 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**6**	**0**	**0**	**8**	**0**	**18**	**208**
8:15 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**6**	**0**	**0**	**3**	**0**	**15**	**208**
8:20 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**6**	**0**	**0**	**2**	**0**	**14**	**207**
8:25 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**0**	**0**	**7**	**0**	**20**	**211**
8:30 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**0**	**0**	**6**	**0**	**17**	**218**
8:35 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**0**	**7**	**0**	**22**	**226**
8:40 AM	0	0	0	3	0	0	0	0	0	0	2	4	0	0	6	0	15	226
8:45 AM	0	0	0	2	0	0	0	0	0	0	3	4	0	0	9	0	18	217
8:50 AM	0	0	0	1	0	0	0	0	0	0	1	10	0	0	5	0	17	215
8:55 AM	0	0	0	3	0	0	0	0	0	0	6	9	0	0	10	0	28	220
Count Total	0	0	0	61	0	0	0	0	0	0	68	138	0	2	162	0	431	
Pk Hr All	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**76**	**0**	**0**	**86**	**0**	**226**	
Pk Hr HV	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**50**	**0**	**0**	**32**	**0**	**125**	
Pk Hr HV%	**-**	**-**	**-**	**69%**	**-**	**-**	**-**	**-**	**-**	**-**	**66%**	**66%**	**-**	**-**	**37%**	**-**	**55%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	3	0	4	4	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:05 AM	1	0	10	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:10 AM	2	0	2	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	7	3	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:20 AM	2	0	4	4	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:25 AM	2	0	3	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:35 AM	2	0	2	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:40 AM	**4**	**0**	**5**	**2**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**7**	**10**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:50 AM	**1**	**0**	**5**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:55 AM	**1**	**0**	**9**	**5**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**1**	**0**	**6**	**5**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:05 AM	**2**	**0**	**4**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:10 AM	**1**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**2**	**0**	**7**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:20 AM	**2**	**0**	**6**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:25 AM	**1**	**0**	**9**	**2**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**2**	**0**	**5**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:35 AM	**3**	**0**	**7**	**2**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:40 AM	2	0	4	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	0	4	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:50 AM	1	0	6	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:55 AM	2	0	8	4	*14*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	39	0	129	66	*234*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**20**	**0**	**73**	**32**	***125***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	I-84 EB Ramps				I-84 EB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	3	0	0	0	0	0	0	3	1	0	0	4	0	11	0
7:05 AM	0	0	0	1	0	0	0	0	0	0	4	6	0	0	0	0	11	0
7:10 AM	0	0	0	2	0	0	0	0	0	0	1	1	0	0	3	0	7	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	1	6	0	0	3	0	11	0
7:20 AM	0	0	0	2	0	0	0	0	0	0	2	2	0	0	4	0	10	0
7:25 AM	0	0	0	2	0	0	0	0	0	0	1	2	0	1	1	0	7	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	5	0
7:35 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	4	0	8	0
7:40 AM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**2**	**0**	**11**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**0**	**0**	**10**	**0**	**17**	**0**
7:50 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**3**	**0**	**9**	**0**
7:55 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**0**	**0**	**5**	**0**	**15**	**122**
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**5**	**0**	**12**	**123**
8:05 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**1**	**0**	**7**	**119**
8:10 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**4**	**116**
8:15 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**9**	**114**
8:20 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**8**	**112**
8:25 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**0**	**2**	**0**	**12**	**117**
8:30 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**2**	**0**	**9**	**121**
8:35 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**2**	**0**	**12**	**125**
8:40 AM	0	0	0	2	0	0	0	0	0	0	2	2	0	0	3	0	9	123
8:45 AM	0	0	0	1	0	0	0	0	0	0	2	2	0	0	2	0	7	113
8:50 AM	0	0	0	1	0	0	0	0	0	0	1	5	0	0	2	0	9	113
8:55 AM	0	0	0	2	0	0	0	0	0	0	3	5	0	0	4	0	14	112
Count Total	0	0	0	39	0	0	0	0	0	0	46	83	0	1	65	0	234	
Pk Hr Heavy	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**50**	**0**	**0**	**32**	**0**	**125**	

Count Summaries - Bikes

Interval Start	I-84 EB Ramps				I-84 EB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:50 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:55 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:05 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:10 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:20 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:25 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:35 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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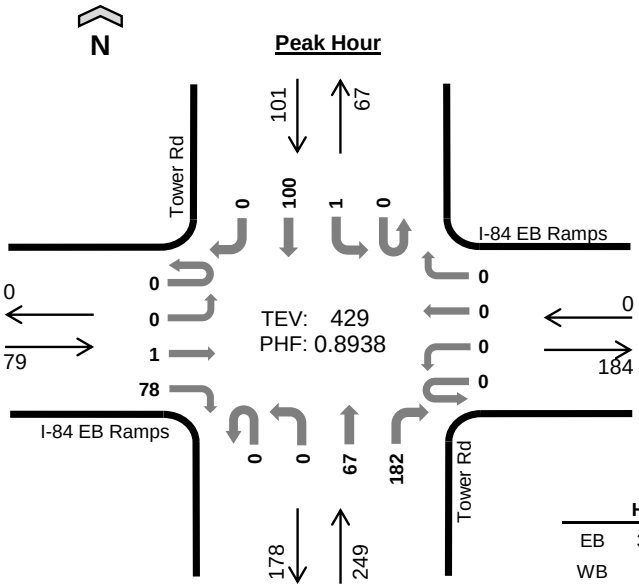
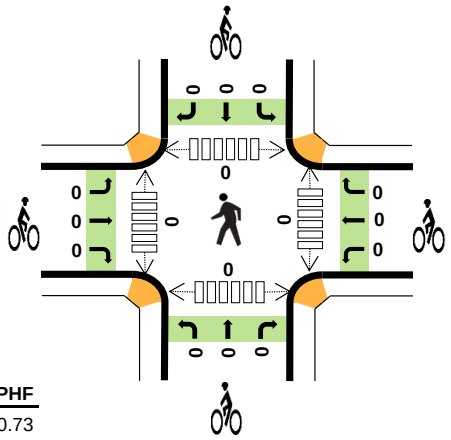
Tower Rd
I-84 EB Ramps

Date: 12/5/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	38%	0.73
WB	--	--
NB	21%	0.80
SB	35%	0.57
TOTAL	28%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		I-84 EB Ramps Eastbound				I-84 EB Ramps Westbound				Tower Rd Northbound				Tower Rd Southbound				5-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	1	7	0	0	0	0	0	0	6	10	0	0	8	0	32	0
4:05 PM		0	0	0	2	0	0	0	0	0	0	9	24	0	0	4	0	39	0
4:10 PM		0	0	0	6	0	0	0	0	0	0	7	15	0	0	6	0	34	0
4:15 PM		0	0	0	6	0	0	0	0	0	0	4	19	0	0	5	0	34	0
4:20 PM		0	0	0	6	0	0	0	0	0	0	2	17	0	0	13	0	38	0
4:25 PM		0	0	0	7	0	0	0	0	0	0	5	10	0	1	21	0	44	0
4:30 PM		0	0	0	4	0	0	0	0	0	0	4	21	0	0	9	0	38	0
4:35 PM		0	0	0	7	0	0	0	0	0	0	5	14	0	0	7	0	33	0
4:40 PM		0	0	0	13	0	0	0	0	0	0	8	16	0	0	5	0	42	0
4:45 PM		0	0	0	7	0	0	0	0	0	0	7	12	0	0	5	0	31	0
4:50 PM		0	0	0	6	0	0	0	0	0	0	4	15	0	0	9	0	34	0
4:55 PM		0	0	0	7	0	0	0	0	0	0	6	9	0	0	8	0	30	429
Pk Hr	All	0	0	1	78	0	0	0	0	0	0	67	182	0	1	100	0	429	
	HV	0	0	1	29	0	0	0	0	0	0	25	28	0	0	35	0	118	
	HV%	-	-	100%	37%	-	-	-	-	-	-	37%	15%	-	0%	35%	-	28%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:00 PM	5	0	3	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:05 PM	1	0	12	0	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:10 PM	3	0	5	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	3	0	2	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:20 PM	4	0	5	6	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:25 PM	2	0	6	9	*17*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	1	0	3	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:35 PM	3	0	1	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:40 PM	4	0	6	2	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	0	4	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:50 PM	2	0	1	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:55 PM	1	0	5	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	30	0	53	35	*118*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	I-84 EB Ramps				I-84 EB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**10**	**0**	**0**	**8**	**0**	**32**	0
4:05 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**24**	**0**	**0**	**4**	**0**	**39**	**0**
4:10 PM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**15**	**0**	**0**	**6**	**0**	**34**	**0**
4:15 PM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**19**	**0**	**0**	**5**	**0**	**34**	**0**
4:20 PM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**17**	**0**	**0**	**13**	**0**	**38**	**0**
4:25 PM	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**10**	**0**	**1**	**21**	**0**	**44**	**0**
4:30 PM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**21**	**0**	**0**	**9**	**0**	**38**	**0**
4:35 PM	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**14**	**0**	**0**	**7**	**0**	**33**	**0**
4:40 PM	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**16**	**0**	**0**	**5**	**0**	**42**	**0**
4:45 PM	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**12**	**0**	**0**	**5**	**0**	**31**	**0**
4:50 PM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**15**	**0**	**0**	**9**	**0**	**34**	**0**
4:55 PM	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**9**	**0**	**0**	**8**	**0**	**30**	**429**
5:00 PM	0	0	0	4	0	0	0	0	0	0	2	12	0	1	4	0	23	420
5:05 PM	0	0	0	5	0	0	0	0	0	0	3	20	0	1	10	0	39	420
5:10 PM	0	0	0	7	0	0	0	0	0	0	4	17	0	0	3	0	31	417
5:15 PM	0	0	0	11	0	0	0	0	0	0	4	17	0	0	1	0	33	416
5:20 PM	0	0	0	3	0	0	0	0	0	0	5	10	0	0	4	0	22	400
5:25 PM	0	0	0	2	0	0	0	0	0	0	3	10	0	0	2	0	17	373
5:30 PM	0	0	0	6	0	0	0	0	0	0	2	14	0	0	8	0	30	365
5:35 PM	0	0	0	6	0	0	0	0	0	0	1	6	0	0	9	0	22	354
5:40 PM	0	0	0	5	0	0	0	0	0	0	3	10	0	0	3	0	21	333
5:45 PM	0	0	0	1	0	0	0	0	0	0	2	8	0	0	9	0	20	322
5:50 PM	0	0	0	5	0	0	0	0	0	0	3	4	0	0	3	0	15	303
5:55 PM	0	0	0	4	0	0	0	0	0	0	7	5	0	0	3	0	19	292
Count Total	0	0	1	137	0	0	0	0	0	0	106	315	0	3	159	0	721	
Pk Hr All	**0**	**0**	**1**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**67**	**182**	**0**	**1**	**100**	**0**	**429**	
Pk Hr HV	**0**	**0**	**1**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**28**	**0**	**0**	**35**	**0**	**118**	
Pk Hr HV%	**-**	**-**	**100%**	**37%**	**-**	**-**	**-**	**-**	**-**	**-**	**37%**	**15%**	**-**	**0%**	**35%**	**-**	**28%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**5**	**0**	**3**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:05 PM	**1**	**0**	**12**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:10 PM	**3**	**0**	**5**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**3**	**0**	**2**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:20 PM	**4**	**0**	**5**	**6**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:25 PM	**2**	**0**	**6**	**9**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**1**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:35 PM	**3**	**0**	**1**	**5**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:40 PM	**4**	**0**	**6**	**2**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**1**	**0**	**4**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:50 PM	**2**	**0**	**1**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:55 PM	**1**	**0**	**5**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:05 PM	1	0	5	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
5:10 PM	2	0	2	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	6	0	3	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
5:20 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:25 PM	1	0	2	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	0	5	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
5:35 PM	3	0	1	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:40 PM	0	0	5	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:50 PM	2	0	1	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:55 PM	1	0	5	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	48	0	88	63	*199*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**30**	**0**	**53**	**35**	***118***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	I-84 EB Ramps				I-84 EB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**10**	0
4:05 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**	**0**	**13**	**0**
4:10 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**2**	**0**	**10**	**0**
4:15 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**7**	**0**
4:20 PM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**6**	**0**	**15**	**0**
4:25 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**9**	**0**	**17**	**0**
4:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**4**	**0**
4:35 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**9**	**0**
4:40 PM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**2**	**0**	**12**	**0**
4:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**2**	**0**	**7**	**0**
4:50 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**5**	**0**
4:55 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**3**	**0**	**9**	**118**
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	112
5:05 PM	0	0	0	1	0	0	0	0	0	0	1	4	0	0	5	0	11	110
5:10 PM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	2	0	6	106
5:15 PM	0	0	0	6	0	0	0	0	0	0	1	2	0	0	1	0	10	109
5:20 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	99
5:25 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4	86
5:30 PM	0	0	0	2	0	0	0	0	0	0	1	4	0	0	3	0	10	92
5:35 PM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	5	0	9	92
5:40 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	2	0	7	87
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4	84
5:50 PM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	4	83
5:55 PM	0	0	0	1	0	0	0	0	0	0	3	2	0	0	1	0	7	81
Count Total	0	0	1	47	0	0	0	0	0	0	39	49	0	0	63	0	199	
Pk Hr Heavy	**0**	**0**	**1**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**28**	**0**	**0**	**35**	**0**	**118**	

Count Summaries - Bikes

Interval Start	I-84 EB Ramps				I-84 EB Ramps				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:05 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:10 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:20 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:25 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:35 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:40 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:50 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:55 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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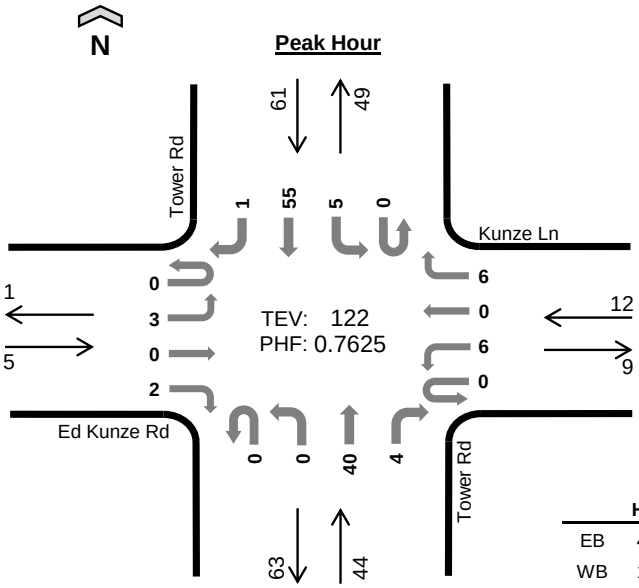
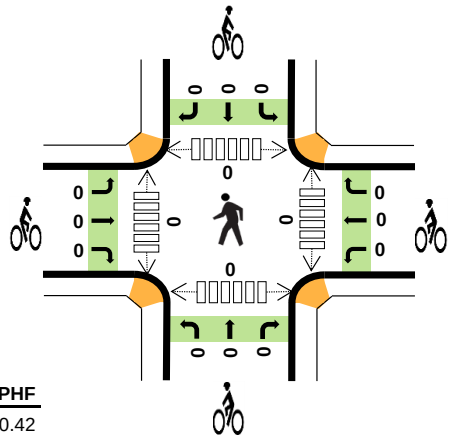
Tower Rd
Ed Kunze Rd

Date: 12/5/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV%	PHF
EB	40%	0.42
WB	17%	0.50
NB	68%	0.61
SB	33%	0.61
TOTAL	44%	0.76

Peak Hour Count Summaries

Peak Hour Interval Start		Ed Kunze Rd				Kunze Ln				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	11	0
7:50 AM		0	0	0	0	0	0	0	1	0	0	0	1	0	0	9	0	11	0
7:55 AM		0	0	0	1	0	0	0	0	0	0	5	0	0	1	6	0	13	0
8:00 AM		0	0	0	0	0	1	0	1	0	0	2	2	0	0	9	0	15	0
8:05 AM		0	0	0	1	0	1	0	0	0	0	4	0	0	0	4	0	10	0
8:10 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	5	0
8:15 AM		0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	5	0
8:20 AM		0	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	4	0
8:25 AM		0	1	0	0	0	2	0	3	0	0	5	0	0	0	5	0	16	0
8:30 AM		0	1	0	0	0	0	0	0	0	0	6	0	0	1	5	0	13	0
8:35 AM		0	0	0	0	0	0	0	1	0	0	7	0	0	1	2	0	11	0
8:40 AM		0	0	0	0	0	2	0	0	0	0	3	0	0	0	2	1	8	122
Pk Hr	All	0	3	0	2	0	6	0	6	0	0	40	4	0	5	55	1	122	
	HV	0	0	0	2	0	1	0	1	0	0	26	4	0	2	18	0	54	
	HV%	-	0%	-	100%	-	17%	-	17%	-	-	65%	100%	-	40%	33%	0%	44%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	0	3	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:50 AM	0	0	1	4	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:55 AM	1	0	3	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	0	4	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:05 AM	1	1	1	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:10 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:20 AM	0	0	2	0	*2*	0	0	1	0	*1*	0	0	0	0	*0*
8:25 AM	0	1	4	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	4	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:35 AM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:40 AM	0	0	3	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	2	2	30	20	*54*	0	0	1	0	*1*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Ed Kunze Rd				Kunze Ln				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	1	0	0	2	0	0	0	7	0	11	0
7:05 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	5	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	3	1	8	0
7:20 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	5	0	9	0
7:25 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	0	6	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	5	0
7:35 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	6	0	10	0
7:40 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	1	6	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**7**	**0**	**11**	**0**
7:50 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	**0**	**11**	**0**
7:55 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**6**	**0**	**13**	**99**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**9**	**0**	**15**	**103**
8:05 AM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**10**	**108**
8:10 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**5**	**109**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**5**	**106**
8:20 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**4**	**101**
8:25 AM	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**5**	**0**	**16**	**111**
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**5**	**0**	**13**	**119**
8:35 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**1**	**2**	**0**	**11**	**120**
8:40 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**1**	**8**	**122**
8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	6	0	9	120
8:50 AM	0	0	0	0	0	0	0	1	0	0	6	0	0	0	3	0	10	119
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	111
Count Total	0	4	0	2	0	13	0	13	0	0	55	5	0	8	107	3	210	
Pk Hr All	**0**	**3**	**0**	**2**	**0**	**6**	**0**	**6**	**0**	**0**	**40**	**4**	**0**	**5**	**55**	**1**	**122**	
Pk Hr HV	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**26**	**4**	**0**	**2**	**18**	**0**	**54**	
Pk Hr HV%	**-**	**0%**	**-**	**100%**	**-**	**17%**	**-**	**17%**	**-**	**-**	**65%**	**100%**	**-**	**40%**	**33%**	**0%**	**44%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	6	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:05 AM	0	1	1	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:10 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	2	4	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:20 AM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:25 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:35 AM	0	1	0	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:40 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**3**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:50 AM	**0**	**0**	**1**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:55 AM	**1**	**0**	**3**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**4**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:05 AM	**1**	**1**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:10 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:20 AM	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:25 AM	**0**	**1**	**4**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**4**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:35 AM	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:40 AM	**0**	**0**	**3**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:50 AM	0	1	2	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:55 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	5	38	46	*91*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	**2**	**2**	**30**	**20**	***54***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Ed Kunze Rd				Kunze Ln				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	7	0
7:05 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	3	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	0	6	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	4	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	**0**
7:50 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**5**	**0**
7:55 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**2**	**0**	**7**	**47**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**4**	**0**	**8**	**48**
8:05 AM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**4**	**49**
8:10 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**43**
8:20 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**41**
8:25 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**46**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**2**	**0**	**7**	**52**
8:35 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**52**
8:40 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	**54**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4	51
8:50 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3	49
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	44
Count Total	0	0	0	2	0	3	0	2	0	0	34	4	0	4	42	0	91	
Pk Hr Heavy	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**26**	**4**	**0**	**2**	**18**	**0**	**54**	

Count Summaries - Bikes

Interval Start	Ed Kunze Rd				Kunze Ln				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:50 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:55 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:05 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:10 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:20 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:25 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:35 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:40 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

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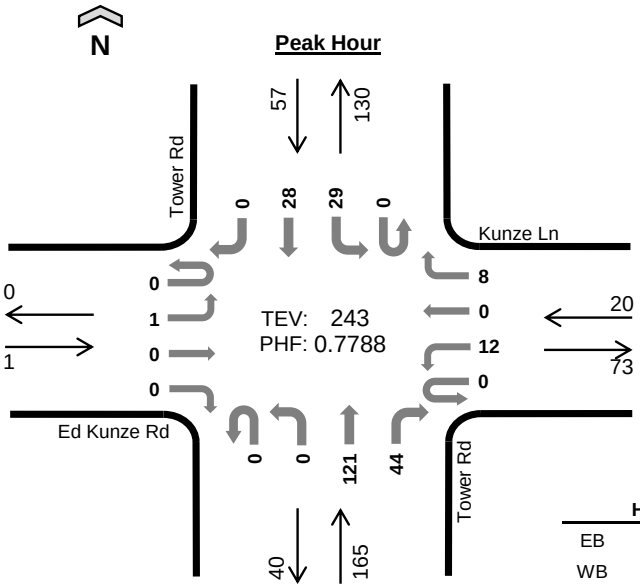
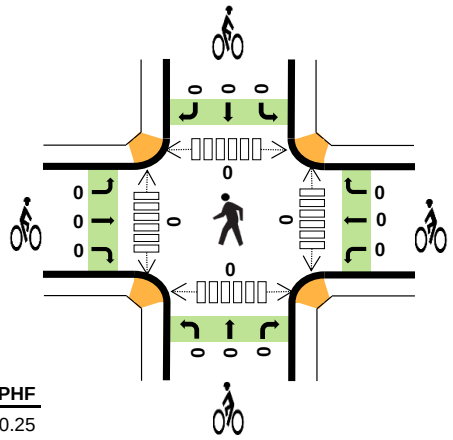
Tower Rd
Ed Kunze Rd

Date: 12/5/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	0%	0.25
WB	5%	0.56
NB	5%	0.86
SB	16%	0.59
TOTAL	7%	0.78

Peak Hour Count Summaries

Peak Hour Interval Start	Ed Kunze Rd				Kunze Ln				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM	0	0	0	0	0	1	0	0	0	0	15	1	0	1	3	0	21	0
4:20 PM	0	0	0	0	0	2	0	1	0	0	12	1	0	1	3	0	20	0
4:25 PM	0	0	0	0	0	4	0	1	0	0	9	5	0	1	9	0	29	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	13	5	0	4	6	0	29	0
4:35 PM	0	1	0	0	0	2	0	0	0	0	5	4	0	3	1	0	16	0
4:40 PM	0	0	0	0	0	1	0	2	0	0	11	3	0	5	0	0	22	0
4:45 PM	0	0	0	0	0	1	0	1	0	0	9	3	0	3	2	0	19	0
4:50 PM	0	0	0	0	0	0	0	1	0	0	10	3	0	4	1	0	19	0
4:55 PM	0	0	0	0	0	0	0	1	0	0	3	5	0	3	2	0	14	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	9	4	0	2	1	0	17	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	14	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	14	7	0	2	0	0	23	243
Pk Hr All	0	1	0	0	0	12	0	8	0	0	121	44	0	29	28	0	243	
Pk Hr HV	0	0	0	0	0	0	0	1	0	0	8	0	0	3	6	0	18	
Pk Hr HV%	-	0%	-	-	-	0%	-	13%	-	-	7%	0%	-	10%	21%	-	7%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:20 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:25 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:35 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:40 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	1	1	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:50 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:55 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:05 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:10 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	1	8	9	*18*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Ed Kunze Rd				Kunze Ln				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	1	0	0	13	0	0	1	0	0	16	0
4:05 PM	0	0	0	0	0	1	0	1	0	0	17	1	0	0	0	0	20	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	10	1	0	3	1	0	15	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**15**	**1**	**0**	**1**	**3**	**0**	**21**	**0**
4:20 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**12**	**1**	**0**	**1**	**3**	**0**	**20**	**0**
4:25 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**9**	**5**	**0**	**1**	**9**	**0**	**29**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	**5**	**0**	**4**	**6**	**0**	**29**	**0**
4:35 PM	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**5**	**4**	**0**	**3**	**1**	**0**	**16**	**0**
4:40 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**11**	**3**	**0**	**5**	**0**	**0**	**22**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**9**	**3**	**0**	**3**	**2**	**0**	**19**	**0**
4:50 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**10**	**3**	**0**	**4**	**1**	**0**	**19**	**0**
4:55 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**5**	**0**	**3**	**2**	**0**	**14**	**240**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	**4**	**0**	**2**	**1**	**0**	**17**	**241**
5:05 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**3**	**0**	**0**	**0**	**0**	**14**	**235**
5:10 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**7**	**0**	**2**	**0**	**0**	**23**	**243**
5:15 PM	0	0	0	0	0	0	0	2	0	0	7	7	0	2	1	0	19	241
5:20 PM	0	0	0	0	0	0	0	0	0	0	5	1	0	2	2	0	10	231
5:25 PM	0	0	0	0	0	0	0	0	0	0	6	5	0	2	1	0	14	216
5:30 PM	0	0	0	0	0	0	0	1	0	0	10	0	0	0	2	0	13	200
5:35 PM	0	0	0	0	0	0	0	0	0	0	1	7	0	1	1	0	10	194
5:40 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	1	0	5	177
5:45 PM	0	0	0	0	0	0	0	2	0	0	4	1	0	1	3	0	11	169
5:50 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	4	154
5:55 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	3	143
Count Total	0	1	0	0	0	15	0	16	0	0	198	69	0	43	41	0	383	
Pk Hr All	**0**	**1**	**0**	**0**	**0**	**12**	**0**	**8**	**0**	**0**	**121**	**44**	**0**	**29**	**28**	**0**	**243**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**0**	**0**	**3**	**6**	**0**	**18**	
Pk Hr HV%	**-**	**0%**	**-**	**-**	**-**	**0%**	**-**	**13%**	**-**	**-**	**7%**	**0%**	**-**	**10%**	**21%**	**-**	**7%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:05 PM	0	1	3	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:10 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:20 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:25 PM	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:35 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:40 PM	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**1**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:50 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:55 PM	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:05 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:10 PM	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:20 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:25 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:35 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:40 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:50 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:55 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	3	17	17	*37*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**1**	**8**	**9**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Ed Kunze Rd				Kunze Ln				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	0
4:05 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	4	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**0**
4:20 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**
4:25 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**
4:35 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:40 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	**0**
4:50 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:55 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**23**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**21**
5:05 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**18**
5:10 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**18**
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	18
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	18
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	18
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	19
5:40 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	18
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	16
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	16
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Count Total	0	0	0	0	0	0	0	3	0	0	17	0	0	4	13	0	37	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**0**	**0**	**3**	**6**	**0**	**18**	

Count Summaries - Bikes

Interval Start	Ed Kunze Rd				Kunze Ln				Tower Rd				Tower Rd				5-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:20 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:25 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:35 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:40 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:50 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:55 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:05 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:10 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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APPENDIX C:
VOLUME DEVELOPMENT

Project: Morrow County Zone Change TPR
Job #: PERK00000012
Subject: AM Turning Movement Volumes

		Trips	% increase	% of traffic	Trips	% increase	% of traffic
Total	108	Total	1271	141.1%	58.5%	440	48.8%	32.8%
In	59	In	1042	237.4%	70.4%	242	55.1%	35.5%
Out	49	Out	229	49.6%	33.1%	198	42.9%	30.0%

Tax Lot 110

N-S ID	Synchro ID	Intersection		Movement	Collected Counts	Existing Count Data				Existing Conditions	Future Year Base Background				Pipeline Project			Future Year Total Background	Existing Zone	Future Year Total Build Existing Zone	% of Total Trips Existing Zone	Proposed Zone	Future Year Total Build Proposed Zone	% of Total Trips Proposed Zone
					2024 1-Hr Volume AM Peak	Heavy Vehicle Count	Heavy Vehicle Percentage	2024 Seasonally Adjusted 1-Hr Volume AM Peak	Volume Balancing Adjustments	2024 Balanced Volumes AM Peak	Annual Growth Rate	Seasonal Adjustment Factor	2044 Rounded 1-Hr Volume AM Peak	2044 Data Center adjecent to site and airport	2044 1-Hr Volume AM Peak	Volume Balancing Adjustment	2044 Balanced Volumes AM Peak	2044 Project Trip Generation	2044 Existing Zone 1-Hr Volume AM Peak	2044 Existing Zone % Trips Generated of Total Build Vol	2044 Project Trip Generation	2044 Proposed Zone 1-Hr Volume AM Peak	2044 Proposed Zone % Trips Generated of Total Build Vol
1	100	I-84 WB Ramps/Tower Road	10	EBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100		10	EBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100	Count Date: 6/15/2022	10	EBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100	2022	10	WBL	85	33	39%	104		104	2.0%	1.220	155	41	195		195	729	924	78.9%	169	364	46.4%
	100		10	WBT	2	0	0%	2		2	2.0%	1.220	3	0	5		5	0	5	0.0%	0	5	0.0%
	100		10	WBR	1	0	0%	1		1	2.0%	1.220	2	0	2		2	0	2	0.0%	0	2	0.0%
	100	Intersection Peak Hour: 7:05 AM-8:05 AM	10	NBL	35	24	69%	43		43	2.0%	1.220	65	2	65		65	11	76	14.5%	10	75	13.3%
	100	AM Peak Hour Used: 7:40 AM-8:40 AM	10	NBT	0	0	0%	0	1	1	2.0%	1.220	2	0	2		2	0	2	0.0%	0	2	0.0%
	100	Volume Difference: 4	10	NBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100		10	SBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100	PHF:	10	SBT	1	0	0%	1		1	2.0%	1.220	2	0	2		2	0	2	0.0%	0	2	0.0%
	100	0.82	10	SBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100		10	**TEV**	**124**	**57**		**151**	**1**	**152**			**228**	**43**	**271**	**0**	**271**	**740**	**1011**	**73.2%**	**179**	**450**	**39.8%**
2	200	I-84 EB Ramps/Tower Road	20	EBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200	16 hr Turning Movement Count	20	EBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200	Count Date: 6/15/2022	20	EBR	29	20	69%	35		35	2.0%	1.220	50	3	55		55	52	107	48.6%	12	67	17.9%
	200	2022	20	WBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200		20	WBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200		20	WBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200	Intersection Peak Hour: 4:20 PM-5:20 PM	20	NBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200	AM Peak Hour Used: 7:40 AM-8:40 AM	20	NBT	35	23	66%	43	1	44	2.0%	1.220	65	2	65	2	67	11	78	14.1%	10	77	13.0%
	200	Volume Difference: 0	20	NBR	76	50	66%	93		93	2.0%	1.220	140	34	175		175	160	335	47.8%	139	314	44.3%
	200		20	SBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200	PHF:	20	SBT	86	32	37%	105		105	2.0%	1.220	155	41	195	2	197	729	926	78.7%	169	366	46.2%
	200	0.93	20	SBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200		20	**TEV**	**226**	**125**		**276**	**1**	**277**			**410**	**80**	**490**	**4**	**494**	**952**	**1446**	**65.8%**	**330**	**824**	**40.0%**
3	300	Tower Road/Kunze Lane	30	EBL	3	0	0%	4		4	2.0%	1.220	5	0	5		5	0	5	0.0%	0	5	0.0%
	300	16 hr Turning Movement Count	30	EBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	300	Count Date: 6/15/2022	30	EBR	2	2	100%	2		2	2.0%	1.220	3	0	5		5	0	5	0.0%	0	5	0.0%
	300	2022	30	WBL	5	1	20%	6	4	10	2.0%	1.220	15	15	30		30	261	291	89.7%	61	91	67.0%
	300		30	WBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	300		30	WBR	7	1	14%	9		9	2.0%	1.220	15	0	15		15	0	15	0.0%	0	15	0.0%
	300	Intersection Peak Hour: 7:45 AM-8:45 AM	30	NBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	300	AM Peak Hour Used: 7:40 AM-8:40 AM	30	NBT	37	23	62%	45		45	2.0%	1.220	65	36	100	4	104	171	275	62.2%	149	253	58.9%
	300	Volume Difference: 2	30	NBR	4	4	100%	5		5	2.0%	1.220	5	12	15	1	16	57	73	78.1%	50	66	75.8%
	300		30	SBL	5	2	40%	6		6	2.0%	1.220	10	0	10		10	0	10	0.0%	0	10	0.0%
	300	PHF:	30	SBT	56	19	34%	68	5	73	2.0%	1.220	110	44	155		155	781	936	83.4%	181	336	53.9%
	300	0.75	30	SBR	1	0	0%	1		1	2.0%	1.220	2	0	2		2	0	2	0.0%	0	2	0.0%
	300		30	**TEV**	**120**	**52**		**146**	**9**	**155**			**230**	**107**	**337**	**5**	**342**	**1270**	**1612**	**78.8%**	**441**	**783**	**56.3%**
4	400	Tower Road / Boardman Airport Lane	40	EBL	3	0	0%	4		4	2.0%	1.310	5	49	55		55	229	284	80.6%	198	253	78.3%
	400	16 hr Turning Movement Count	40	EBT	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400	Count Date: 6/15/2022	40	EBR	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400	2022	40	WBL	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400		40	WBT	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400		40	WBR	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400		40	NBL	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400		40	NBT	35	23	65%	46		46	2.0%	1.310	70	0	70		70	0	70	0.0%	0	70	0.0%
	400		40	NBR	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400		40	SBL	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400	PHF:	40	SBT	64	19	29%	84		84	2.0%	1.310	125	0	125		125	0	125	0.0%	0	125	0.0%
	400	0.78	40	SBR	1	0	0%	1		1	2.0%	1.310	2	59	60		60	1042	1102	94.6%	242	302	80.1%
	400		40	**TEV**	**103**	**42**		**135**	**0**	**135**			**202**	**108**	**310**	**0**	**310**	**1271**	**1581**	**80.4%**	**440**	**750**	**58.7%**

Project: Morrow County Zone Change TPR
Job #: PERK00000012
Subject: PM Turning Movement Volumes

		Trips	% increase	% of traffic	Trips	% increase	% of traffic
Total	90	Total	1201	78.0%	43.8%	434	28.2%	22.0%
In	27	In	192	25.0%	20.0%	130	16.9%	14.5%
Out	63	Out	1009	130.9%	56.7%	304	39.4%	28.3%

Tax Lot 110

N-S ID	Synchro ID	Intersection		Movement	Collected Counts 2024 1-Hr Volume AM Peak	Existing Count Data: Heavy Vehicle Count	Heavy Vehicle Percentage	2024 Seasonally Adjusted 1-Hr Volume AM Peak	Volume Balancing Adjustments	Existing Conditions 2024 Balanced Volumes AM Peak	Future Year Base Background: Annual Growth Rate	Seasonal Adjustment Factor	2044 Rounded 1-Hr Volume AM Peak	Pipeline Project 2044 Data Center adjecent to site and airport	2044 1-Hr Volume AM Peak	Volume Balancing Adjustment	Future Year Total Background 2044 Balanced Volumes AM Peak	Existing Zone 2044 Project Trip Generation	Future Year Total Build Existing Zone 2044 Existing Zone 1-Hr Volume AM Peak	% of Total Trips Existing Zone 2044 Existing Zone % Trips Generated of Total Build Vol	Proposed Zone 2044 Project Trip Generation	Future Year Total Build Proposed Zone 2044 Proposed Zone 1-Hr Volume AM Peak	% of Total Trips Proposed Zone 2044 Proposed Zone % Trips Generated of Total Build Vol
1	100	I-84 WB Ramps/Tower Road	10	EBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100	16 hr Turning Movement Count	10	EBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100	Count Date: 6/15/2022	10	EBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100	2022	10	WBL	102	36	35%	124		124	2.0%	1.220	185	19	205	2	207	134	341	39.3%	91	298	30.5%
	100		10	WBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100		10	WBR	1	0	0%	1		1	2.0%	1.220	2	0	2		2	0	2	0.0%	0	2	0.0%
	100	Intersection Peak Hour: 4:00 PM-5:00 PM	10	NBL	64	24	38%	78	2	80	2.0%	1.220	120	3	125		125	50	175	28.6%	15	140	10.7%
	100	PM Peak Hour Used: 4:00 PM-5:00 PM	10	NBT	2	0	0%	2		2	2.0%	1.220	3	0	5		5	0	5	0.0%	0	5	0.0%
	100	Volume Difference: 52	10	NBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100		10	SBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100	PHF:	10	SBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100	0.80	10	SBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	100		10	**TEV**	**169**	**60**		**205**	**2**	**207**			**310**	**22**	**337**	**2**	**339**	**184**	**523**	**35.2%**	**106**	**445**	**23.8%**
2	200	I-84 EB Ramps/Tower Road	20	EBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200	16 hr Turning Movement Count	20	EBT	1	1	100%	1		1	2.0%	1.220	2	0	2		2	0	2	0.0%	0	2	0.0%
	200	Count Date: 6/15/2022	20	EBR	78	29	37%	95		95	2.0%	1.220	140	1	140		140	10	150	6.7%	7	147	4.8%
	200	2022	20	WBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200		20	WBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200		20	WBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200	Intersection Peak Hour: 4:00 PM-5:00 PM	20	NBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200	PM Peak Hour Used: 4:00 PM-5:00 PM	20	NBT	67	25	37%	82		82	2.0%	1.220	120	3	125	5	130	50	180	27.8%	15	145	10.3%
	200	Volume Difference: 107	20	NBR	182	28	15%	222		222	2.0%	1.220	330	44	375		375	706	1081	65.3%	213	588	36.2%
	200		20	SBL	1	1	100%	1		1	2.0%	1.220	2	0	2		2	0	2	0.0%	0	2	0.0%
	200	PHF:	20	SBT	100	35	35%	122	1	123	2.0%	1.220	185	19	205		205	134	339	39.5%	91	296	30.7%
	200	0.92	20	SBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	200		20	**TEV**	**429**	**119**		**523**	**1**	**524**			**778**	**67**	**849**	**5**	**854**	**900**	**1754**	**51.3%**	**326**	**1180**	**27.6%**
3	300	Tower Road/Kunze Lane	30	EBL	1	0	0%	1		1	2.0%	1.220	2	0	2		2	0	2	0.0%	0	2	0.0%
	300	16 hr Turning Movement Count	30	EBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	300	Count Date: 6/15/2022	30	EBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	300	2022	30	WBL	14	0	0%	17	9	26	2.0%	1.220	40	7	45		45	48	93	51.6%	33	78	42.3%
	300		30	WBT	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	300		30	WBR	9	2	22%	11		11	2.0%	1.220	15	0	15		15	0	15	0.0%	0	15	0.0%
	300	Intersection Peak Hour: 4:15 PM-5:15 PM	30	NBL	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	300	PM Peak Hour Used: 4:00 PM-5:00 PM	30	NBT	127	11	9%	155		155	2.0%	1.220	230	47	275		275	756	1031	73.3%	228	503	45.3%
	300	Volume Difference: 74	30	NBR	32	0	0%	39		39	2.0%	1.220	60	16	75		75	252	327	77.1%	76	151	50.3%
	300		30	SBL	29	4	14%	35		35	2.0%	1.220	50	0	50		50	0	50	0.0%	0	50	0.0%
	300	PHF:	30	SBT	28	6	21%	34	10	44	2.0%	1.220	65	20	85		85	144	229	62.9%	98	183	53.6%
	300	0.86	30	SBR	0	0	0%	0		0	2.0%	1.220	0	0	0		0	0	0		0	0	
	300		30	**TEV**	**240**	**23**		**292**	**19**	**311**			**462**	**90**	**547**	**0**	**547**	**1200**	**1747**	**68.7%**	**435**	**982**	**44.3%**
4	400	Tower Road / Boardman Airport Lane	40	EBL	2	0	0%	3		3	2.0%	1.310	5	63	70		70	1009	1079	93.5%	304	374	81.3%
	400	16 hr Turning Movement Count	40	EBT	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400	Count Date: 6/15/2022	40	EBR	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400	2022	40	WBL	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400		40	WBT	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400		40	WBR	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400		40	NBL	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400		40	NBT	144	32	22%	188	3	191	2.0%	1.310	285	0	285		285	0	285	0.0%	0	285	0.0%
	400		40	NBR	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400		40	SBL	0	0	0%	0		0	2.0%	1.310	0	0	0		0	0	0		0	0	
	400	PHF:	40	SBT	53	21	39%	70		70	2.0%	1.310	105	0	105	4	109	0	109	0.0%	0	109	0.0%
	400	0.75	40	SBR	0	0	0%	0		0	2.0%	1.310	0	27	25	1	26	192	218	88.1%	130	156	83.3%
	400		40	**TEV**	**199**	**53**		**261**	**3**	**264**			**395**	**90**	**485**	**5**	**490**	**1201**	**1691**	**71.0%**	**434**	**924**	**47.0%**

APPENDIX D:
HCM 7 SYNCHRO REPORTS

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	104	2	1	43	1	0	0	1	0
Future Vol, veh/h	0	0	0	104	2	1	43	1	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	0	0	39	0	0	69	0	0	0	0	0
Mvmt Flow	0	0	0	127	2	1	52	1	0	0	1	0

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	107	107	1	1	0	-	-	-	0
Stage 1	106	106	-	-	-	-	-	-	-
Stage 2	1	1	-	-	-	-	-	-	-
Critical Hdwy	6.79	6.5	6.2	4.79	-	-	-	-	-
Critical Hdwy Stg 1	5.79	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.79	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.851	4	3.3	2.821	-	-	-	-	-
Pot Cap-1 Maneuver	808	787	1089	1275	-	0	0	-	-
Stage 1	834	811	-	-	-	0	0	-	-
Stage 2	934	899	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	775	0	1089	1275	-	-	-	-	-
Mov Cap-2 Maneuver	775	0	-	-	-	-	-	-	-
Stage 1	799	0	-	-	-	-	-	-	-
Stage 2	934	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.57	7.76	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1274	-	777	-	-
HCM Lane V/C Ratio	0.041	-	0.168	-	-
HCM Control Delay (s/veh)	7.9	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	35	0	0	0	0	44	93	0	105	0
Future Vol, veh/h	0	0	35	0	0	0	0	44	93	0	105	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	69	0	0	0	0	66	66	0	37	0
Mvmt Flow	0	0	38	0	0	0	0	47	100	0	113	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	160	260	113	-	0	0	147	0	0
Stage 1	113	113	-	-	-	-	-	-	-
Stage 2	47	147	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.89	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.921	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	835	648	786	0	-	-	1447	-	0
Stage 1	917	806	-	0	-	-	-	-	0
Stage 2	980	779	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	835	0	786	-	-	-	1447	-	-
Mov Cap-2 Maneuver	810	0	-	-	-	-	-	-	-
Stage 1	917	0	-	-	-	-	-	-	-
Stage 2	980	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.81	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	786	1447	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s/veh)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	2	10	0	9	0	45	5	6	73	1
Future Vol, veh/h	4	0	2	10	0	9	0	45	5	6	73	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	100	20	0	14	0	62	100	40	34	0
Mvmt Flow	5	0	3	13	0	12	0	60	7	8	97	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	174	181	98	177	178	63	99	0	0	67	0	0
Stage 1	114	114	-	63	63	-	-	-	-	-	-	-
Stage 2	60	67	-	113	115	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	7.2	7.3	6.5	6.34	4.1	-	-	4.5	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	4.2	3.68	4	3.426	2.2	-	-	2.56	-	-
Pot Cap-1 Maneuver	793	717	746	747	719	968	1507	-	-	1325	-	-
Stage 1	896	805	-	904	846	-	-	-	-	-	-	-
Stage 2	957	843	-	850	805	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	778	712	746	740	715	968	1507	-	-	1325	-	-
Mov Cap-2 Maneuver	778	712	-	740	715	-	-	-	-	-	-	-
Stage 1	890	800	-	904	846	-	-	-	-	-	-	-
Stage 2	945	843	-	841	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.74	9.46	0	0.58
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1507	-	-	767	833	135	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.03	0.006	-	-
HCM Control Delay (s/veh)	0	-	-	9.7	9.5	7.7	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	46	84	1
Future Vol, veh/h	4	0	0	46	84	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	65	29	0
Mvmt Flow	5	0	0	59	108	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	167	108	109	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	828	951	1494	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	828	951	1494	-	-	-
Mov Cap-2 Maneuver	828	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.38	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	828	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s/veh)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	124	0	1	80	2	0	0	0	0
Future Vol, veh/h	0	0	0	124	0	1	80	2	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	35	0	0	38	0	0	0	0	0
Mvmt Flow	0	0	0	155	0	1	100	3	0	0	0	0

Major/Minor	Minor1			Major1					Major2		
Conflicting Flow All	204	204	3	1	0	-	-	-	0		
Stage 1	203	203	-	-	-	-	-	-	-		
Stage 2	1	1	-	-	-	-	-	-	-		
Critical Hdwy	6.75	6.5	6.2	4.48	-	-	-	-	-		
Critical Hdwy Stg 1	5.75	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.75	5.5	-	-	-	-	-	-	-		
Follow-up Hdwy	3.815	4	3.3	2.542	-	-	-	-	-		
Pot Cap-1 Maneuver	716	696	1087	1415	-	0	0	-	-		
Stage 1	759	738	-	-	-	0	0	-	-		
Stage 2	942	899	-	-	-	0	0	-	-		
Platoon blocked, %					-			-	-		
Mov Cap-1 Maneuver	665	0	1087	1415	-	-	-	-	-		
Mov Cap-2 Maneuver	665	0	-	-	-	-	-	-	-		
Stage 1	705	0	-	-	-	-	-	-	-		
Stage 2	942	0	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s/v	12.03	7.55	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1413	-	667	-	-
HCM Lane V/C Ratio	0.071	-	0.234	-	-
HCM Control Delay (s/veh)	7.7	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	95	0	0	0	0	82	222	1	123	0
Future Vol, veh/h	0	1	95	0	0	0	0	82	222	1	123	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	100	37	0	0	0	0	37	15	100	35	0
Mvmt Flow	0	1	103	0	0	0	0	89	241	1	134	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	225	466	134	-	0	0	330	0	0
Stage 1	136	136	-	-	-	-	-	-	-
Stage 2	89	330	-	-	-	-	-	-	-
Critical Hdwy	6.4	7.5	6.57	-	-	-	5.1	-	-
Critical Hdwy Stg 1	5.4	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.633	-	-	-	3.1	-	-
Pot Cap-1 Maneuver	768	376	830	0	-	-	836	-	0
Stage 1	896	630	-	0	-	-	-	-	0
Stage 2	939	502	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	767	0	830	-	-	-	836	-	-
Mov Cap-2 Maneuver	767	0	-	-	-	-	-	-	-
Stage 1	896	0	-	-	-	-	-	-	-
Stage 2	938	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.96	0	0.08
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	830	15	-
HCM Lane V/C Ratio	-	-	0.126	0.001	-
HCM Control Delay (s/veh)	-	-	10	9.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	26	0	11	0	155	39	35	44	0
Future Vol, veh/h	1	0	0	26	0	11	0	155	39	35	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	22	0	9	0	14	21	0
Mvmt Flow	1	0	0	30	0	13	0	180	45	41	51	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	313	358	51	335	335	203	51	0	0	226	0	0
Stage 1	133	133	-	203	203	-	-	-	-	-	-	-
Stage 2	180	226	-	133	133	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.42	4.1	-	-	4.24	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.498	2.2	-	-	2.326	-	-
Pot Cap-1 Maneuver	644	571	1023	622	588	790	1568	-	-	1275	-	-
Stage 1	876	790	-	804	737	-	-	-	-	-	-	-
Stage 2	826	721	-	876	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	612	553	1023	602	569	790	1568	-	-	1275	-	-
Mov Cap-2 Maneuver	612	553	-	602	569	-	-	-	-	-	-	-
Stage 1	847	764	-	804	737	-	-	-	-	-	-	-
Stage 2	813	721	-	847	764	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.89	10.96	0	3.51
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1568	-	-	612	647	797	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.066	0.032	-	-
HCM Control Delay (s/veh)	0	-	-	10.9	11	7.9	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	191	70	0
Future Vol, veh/h	3	0	0	191	70	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	22	39	0
Mvmt Flow	4	0	0	255	93	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	348	93	93	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	653	969	1514	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	653	969	1514	-	-	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.55	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	653	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s/veh)	0	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	363.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	974	5	2	81	2	0	0	2	0
Future Vol, veh/h	0	0	0	974	5	2	81	2	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	0	0	39	0	0	69	0	0	0	0	0
Mvmt Flow	0	0	0	1188	6	2	99	2	0	0	2	0

Major/Minor	Minor1			Major1					Major2		
Conflicting Flow All	202	202	2	2	0	-	-	-	0		
Stage 1	200	200	-	-	-	-	-	-	-		
Stage 2	2	2	-	-	-	-	-	-	-		
Critical Hdwy	6.79	6.5	6.2	4.79	-	-	-	-	-		
Critical Hdwy Stg 1	5.79	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.79	5.5	-	-	-	-	-	-	-		
Follow-up Hdwy	3.851	4	3.3	2.821	-	-	-	-	-		
Pot Cap-1 Maneuver	~ 710	697	1088	1273	-	0	0	-	-		
Stage 1	~ 753	739	-	-	-	0	0	-	-		
Stage 2	~ 932	898	-	-	-	0	0	-	-		
Platoon blocked, %					-			-	-		
Mov Cap-1 Maneuver	~ 655	0	1088	1273	-	-	-	-	-		
Mov Cap-2 Maneuver	~ 655	0	-	-	-	-	-	-	-		
Stage 1	~ 694	0	-	-	-	-	-	-	-		
Stage 2	~ 932	0	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s/v	$ 394.05	7.87	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1271	-	655	-	-
HCM Lane V/C Ratio	0.078	-	1.826	-	-
HCM Control Delay (s/veh)	8.1	0	$ 394	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	73.7	-	-

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

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	0	107	0	0	0	0	83	375	0	976	0
Future Vol, veh/h	0	0	107	0	0	0	0	83	375	0	976	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	69	0	0	0	0	66	66	0	37	0
Mvmt Flow	0	0	115	0	0	0	0	89	403	0	1049	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1139	1542	1049	-	0	0	492	0	0
Stage 1	1049	1049	-	-	-	-	-	-	-
Stage 2	89	492	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.89	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.921	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	225	116	207	0	-	-	1081	-	0
Stage 1	340	307	-	0	-	-	-	-	0
Stage 2	939	551	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	225	0	207	-	-	-	1081	-	-
Mov Cap-2 Maneuver	296	0	-	-	-	-	-	-	-
Stage 1	340	0	-	-	-	-	-	-	-
Stage 2	939	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	42.29	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	207	1081	-
HCM Lane V/C Ratio	-	-	0.557	-	-
HCM Control Delay (s/veh)	-	-	42.3	0	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	3	0	-

Intersection	
Int Delay, s/veh	666

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	306	0	15	0	320	88	10	986	2
Future Vol, veh/h	5	0	5	306	0	15	0	320	88	10	986	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	100	20	0	14	0	62	100	40	34	0
Mvmt Flow	7	0	7	408	0	20	0	427	117	13	1315	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1769	1887	1316	1827	1829	485	1317	0	0	544	0	0
Stage 1	1343	1343	-	485	485	-	-	-	-	-	-	-
Stage 2	427	544	-	1341	1344	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	7.2	7.3	6.5	6.34	4.1	-	-	4.5	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	4.2	3.68	4	3.426	2.2	-	-	2.56	-	-
Pot Cap-1 Maneuver	66	71	121	~ 53	77	558	531	-	-	859	-	-
Stage 1	189	223	-	531	555	-	-	-	-	-	-	-
Stage 2	610	522	-	~ 172	222	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	67	121	~ 47	73	558	531	-	-	859	-	-
Mov Cap-2 Maneuver	60	67	-	~ 47	73	-	-	-	-	-	-	-
Stage 1	178	210	-	531	555	-	-	-	-	-	-	-
Stage 2	588	522	-	~ 153	210	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	58.87	$ 3601.99	0	0.09
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	531	-	-	80	49	18	-	-
HCM Lane V/C Ratio	-	-	-	0.167	8.653	0.016	-	-
HCM Control Delay (s/veh)	0	-	-	58.9	$ 3602	9.3	0	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	50.5	0	-	-

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

Intersection	
Int Delay, s/veh	52.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	284	0	0	125	195	1102
Future Vol, veh/h	284	0	0	125	195	1102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	65	29	0
Mvmt Flow	364	0	0	160	250	1413

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1117	956	1663	0	-	0
Stage 1	956	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 232	315	392	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 232	315	392	-	-	-
Mov Cap-2 Maneuver	~ 232	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $/3	315.36	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	392	-	232	-	-
HCM Lane V/C Ratio	-	-	1.572	-	-
HCM Control Delay (s/veh)	0	-	$ 315.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	22.6	-	-

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

Intersection	
Int Delay, s/veh	59.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	361	0	2	175	5	0	0	0	0
Future Vol, veh/h	0	0	0	361	0	2	175	5	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	35	0	0	38	0	0	0	0	0
Mvmt Flow	0	0	0	451	0	3	219	6	0	0	0	0

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	445	445	6	1	0	-	-	-	0
Stage 1	444	444	-	-	-	-	-	-	-
Stage 2	1	1	-	-	-	-	-	-	-
Critical Hdwy	6.75	6.5	6.2	4.48	-	-	-	-	-
Critical Hdwy Stg 1	5.75	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.75	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.815	4	3.3	2.542	-	-	-	-	-
Pot Cap-1 Maneuver	514	511	1082	1415	-	0	0	-	-
Stage 1	582	579	-	-	-	0	0	-	-
Stage 2	942	899	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 434	0	1082	1415	-	-	-	-	-
Mov Cap-2 Maneuver	~ 434	0	-	-	-	-	-	-	-
Stage 1	492	0	-	-	-	-	-	-	-
Stage 2	942	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	85.63	7.79	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1410	-	436	-	-
HCM Lane V/C Ratio	0.155	-	1.042	-	-
HCM Control Delay (s/veh)	8	0	85.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	14.2	-	-

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

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	155	0	0	0	0	180	1131	2	359	0
Future Vol, veh/h	0	2	155	0	0	0	0	180	1131	2	359	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	100	37	0	0	0	0	37	15	100	35	0
Mvmt Flow	0	2	168	0	0	0	0	196	1229	2	390	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	590	1820	390	-	0	0	1425	0	0
Stage 1	395	395	-	-	-	-	-	-	-
Stage 2	196	1425	-	-	-	-	-	-	-
Critical Hdwy	6.4	7.5	6.57	-	-	-	5.1	-	-
Critical Hdwy Stg 1	5.4	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.633	-	-	-	3.1	-	-
Pot Cap-1 Maneuver	473	45	588	0	-	-	268	-	0
Stage 1	685	466	-	0	-	-	-	-	0
Stage 2	842	127	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	468	0	588	-	-	-	268	-	-
Mov Cap-2 Maneuver	551	0	-	-	-	-	-	-	-
Stage 1	685	0	-	-	-	-	-	-	-
Stage 2	833	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	588	10	-
HCM Lane V/C Ratio	-	-	0.29	0.008	-
HCM Control Delay (s/veh)	-	-	13.6	18.6	0
HCM Lane LOS	-	-	B	C	A
HCM 95th %tile Q(veh)	-	-	1.2	0	-

Intersection	
Int Delay, s/veh	64

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	103	0	15	0	1086	347	50	254	0
Future Vol, veh/h	2	0	0	103	0	15	0	1086	347	50	254	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	22	0	9	0	14	21	0
Mvmt Flow	2	0	0	120	0	17	0	1263	403	58	295	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1674	2078	295	1876	1876	1465	295	0	0	1666	0	0
Stage 1	412	412	-	1465	1465	-	-	-	-	-	-	-
Stage 2	1263	1666	-	412	412	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.42	4.1	-	-	4.24	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.498	2.2	-	-	2.326	-	-
Pot Cap-1 Maneuver	77	54	749	~ 55	72	142	1278	-	-	355	-	-
Stage 1	621	598	-	161	195	-	-	-	-	-	-	-
Stage 2	210	155	-	621	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	54	44	749	~ 44	58	142	1278	-	-	355	-	-
Mov Cap-2 Maneuver	54	44	-	~ 44	58	-	-	-	-	-	-	-
Stage 1	500	481	-	161	195	-	-	-	-	-	-	-
Stage 2	184	155	-	500	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	74.57	$ 998.16	0	2.81
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1278	-	-	54	49	296	-	-
HCM Lane V/C Ratio	-	-	-	0.043	2.816	0.164	-	-
HCM Control Delay (s/veh)	0	-	-	74.6	$ 998.2	17.1	0	-
HCM Lane LOS	A	-	-	F	F	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	14.6	0.6	-	-

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

Intersection	
Int Delay, s/veh	844.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1079	0	0	355	139	218
Future Vol, veh/h	1079	0	0	355	139	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	22	39	0
Mvmt Flow	1439	0	0	473	185	291

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	804	331	476	0	-	0
Stage 1	331	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 355	716	1097	-	-	-
Stage 1	~ 732	-	-	-	-	-
Stage 2	~ 631	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 355	716	1097	-	-	-
Mov Cap-2 Maneuver	~ 355	-	-	-	-	-
Stage 1	~ 732	-	-	-	-	-
Stage 2	~ 631	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 1402.18	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1097	-	355	-	-
HCM Lane V/C Ratio	-	-	4.053	-	-
HCM Control Delay (s/veh)	0	-	$ 1402.2	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	139.3	-	-

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

Intersection	
Int Delay, s/veh	23.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	414	5	2	80	2	0	0	2	0
Future Vol, veh/h	0	0	0	414	5	2	80	2	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	0	0	39	0	0	69	0	0	0	0	0
Mvmt Flow	0	0	0	505	6	2	98	2	0	0	2	0

Major/Minor	Minor1			Major1				Major2		
Conflicting Flow All	200	200	2	2	0	-	-	-	0	
Stage 1	198	198	-	-	-	-	-	-	-	
Stage 2	2	2	-	-	-	-	-	-	-	
Critical Hdwy	6.79	6.5	6.2	4.79	-	-	-	-	-	
Critical Hdwy Stg 1	5.79	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.79	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.851	4	3.3	2.821	-	-	-	-	-	
Pot Cap-1 Maneuver	712	699	1088	1273	-	0	0	-	-	
Stage 1	755	741	-	-	-	0	0	-	-	
Stage 2	932	898	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	657	0	1088	1273	-	-	-	-	-	
Mov Cap-2 Maneuver	657	0	-	-	-	-	-	-	-	
Stage 1	697	0	-	-	-	-	-	-	-	
Stage 2	932	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	27.02	7.87	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1271	-	659	-	-
HCM Lane V/C Ratio	0.077	-	0.779	-	-
HCM Control Delay (s/veh)	8.1	0	27	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	7.5	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	67	0	0	0	0	82	354	0	416	0
Future Vol, veh/h	0	0	67	0	0	0	0	82	354	0	416	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	69	0	0	0	0	66	66	0	37	0
Mvmt Flow	0	0	72	0	0	0	0	88	381	0	447	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	535	916	447	-	0	0	469	0	0
Stage 1	447	447	-	-	-	-	-	-	-
Stage 2	88	469	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.89	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.921	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	509	274	493	0	-	-	1103	-	0
Stage 1	648	577	-	0	-	-	-	-	0
Stage 2	940	564	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	509	0	493	-	-	-	1103	-	-
Mov Cap-2 Maneuver	561	0	-	-	-	-	-	-	-
Stage 1	648	0	-	-	-	-	-	-	-
Stage 2	940	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.55	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	493	1103	-
HCM Lane V/C Ratio	-	-	0.146	-	-
HCM Control Delay (s/veh)	-	-	13.6	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	106	0	15	0	298	81	10	386	2
Future Vol, veh/h	5	0	5	106	0	15	0	298	81	10	386	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	100	20	0	14	0	62	100	40	34	0
Mvmt Flow	7	0	7	141	0	20	0	397	108	13	515	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	940	1048	516	993	995	451	517	0	0	505	0	0
Stage 1	543	543	-	451	451	-	-	-	-	-	-	-
Stage 2	397	505	-	541	544	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	7.2	7.3	6.5	6.34	4.1	-	-	4.5	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.3	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	4.2	3.68	4	3.426	2.2	-	-	2.56	-	-
Pot Cap-1 Maneuver	246	230	406	208	247	584	1059	-	-	890	-	-
Stage 1	528	523	-	554	574	-	-	-	-	-	-	-
Stage 2	632	543	-	494	522	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	225	406	200	241	584	1059	-	-	890	-	-
Mov Cap-2 Maneuver	232	225	-	200	241	-	-	-	-	-	-	-
Stage 1	517	512	-	554	574	-	-	-	-	-	-	-
Stage 2	611	543	-	476	511	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.75	57.43	0	0.23
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1059	-	-	296	218	45	-	-
HCM Lane V/C Ratio	-	-	-	0.045	0.74	0.015	-	-
HCM Control Delay (s/veh)	0	-	-	17.7	57.4	9.1	0	-
HCM Lane LOS	A	-	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	5	0	-	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	253	0	0	125	195	302
Future Vol, veh/h	253	0	0	125	195	302
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	65	29	0
Mvmt Flow	324	0	0	160	250	387

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	604	444	637	0	-	0
Stage 1	444	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	465	618	956	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	465	618	956	-	-	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	28.75	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	956	-	465	-	-
HCM Lane V/C Ratio	-	-	0.698	-	-
HCM Control Delay (s/veh)	0	-	28.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	5.3	-	-

Intersection	
Int Delay, s/veh	25.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	318	0	2	140	5	0	0	0	0
Future Vol, veh/h	0	0	0	318	0	2	140	5	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	35	0	0	38	0	0	0	0	0
Mvmt Flow	0	0	0	398	0	3	175	6	0	0	0	0

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	358	358	6	1	0	-	-	-	0
Stage 1	356	356	-	-	-	-	-	-	-
Stage 2	1	1	-	-	-	-	-	-	-
Critical Hdwy	6.75	6.5	6.2	4.48	-	-	-	-	-
Critical Hdwy Stg 1	5.75	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.75	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.815	4	3.3	2.542	-	-	-	-	-
Pot Cap-1 Maneuver	580	572	1082	1415	-	0	0	-	-
Stage 1	641	632	-	-	-	0	0	-	-
Stage 2	942	899	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	508	0	1082	1415	-	-	-	-	-
Mov Cap-2 Maneuver	508	0	-	-	-	-	-	-	-
Stage 1	562	0	-	-	-	-	-	-	-
Stage 2	942	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	33.22	7.63	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1410	-	510	-	-
HCM Lane V/C Ratio	0.124	-	0.785	-	-
HCM Control Delay (s/veh)	7.9	0	33.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.4	-	7.2	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	152	0	0	0	0	145	638	2	316	0
Future Vol, veh/h	0	2	152	0	0	0	0	145	638	2	316	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	100	37	0	0	0	0	37	15	100	35	0
Mvmt Flow	0	2	165	0	0	0	0	158	693	2	343	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	505	1199	343	-	0	0	851	0	0
Stage 1	348	348	-	-	-	-	-	-	-
Stage 2	158	851	-	-	-	-	-	-	-
Critical Hdwy	6.4	7.5	6.57	-	-	-	5.1	-	-
Critical Hdwy Stg 1	5.4	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.633	-	-	-	3.1	-	-
Pot Cap-1 Maneuver	530	123	626	0	-	-	491	-	0
Stage 1	719	492	-	0	-	-	-	-	0
Stage 2	876	267	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	527	0	626	-	-	-	491	-	-
Mov Cap-2 Maneuver	594	0	-	-	-	-	-	-	-
Stage 1	719	0	-	-	-	-	-	-	-
Stage 2	871	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.83	0	0.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	626	11	-
HCM Lane V/C Ratio	-	-	0.267	0.004	-
HCM Control Delay (s/veh)	-	-	12.8	12.4	0
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	88	0	15	0	558	171	50	208	0
Future Vol, veh/h	2	0	0	88	0	15	0	558	171	50	208	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	22	0	9	0	14	21	0
Mvmt Flow	2	0	0	102	0	17	0	649	199	58	242	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1007	1206	242	1106	1106	748	242	0	0	848	0	0
Stage 1	358	358	-	748	748	-	-	-	-	-	-	-
Stage 2	649	848	-	358	358	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.42	4.1	-	-	4.24	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.498	2.2	-	-	2.326	-	-
Pot Cap-1 Maneuver	221	185	802	189	212	381	1336	-	-	741	-	-
Stage 1	664	631	-	407	423	-	-	-	-	-	-	-
Stage 2	462	381	-	664	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	168	802	172	193	381	1336	-	-	741	-	-
Mov Cap-2 Maneuver	192	168	-	172	193	-	-	-	-	-	-	-
Stage 1	604	574	-	407	423	-	-	-	-	-	-	-
Stage 2	441	381	-	604	574	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	23.97	53.21	0	1.99
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	192	187	349	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.64	0.078	-	-
HCM Control Delay (s/veh)	0	-	-	24	53.2	10.3	0	-
HCM Lane LOS	A	-	-	C	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0	3.7	0.3	-	-

Intersection	
Int Delay, s/veh	70.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	374	0	0	355	139	156
Future Vol, veh/h	374	0	0	355	139	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	22	39	0
Mvmt Flow	499	0	0	473	185	208

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	763	289	393	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 375	755	1176	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 375	755	1176	-	-	-
Mov Cap-2 Maneuver	~ 375	-	-	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	194.25	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1176	-	375	-	-
HCM Lane V/C Ratio	-	-	1.328	-	-
HCM Control Delay (s/veh)	0	-	194.2	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	23.4	-	-

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