



January 26, 2026, ***Revised April 15, 2026***

Andiamo
Attention: Chip Addabbo
PO Box 3974
Salem, Oregon 97302

Sent via email to: chip@andiamoco.com

Re: **Santiam Christian Elementary School – Adair Village, Oregon**
Traffic Impact Study (TIS)

C&A Project Number 20240201.00

Dear Mr. Addabbo,

This Traffic Impact Study (TIS) supports the proposed Santiam Christian Elementary School in Adair Village, Oregon. The following items are addressed:

1. Property Description and Proposed Development
2. Study Parameters
3. Adair Village Transportation System Plan (TSP)
4. Existing Conditions
5. Site Development
6. Site Circulation
7. Intersection Analysis
8. Sight Distance Analysis
9. Site Access
10. Additional Completeness Related Items
11. Summary

1. PROPERTY DESCRIPTION AND PROPOSED DEVELOPMENT

The proposed Santiam Christian development includes an elementary school and improved parking and motor vehicle circulation areas in Adair Village, Oregon. The applicant proposes to construct a new elementary school in the southeast portion of the campus, replacing an existing school that will be demolished, along with parking and circulation areas to the south and east, as illustrated in the attached Circulation Plans.

The new school building will allow for programmatic changes to existing classroom use and a modest increase in student enrollment. The improvements also modify motor vehicle circulation patterns to provide additional storage for parent drop-off and pick-up queues, and they separate the bus and automobile circulation areas.

2. STUDY PARAMETERS

Neither the Adair Village Land Use Development Code nor the Benton County Development Code identifies specific trip-generation thresholds (e.g., the number of new peak-hour or daily trips) that automatically require a Traffic Impact Study. Instead, traffic analysis requirements are implemented through development review on a case-by-case basis if a proposed development could affect capacity, safety, access, or road facilities.

Specifically, for site plan applications, the Adair Village Land Use Development Code Section 2.140(19) states, *“The estimated number of generated trips per day from each mode of travel by type: employees, customers, shipping, receiving, etc. A Traffic Assessment and possibly a Traffic Impact Study may be required if warranted by the traffic impact.”*

In support of this land use application, a January 26, 2026, Santiam Christian Elementary School TIS was prepared and submitted to the city of Adair Village, with the finding that the increase in trip generation from the proposed development is small, and the resulting impacts will not cause the transportation system to exceed mobility standards.

Following the City's review of the January TIS and the associated application materials (prepared by others), the City issued a February 13, 2026, Determination of Incompleteness letter. Items contained in the City's letter identify the following transportation-related materials required for completeness:

8. Trip Generation / Traffic Assessment (2.140(19))

Upon review of the submitted Traffic Impact Study (TIS), the following items have been identified as incomplete or deficient. The information provided is insufficient to fully evaluate potential transportation impacts and compliance with applicable circulation and access standards:

a. Peak Hour Queuing and On-Site Stacking Analysis

The study does not include a quantitative analysis of vehicle queue lengths or on-site stacking capacity for parent drop-off and pick-up operations. Given the relocation of approximately 350 elementary students to the southeast circulation area, an evaluation of internal storage capacity and potential queue spillback to adjacent roadways is required.

b. Detailed Bell Schedule and Operational Phasing

The analysis does not include detailed school start and dismissal schedules by grade level, including staggered release times, preschool operations, or after-school care. This information is necessary to verify peak traffic timing assumptions and roadway system overlap.

c. Special Event and After-Hours Traffic Analysis

No information is provided regarding evening or weekend activities such as sporting events, performances, assemblies, or other campus functions that may generate traffic volumes exceeding typical weekday conditions.

d. Pedestrian and Bicycle Circulation Analysis

While existing roadway facilities are inventoried, the study does not evaluate pedestrian or bicycle travel patterns, student walk/bike activity, crossing locations, or separation of pedestrian routes from vehicle queuing areas.

e. Private Access Road Capacity – NE Birch Lane

Traffic associated with elementary drop-off and pick-up operations is proposed to be shifted to NE Birch Lane, which is identified as a private roadway. The study does not provide documentation regarding roadway width, ownership, maintenance responsibility, access easements, or its capacity to accommodate increased traffic volumes.

f. Intersection Operations Evaluation

The study concludes that transportation system impacts will be minimal; however, no intersection capacity or level-of-service analysis is provided for affected study intersections, including NE Arnold Avenue intersections.

g. Sight Distance Documentation

The report states that adequate sight distance exists at the NE Arnold Avenue / NE Birch Lane intersection, but does not include field measurement exhibits, diagrams, or AASHTO-based stopping sight distance calculations supporting this conclusion.

h. Fire and Emergency Access Coordination

Existing queuing conditions are acknowledged as having the potential to obstruct emergency response access; however, the study does not document coordination with the Fire District or evaluate emergency vehicle circulation under proposed conditions.

i. Trip Generation Methodology Clarification

Trip generation is based on ITE average rates but does not include localized data, observed school operations, carpool rates, or bus ridership assumptions that may influence actual trip generation characteristics.

The following materials presented in this TIS include revisions to the January TIS to fully address the City's review comments.

3. ADAIR VILLAGE TRANSPORTATION SYSTEM PLAN (TSP)

The 2019 Adair Village Transportation System Plan (TSP) sets the vision for the City's transportation system for the next 20 years and beyond. Adair Village receives most of its street fund revenue from the State Highway Trust Fund. If the City's growth meets expectations, it will generate over \$500,000 from System Development Charges by 2040; however, major transportation system improvements will require supplemental funding sources.

Adair Village is expected to have roughly \$1.4 million available for transportation system improvements through the 2040 planning horizon, with most funding coming from federal and State discretionary programs. Projections over the planning horizon indicate that no discretionary funds are available to escalate 'desired' projects to the *Financially Constrained* list. As a result, there are only two Adair Village-led solution projects on the *Financially Constrained* list, as shown in the table below.

TABLE 1 – ADAIR VILLAGE TSP FINANCIALLY CONSTRAINED PROJECT LIST		
Project ID	Project Name	Cost
AdVAT-01	Adair Frontage Road Active Transportation Corridor	\$100,000
AdVAT-12	Arnold Avenue – Adair County Park Shared-use Path	\$1,150,000

It is additionally noted that the TSP operations analysis finds that the NE Arnold Avenue/NE Laurel Avenue intersection operates well under the City's mobility standard in the 2017 existing and 2040 plan years. As such, the small increase in trip generation associated with the school will not significantly affect intersection operations.

4. EXISTING CONDITIONS

The Santiam Christian property is currently developed with a school campus and associated amenities. The primary points of access to the school buildings for motor vehicle circulation include:

- **Northwest corner of campus** (via Marcus Harris Avenue and direct access to NE Arnold Avenue). These locations provide access to a large staff and student parking area that also serves as the primary drop-off and pick-up location for students in grades 1-12.
- **Southeast corner of campus** (via NE Birch Lane). This roadway provides access to the parking area for high school seniors and to the drop-off and pick-up area for pre-kindergarten and kindergarten students.

Roadway Facilities

The following table summarizes existing roadway classifications and characteristics within the study area.

TABLE 2 – EXISTING ROADWAY CHARACTERISTICS						
Roadway	Functional Classification	Lanes	Speed Limit (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
NE Arnold Avenue	Minor Collector	2	35 (20 in School Zone)	Yes	Yes	No
NE Laurel Drive	Local	2	15	Yes	No	No
NE Marcus Harris Avenue	Private	2	Not Posted	No	No	No
NE Vandenberg Avenue	Minor Collector/Private	2	Not Posted	No	No	No
NE Birch Lane	Private	2	Not Posted	No	No	No

Safety Analysis

When evaluating roadway and intersection safety, consideration is given to the number and types of crashes occurring, as well as the number of vehicles traveling on a roadway segment or entering the intersection. This leads to the concept known as the “crash rate.” Specific to intersections, it is typically expressed as the number of crashes per one million vehicles entering the intersection (CMEV). A critical crash rate analysis is then performed by comparing the subject intersection with the published statewide 90th-percentile intersection crash rates at comparable/reference intersections. Crash rates near or exceeding 1.0 CMEV, or the 90th-percentile rate, require further analysis.

Crash data for Arnold Avenue in the project area were obtained from the Oregon Department of Transportation (ODOT) for five years, from January 1, 2019, through December 31, 2023, and are attached for reference. Based on this data, there were three crashes in the study area, which are described as follows:

- Two crashes occurred at the NE Arnold Avenue/NE Laurel Drive intersection. One was a rear-end crash, and the other was a turning-movement crash. Both crashes are coded to the NE Laurel Drive intersection, and the turning-movement crash clearly involved that roadway. However, it is unclear if the rear-end crash was directly related to that intersection or if it was related to the Santiam Christian parking lot access on the south side of NE Arnold Avenue. Regardless, the number of crashes is very low, and this roadway section is considered relatively safe; further safety analysis is not warranted.
- One crash occurred immediately east of the 90-degree curve where NE Birch Lane intersects NE Arnold Avenue. The crash involved a single westbound vehicle traveling too fast for conditions that ran off the roadway and struck a fixed object. Overall, the number of crashes is very low, and this roadway section and the nearby intersection are considered relatively safe; further safety analysis is not warranted.

5. SITE DEVELOPMENT

Development Assumptions

The campus currently has several classroom buildings, and the applicant proposes constructing a new (replacement) elementary school and associated parking area. The new school building will allow for programmatic changes to the existing classroom uses and a modest increase in student enrollment. The following presents the current and projected school enrollment and classroom uses:

TABLE 3 – SANTIAM CHRISTIAN SCHOOL ENROLLMENT			
School Description	Existing Enrollment (2025/2026)	Projected Enrollment (2029/2030)	Change
Preschool	61	70	9
Elementary	331	350	19
Middle/Junior High	117	120	3
High School	233	275	42
Total	742	815	73

As illustrated in the table above, the new classroom area will allow the school to accommodate a total of 815 students, an increase of 73 students over the current enrollment.

Development Trip Generation

Development trip generation is estimated using two methods: the recommended engineering practice as identified in the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, 3rd Edition, and, at the City's request, using local data.

Trip Generation Using Institute of Transportation Engineers Data

Using the ITE *Trip Generation Manual*, 12th Edition, and recommended practices from the ITE *Trip Generation Handbook*, 3rd Edition, the following table presents the trip generation resulting from a 73-student enrollment increase.

TABLE 4 – DEVELOPMENT TRIP GENERATION – USING ITE DATA ¹												
Development	ITE Code	Size	Daily Trips	AM Peak-Hour of the Roadway			PM Peak-Hour of the Roadway			PM Peak-Hour of the School		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Private School (K-12)	532	73 Students	148 ²	35	20	55	6	8	14	15	22	37

¹ Trip generation estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

² Daily trip generation data is not available for ITE Land Use 532. Therefore, the daily trip generation rate is estimated using a weighted average of the daily rates for public schools (ITE Land uses 520, 522, and 525).

As illustrated in the table above, using ITE data, the new classroom area and increased enrollment generate 148 additional daily trips, 55 AM peak-hour trips, 14 PM peak-hour (of the roadway) trips, and 37 PM peak-hour (of the school) trips. The PM peak-hour of the school, which does not coincide with the PM peak-hour of the roadway system, has higher trip generation, and this time period is considered in the *Intersection Analysis* section of this TIS.

Trip Generation Using Local Data

At the City’s request, development trip generation is also estimated using existing local data; however, as a cautionary note, materials in the ITE *Trip Generation Handbook*, 3rd Edition state, “While many analysts and local officials feel their area is somehow unique, this can lead to a conclusion that this uniqueness means vehicle trip generation characteristics in their area are different from those in the national database. However, it is the experience of the professionals who prepared the guidance contained in this Handbook that differences in trip generation between sites have more to do with the site context and setting than exclusively with geography.”

To estimate the existing Santiam Christian School peak-hour trip generation, traffic counts were obtained to determine existing school trip generation rates, which were then used to project future development trip generation. The following table presents trip generation resulting from a 73-student enrollment increase, based on local data.

TABLE 5 – DEVELOPMENT TRIP GENERATION – USING LOCAL DATA							
Development	Size	AM Peak-Hour of the Roadway			PM Peak-Hour of the School		
		Enter	Exit	Total	Enter	Exit	Total
Existing Santiam Christian	742 Students	382 (65%)	209 (35%)	591	258 (47%)	286 (53%)	544
Calculated Trip Generation Rate [Trips/Student]				0.796	0.733		
Enrollment Increase¹	73 Students	38	20	58	25	29	54

¹ Trip generation for the enrollment increase of 73 students is estimated using the existing trip generation rate and entering and exiting percentages.

As illustrated in the table above, using local data, the new classroom area and increased enrollment generate an additional 58 AM peak-hour trips, and 54 PM peak-hour (of the school) trips. This data is used in the *Intersection Analysis* section of this TIS.

6. SITE CIRCULATION

The primary motor vehicle access points to the Santiam Christian campus in the existing and proposed conditions are described as follows and are illustrated in the attached Circulation Plans.

Northwest Corner of Campus – via Marcus Harris Avenue and direct access to NE Arnold Avenue

- In the **existing condition**, the parking and circulation area provides parking for staff and students and also serves as the bus and parent drop-off and pick-up location for students in grades 1-12.
- In the **proposed condition**, this area will remain unchanged; however, the bus drop-off and pick-up will be moved further south with access from NE Vandenberg Avenue, and the parent drop-off and pick-up for students in grades 1-6 will be relocated to the southeast corner of campus via NE Birch Lane.

Southeast Corner of Campus – via NE Birch Lane

- In the **existing condition**, this roadway provides access to the parking area for high school seniors and to the parent drop-off and pick-up area for pre-kindergarten and kindergarten students.
- In the **proposed condition**, the parent drop-off and pick-up for students in grades 1-6 will be relocated to this area from the northwest corner of campus. The designated parking for high school seniors will be eliminated, and these students will park in the northwest corner of campus.

South Side of Campus – via NE Vandenberg Avenue

- In the **existing condition**, this area of campus is not used for parking or drop-off and pick-up operations.
- In the **proposed condition**, a new parking and circulation area will be constructed that will be used for all bus drop-off and pick-up operations.

Overall, in the existing condition, all parent drop-off and pick-up operations occur in the northwest parking area. Accordingly, there is significant motor vehicle traffic in this area during peak school periods, resulting in congestion and queuing on NE Arnold Avenue and NE Marcus Harris Avenue, which could obstruct Adair Fire Department traffic.

In the proposed condition, the parent drop-off and pick-up for 350 students in grades 1-6 will be relocated to the southeast corner of campus with access via NE Birch Lane. This modification significantly decreases motor vehicle traffic in the northwest parking area and eliminates the potential for queuing on NE Marcus Harris Avenue.

Trip Distribution and Traffic Assignment

As previously described, the primary vehicle access points to the Santiam Christian campus are at the northwest corner (via Marcus Harris Avenue and direct access to NE Arnold Avenue) and the southeast corner (via NE Birch Lane). With the proposed development, vehicle traffic in the northwest parking area will decrease as parent drop-off and pick-up operations for 350 students in grades 1-6 are relocated to the southeast corner of the campus. Consequently, traffic on NE Birch Lane, a private roadway, will significantly increase.

Trip distribution associated with the student enrollment increase and campus improvements is based on existing traffic patterns, programmatic changes in classroom usage, proposed circulation and parking modifications, and engineering judgment. The resulting trip distribution and traffic assignment are illustrated in the attached Figures 2 and 3 for the AM and PM peak hours.

7. INTERSECTION ANALYSIS

Analysis Scope

The following intersections and access locations are analyzed:

- NE Arnold Avenue/NE Marcus Harris Avenue/NE Laurel Drive
- NE Arnold Avenue/Santiam Christian Site Access
- NE Marcus Harris Avenue/NE Birch Lane

Analysis Assumptions

Current and future-year intersection peak-hour factors (PHFs) are based on the existing individual intersection PHFs. It is also noted that the intersection traffic volumes include a high percentage of school-related traffic. As a result, peak 15-minute traffic flows differ substantially, leading to lower PHFs than at intersections with more consistent traffic flows.

Adair Village TSP materials state that *“Travel activity by motor vehicle, as reflected by evening peak hour motor vehicle trips beginning or ending in the City of Adair Village, is expected to increase significantly through 2040. Daily future traffic volumes... along... Arnold Avenue [are]... expected to [increase by]... 1,600 daily vehicle trips or an increase of 168% [over the planning period (2017-2040)].”* This translates into a 7% annual linear growth rate in background traffic on Arnold Avenue, which was assumed for all traffic traveling on NE Arnold Avenue and NE Laurel Drive.

As identified in the Adair Village TSP, the relevant mobility standard for facilities under City jurisdiction is as follows:

Two-way Stop and Yield Controlled Intersections: All intersection approaches serving more than 20 vehicles during the highest one-hour period on an average weekday (typically, but not always, the evening peak period between 4 p.m. and 6 p.m. during the spring or fall) shall operate with a v/c ratio not higher than 0.90. Mobility targets do not apply to approaches at intersections serving 20 vehicles or fewer during the peak hour.

Operations Analysis

Unsignalized (stop-controlled) intersection operations analyses were performed in accordance with the Transportation Research Board's *Highway Capacity Manual*, 7th Edition, using Trafficware's *Synchro* software (Version 12).

Operating conditions for the following AM and PM peak-hour analysis scenarios are considered:

- 2026 No-Build (Existing) Conditions
- 2029 Pre-Development Conditions
- 2029 Post-Development Conditions

The following table summarizes the results of the AM and PM peak-hour operation analysis. Data output sheets from all operations calculations are attached for reference.

TABLE 6 – INTERSECTION OPERATIONS ANALYSIS								
Intersection	Critical Movement Lane Group	Mobility Target	2026 Existing		2029 Pre-Development		2029 Post-Development	
			AM	PM	AM	PM	AM	PM
NE Arnold Avenue / NE Laurel Drive / NE Marcus Harris Avenue	NB L/T/R	v/c≤0.90	0.06	0.16	0.08	0.18	0.01	0.12
	SB L/T/R	v/c≤0.90	0.7	0.01	0.1	0.01	0.09	0.01
	EB L/T/R	v/c≤0.90	0.01	0.01	0.01	0.01	0.01	0.01
	WB L/T/R	v/c≤0.90	0.02	0.02	0.02	0.02	0.00	0.01
NE Arnold Avenue / Santiam Christian Access	NB L/R ¹	N/A ¹	0.45 ¹	0.26 ¹	0.49 ¹	0.28 ¹	0.26 ¹	0.20 ¹
	WB L/T	v/c≤0.90	0.14	0.07	0.15	0.07	0.10	0.05
NE Arnold Avenue / NE Birch Lane	NB L/T/R ²	v/c≤0.90	—	—	—	—	—	—
	EB L/T/R ¹	N/A ¹	0.44 ¹	0.26 ¹	0.73 ¹	0.37 ¹	1.39 ¹	0.60 ¹
	WB L/T	v/c≤0.90	0.44	0.17	0.60	0.24	0.71	0.32

¹ Private approach to the public roadway system, and there is no applicable mobility target. Resulting v/c ratios are presented for illustrative purposes only.

² The northbound approach (south intersection leg) is gated, and there are no traffic volumes.

As shown in the table above, all public intersection approaches are expected to operate within agency mobility standards across all analysis scenarios.

Queuing Analysis

Queuing analysis was performed to evaluate the adequacy of queue storage. 95th percentile queues were estimated using Trafficware’s *SimTraffic* software (Version 12) and ODOT *Analysis Procedure Manual* methodologies. Available storage is rounded to the nearest 5 feet, and queue demand is rounded to the next-highest 25 feet, which is the average length of a queued vehicle.

The following table summarizes the results of the AM and PM peak-hour queuing analysis. Data output sheets from all queuing calculations are attached for reference.

TABLE 7 – INTERSECTION QUEUING ANALYSIS								
Intersection	Critical Movement Lane Group	Available Storage (Feet) ¹	95 th Percentile Queue (Feet)					
			2026 Existing		2029 Pre-Development		2029 Post-Development	
			AM	PM	AM	PM	AM	PM
NE Arnold Avenue / NE Laurel Drive / NE Marcus Harris Avenue	NB L/T/R	500+	50	75	50	75	25	50
	SB L/T/R	365	50	25	50	25	50	25
	EB L/T/R	530	25	25	50	25	50	25
	WB L/T/R	320	25	25	25	25	25	25
NE Arnold Avenue / Santiam Christian Access	NB L/R ²	300+	100	100	125	100	100	75
	WB L/T	245	75	50	75	50	50	50
NE Arnold Avenue / NE Birch Lane	NB L/T/R ³	350+	—	—	—	—	—	—
	EB L/T/R ²	700+	50	75	75	75	100	100
	WB L/T	1,200	125	75	200	75	275	100

¹ Storage is measured to the upstream intersection for continuous lanes between intersections and to the end of full-width storage for turn lanes.

² Private approach to the public roadway system. Queuing occurs on private property.

³ The northbound approach (south intersection leg) is gated, and there are no traffic volumes.

As identified in the table above, the 95th-percentile queues can be accommodated on all intersection approaches in all analysis scenarios.

8. SIGHT DISTANCE ANALYSIS

A sight distance analysis was performed at the NE Arnold Avenue/NE Birch Lane intersection at the City’s request. It is further noted that the intersection also has a south approach leg that is currently gated, which is functionally classified as a *Minor Collector* roadway in the TSP and is depicted as an extension of NE Vandenberg Avenue.

Description

Intersection sight distance is evaluated based on requirements identified in the current American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets*.

Intersection sight distance (ISD) is typically defined as the distance a motorist on the minor road (or site access) can see approaching vehicles on the major road before their line of sight is blocked by an obstruction near the intersection. The driver of a vehicle approaching or departing from a stopped position at an intersection should have an unobstructed view of the intersection, including any traffic control devices, and sufficient length along the intersecting roadway to permit the driver to anticipate and avoid collisions. Examples of obstructions include crops, hedges, trees, parked vehicles, utility poles, or buildings. In addition, the horizontal and vertical alignment of the roadway approaching the intersection can reduce the sight triangle of vehicles navigating the intersection.

It is important for approaching motorists on the major road to see side street vehicles, and for minor road motorists to see approaching major road vehicles before entering the intersection. Poor sight distance can lead to rear-end crashes on the approaches and to angle crashes within the intersection because motorists may be unable to see and react to traffic control devices or approaching vehicles.

Stopping sight distance (SSD) is the necessary distance for drivers on the major road traveling at or near the design speed to stop before reaching a stationary object in their path to avoid a collision. This may require a major road vehicle to stop or slow to accommodate the maneuver by a minor road vehicle. Although sight distances exceeding the SSD are desirable, in all cases for safe operations, if the ISD cannot be provided for the minor roadway/access, SSD needs to be provided for the major roadway.

Analysis

The posted speed on NE Arnold Avenue is 35 MPH. Per AASHTO standards, ISD was measured from a driver's eye height of 3.5 feet and 14.5 feet from the edge of the nearest travel lane to an object height of 3.5 feet above the roadway surface. SSD was measured from a driver's eye height of 3.5 feet to an object height of 2.0 feet above the roadway surface.

In the intersection vicinity, there is no horizontal or vertical curvature on the major roadway, NE Arnold Avenue, potentially restricting sight distance, except for a horizontal curve approximately 700 feet to the north, and there are no vegetation or objects in the sight triangles. Field measurements are shown in attached Figures 4 and 5 and are summarized in the following table.

TABLE 8 – SIGHT DISTANCE					
Turning Movement	Roadway Direction	Posted Speed (MPH)	Sight Distance		
			Required (ft)	Available (ft)	Requirement Met?
Intersection Sight Distance (ISD)					
Left-Turn from Stop	To the North	35	390	690	Y
(EB Birch Lane to NB Arnold Avenue)	To the East	35	390	690	Y
Right-Turn from Stop and Crossing Maneuver					
(EB Birch Lane to SB 5 th Street, or to EB Arnold Avenue)	To the North	35	335	545+	Y
Stopping Sight Distance (SSD)					
Southbound	To the South	35	250	665	Y

As identified in the table above and in Figures 4 and 5, the necessary sight distance is available for all intersection movements that are required to yield the right-of-way.

9. SITE ACCESS

As previously described, the primary vehicle access points to the Santiam Christian campus are at the northwest corner (via Marcus Harris Avenue and direct access to NE Arnold Avenue) and the southeast corner (via NE Birch Lane). With the proposed development, vehicle traffic in the northwest parking area will decrease as parent drop-off and pick-up operations for 350 students in grades 1-6 are relocated to the southeast corner of the campus. Consequently, traffic on NE Birch Lane, a private roadway, will significantly increase.

The applicant is not proposing to modify/improve the NE Arnold Avenue/NE Birch Lane intersection; however, the applicant is proposing to improve Birch Lane to support on-campus improvements associated with the new parking and circulation areas.

Materials contained in the *Safety Analysis* section of this TIS find that there were no documented crashes at the NE Arnold Avenue/NE Birch Lane intersection. As such, the intersection is considered relatively safe, and further safety analysis is not warranted.

Materials contained in the *Intersection Analysis* section of this TIS find that all public approaches at the NE Arnold Avenue/NE Birch lane intersection operate within agency mobility standards across all analysis scenarios and that vehicle queues can be accommodated on all approaches.

Materials contained in the *Sight Distance Analysis* section of this TIS find that the necessary sight distance is available for all NE Arnold Avenue/NE Birch Lane intersection movements.

Overall, based on materials contained in this TIS, no improvements are necessary at the NE Arnold Avenue/NE Birch Lane intersection to accommodate the proposed development.

10. ADDITIONAL COMPLETENESS RELATED ITEMS

Detailed Bell Schedule and Operational Phasing

The following presents applicant-provided information regarding existing school operations, further noting that the future operations are anticipated to be the same.

- Drop-off for morning PreK and K-12 students is 8:00 AM.
- There is also an early drop-off (7:00 AM) program for approximately 30 students in K-6th grades.
- Pick-up times are staggered as follows:
 - Noon – morning preschool and 1/2 day kindergarten students
 - 3:00 PM – PreK (afternoon students) through 6th grade
 - 3:10 PM – 7th through 12th grades
 - 5:30 PM After-school care for K through 6th grade
- Santiam Christian operates 4 buses that typically transport 225 students.
- There is a single AM drop-off time because students typically exit vehicles quickly.
- There are staggered pick-up times because it takes longer to pick up students, and it mitigates congestion in Adair Village.

Special Event and After-Hours Traffic Analysis

As is common with K-12 schools, Santiam Christian has weekend activities such as sporting events, performances, assemblies, and other campus functions. These functions occur infrequently but are scheduled throughout the school year.

These functions typically occur outside weekday peak operating periods of the roadway system and are not expected to generate traffic volumes exceeding typical levels. Regardless, the City's operational mobility standards only apply to the *"highest one-hour period on an average weekday (typically, but not always, the evening peak period between 4 p.m. and 6 p.m. during the spring or fall)..."* Further, analysis contained in the TIS finds that all public intersection approaches operate within agency mobility standards across all analysis scenarios and that vehicle queues can be accommodated on all approaches. It should be noted that it is neither appropriate nor efficient to design a transportation system sized to accommodate infrequent events, provided that it is demonstrated (as it is in this TIS) to operate safely.

Pedestrian and Bicycle Circulation Analysis

Given the location of the Santiam Christian campus and its remote distance from residential neighborhoods, very few students travel to/from school via walking or cycling. This is confirmed by the intersection traffic counts.

Striped pedestrian crosswalks currently exist on the north and east approaches at the NE Arnold Avenue/NE Laurel Drive intersection. While not necessary, to provide increased awareness of pedestrian activity, consideration could be given to striping crosswalks on the south approach at the NE Arnold Avenue/NE Marcus Harris Avenue intersection and at the Santiam Christian access to NE Arnold Avenue.

On campus pedestrian and bicycle circulation are addressed in other applicant-prepared documents, including the architect-prepared drawings.

Fire and Emergency Access Coordination

In the existing condition, all parent drop-off and pick-up operations occur in the northwest parking area, and there is potential for school-related motor vehicle traffic to obstruct Adair Fire Department traffic on NE Marcus Harris Avenue. However, it is important to note that this condition was not observed during the periods of field data collection, it is not anticipated based on the queuing analysis contained in the TIS, and the Fire Department has not confirmed it.

In the proposed condition, the parent drop-off and pick-up for grades 1-6 will be relocated to the southeast corner of campus, with access via NE Birch Lane, significantly reducing school-related motor vehicle traffic in the northwest parking area and on NE Marcus Harris Avenue. Accordingly, these improvements provide for safe and efficient circulation and eliminate the potential for school-related motor vehicle traffic to obstruct Adair Fire Department traffic on NE Marcus Harris Avenue.

11. SUMMARY

The following conclusions and recommendations are made based on the materials contained in this analysis.

1. The proposed Santiam Christian development includes an elementary school and improved parking and motor vehicle circulation areas in Adair Village, Oregon. The applicant proposes to construct a new elementary school in the southeast portion of the campus, replacing an existing school that will be demolished, along with parking and circulation areas to the south and east.
2. The new school building will allow for programmatic changes to existing classroom use and a modest increase in student enrollment. The improvements also modify motor vehicle circulation patterns to provide additional storage for parent drop-off and pick-up queues, and they separate the bus and automobile circulation areas.
3. The Adair Village TSP operations analysis finds that the NE Arnold Avenue/NE Laurel Avenue intersection operates well under the City's mobility standard in the 2017 existing and 2040 plan years. As such, the small increase in trip generation associated with the school will not significantly affect intersection operations.
4. Overall, the number of crashes on NE Arnold Avenue in the project area is very low, and this roadway section and the included intersections are considered relatively safe. Further safety analysis is not warranted.
5. The new classroom area will allow the school to accommodate a total of 815 students, an increase of 73 students over the current enrollment.
6. Using ITE data, the proposed development generates 148 additional daily trips, 55 AM peak-hour trips, 14 PM peak-hour (of the roadway) trips, and 37 PM peak-hour (of the school) trips. Using local data, the proposed development generates an additional 58 AM peak-hour trips and 54 PM peak-hour (of the school) trips. Local data is used for analysis.
7. The primary vehicle access points to the Santiam Christian campus are at the northwest corner (via Marcus Harris Avenue and direct access to NE Arnold Avenue) and the southeast corner (via NE Birch Lane). With the proposed development, vehicle traffic in the northwest parking area will decrease as parent drop-off and pick-up operations for 350 students in grades 1-6 are relocated to the southeast corner of the campus. Consequently, traffic on NE Birch Lane, a private roadway, will significantly increase.
8. All public intersection approaches are expected to operate within agency mobility standards across all analysis scenarios.
9. The 95th-percentile queues can be accommodated on all intersection approaches in all analysis scenarios.
10. The necessary sight distance is available for all NE Arnold Avenue/NE Birch Lane intersection movements.

11. The applicant is not proposing to modify/improve the NE Arnold Avenue/NE Birch Lane intersection; however, the applicant is proposing to improve Birch Lane to support on-campus improvements associated with the new parking and circulation areas. Overall, based on materials contained in this TIS, no improvements are necessary at the NE Arnold Avenue/NE Birch Lane intersection to accommodate the proposed development.
12. No special event or after-hours functions are anticipated to generate traffic volumes exceeding typical conditions.
13. While not necessary, to provide increased awareness of pedestrian activity, consideration could be given to striping crosswalks on the south approach at the NE Arnold Avenue/NE Marcus Harris Avenue intersection and at the Santiam Christian access to NE Arnold Avenue.
14. In the proposed condition, the parent drop-off and pick-up for grades 1-6 will be relocated to the southeast corner of campus, significantly reducing school-related motor vehicle traffic in the northwest parking area and on NE Marcus Harris Avenue. Accordingly, these improvements provide for safe and efficient circulation and eliminate the potential for school-related motor vehicle traffic to obstruct Adair Fire Department traffic on NE Marcus Harris Avenue.

Sincerely,

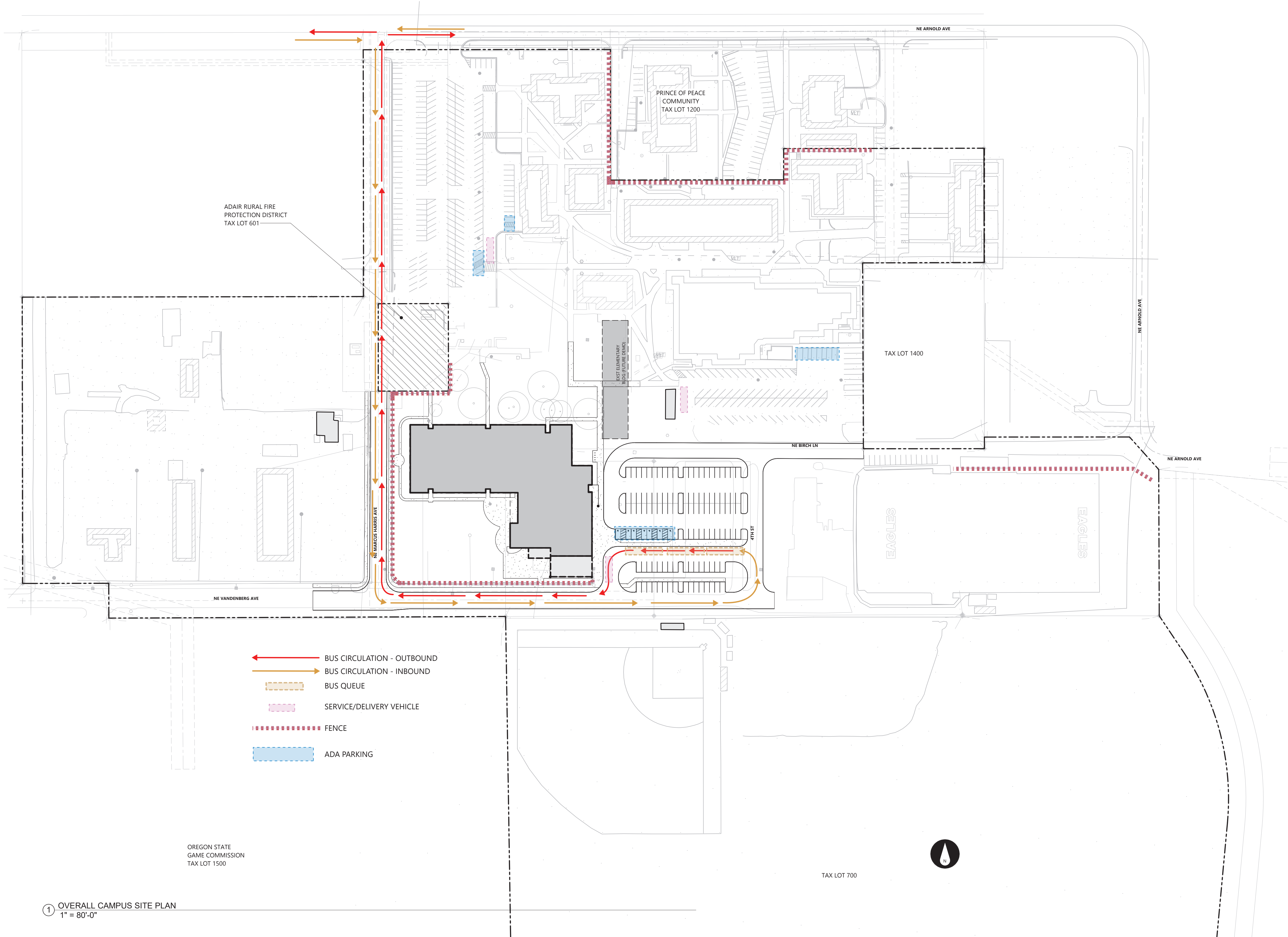


Christopher M. Clemow, PE, PTOE
Transportation Engineer

Attachments: Site Plan
Figures 1 – 5
Crash Data
Traffic Count Data
Operations and Queuing Analyses



Renews 31 December 2027



① OVERALL CAMPUS SITE PLAN
1" = 80'-0"

OREGON STATE
GAME COMMISSION
TAX LOT 1500

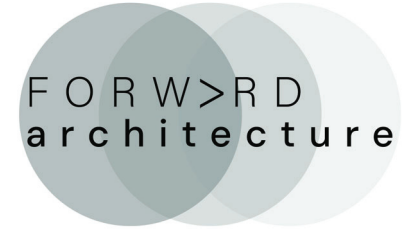
ADAIR RURAL FIRE
PROTECTION DISTRICT
TAX LOT 601

PRINCE OF PEACE
COMMUNITY
TAX LOT 1200

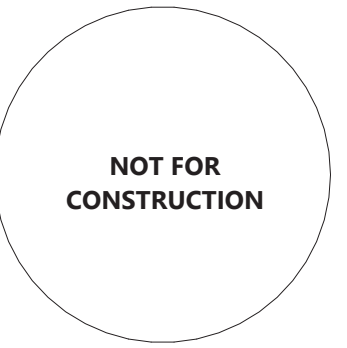
EXIST ELEMENTARY
BLOG FUTURE DEMO

TAX LOT 1400

TAX LOT 700



FORWARD ARCHITECTURE, LLC
+1.503.851.7401
PO BOX 44, SALEM, OR 97308
WWW.FW5ARCH.COM



SANTIAM CHRISTIAN SCHOOLS

**SANTIAM CHRISTIAN
ELEMENTARY**

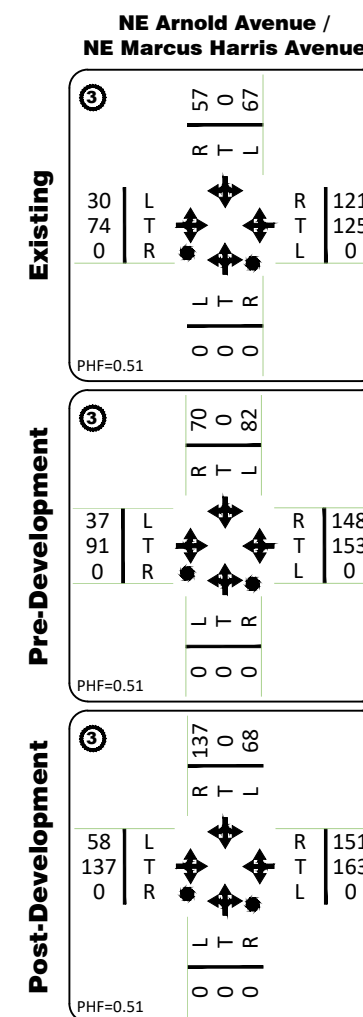
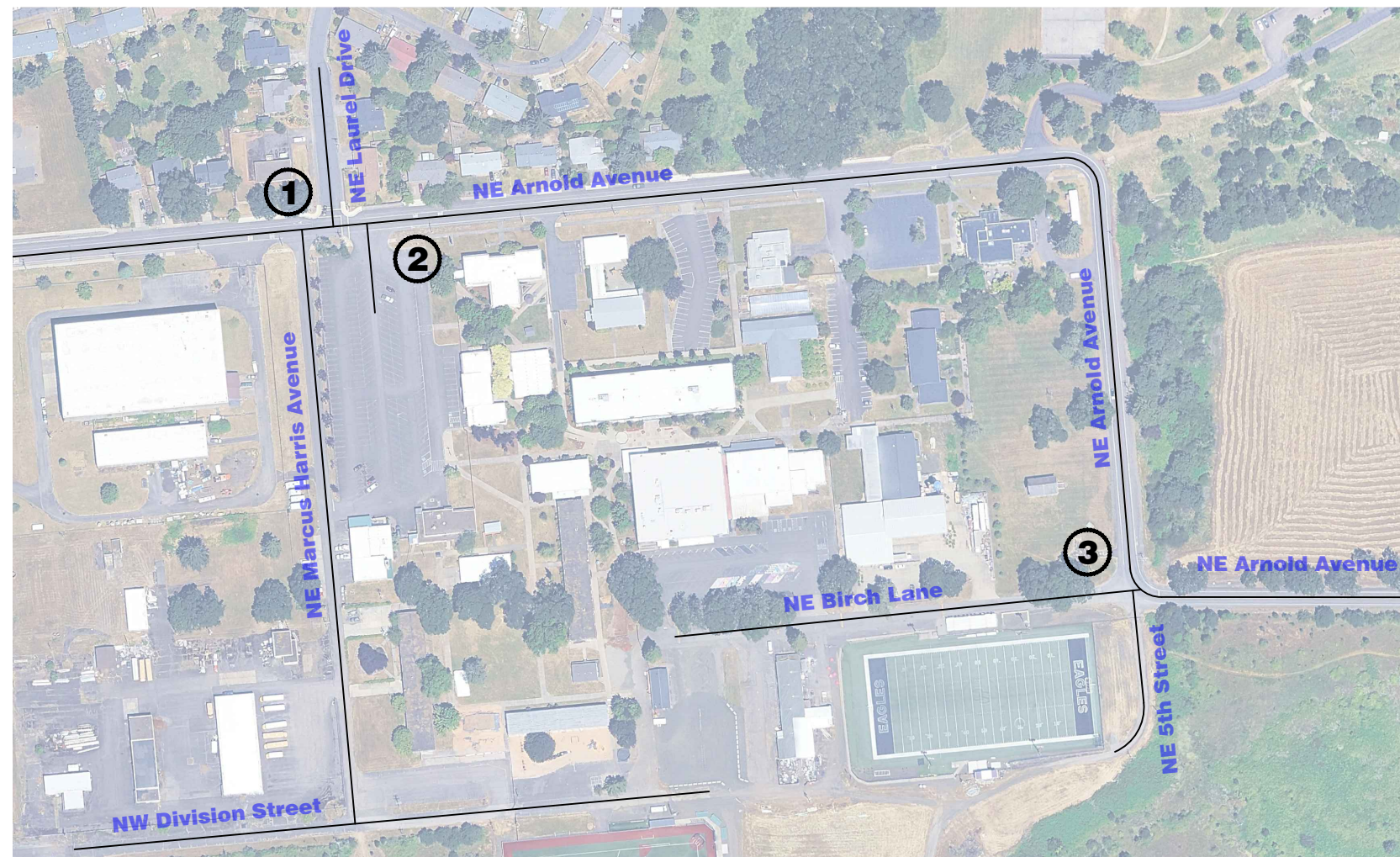
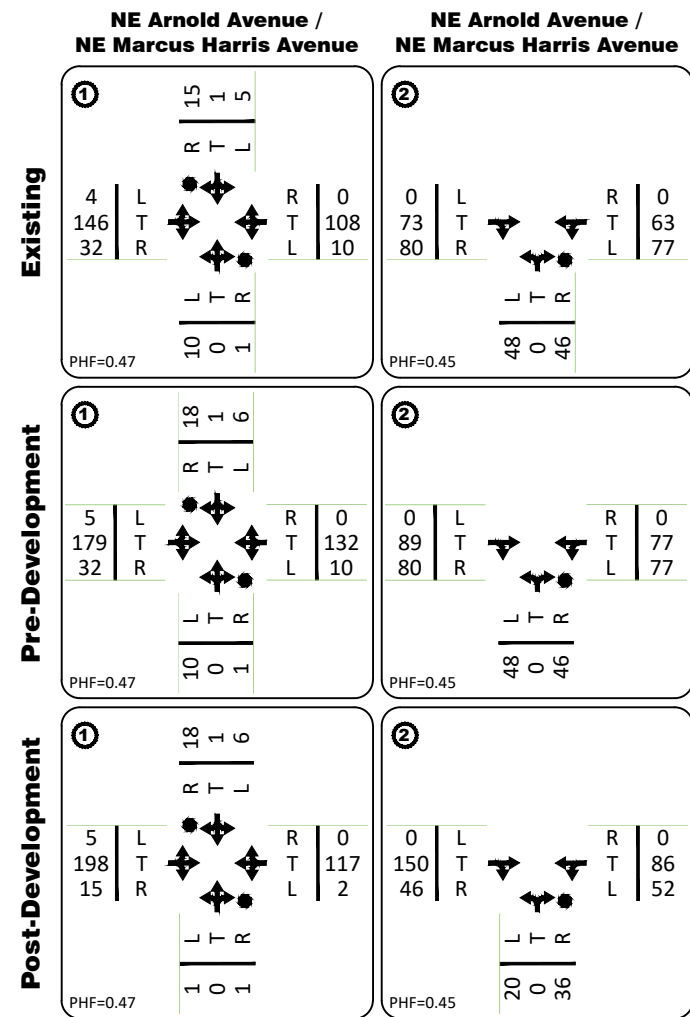
6011 NE MARCUS HARRIS AVE
CORVALLIS, OR 97330

REVISIONS	DATE
NO.	DESCRIPTION

DATE: 2/25/2026

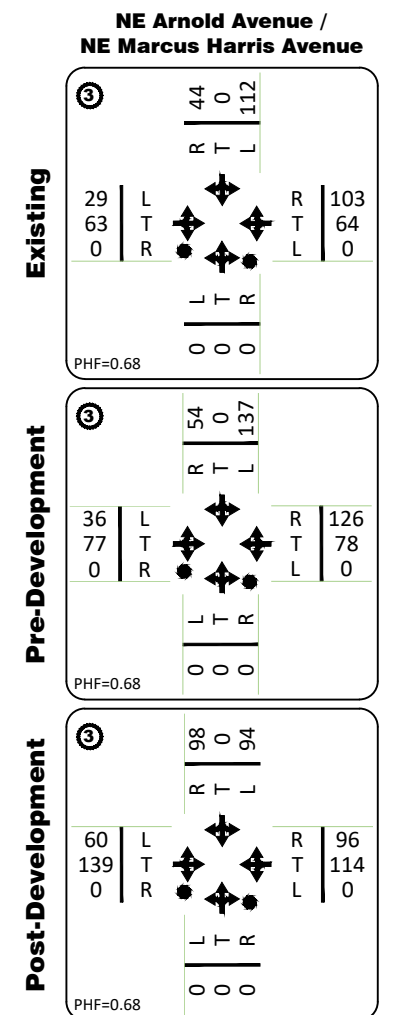
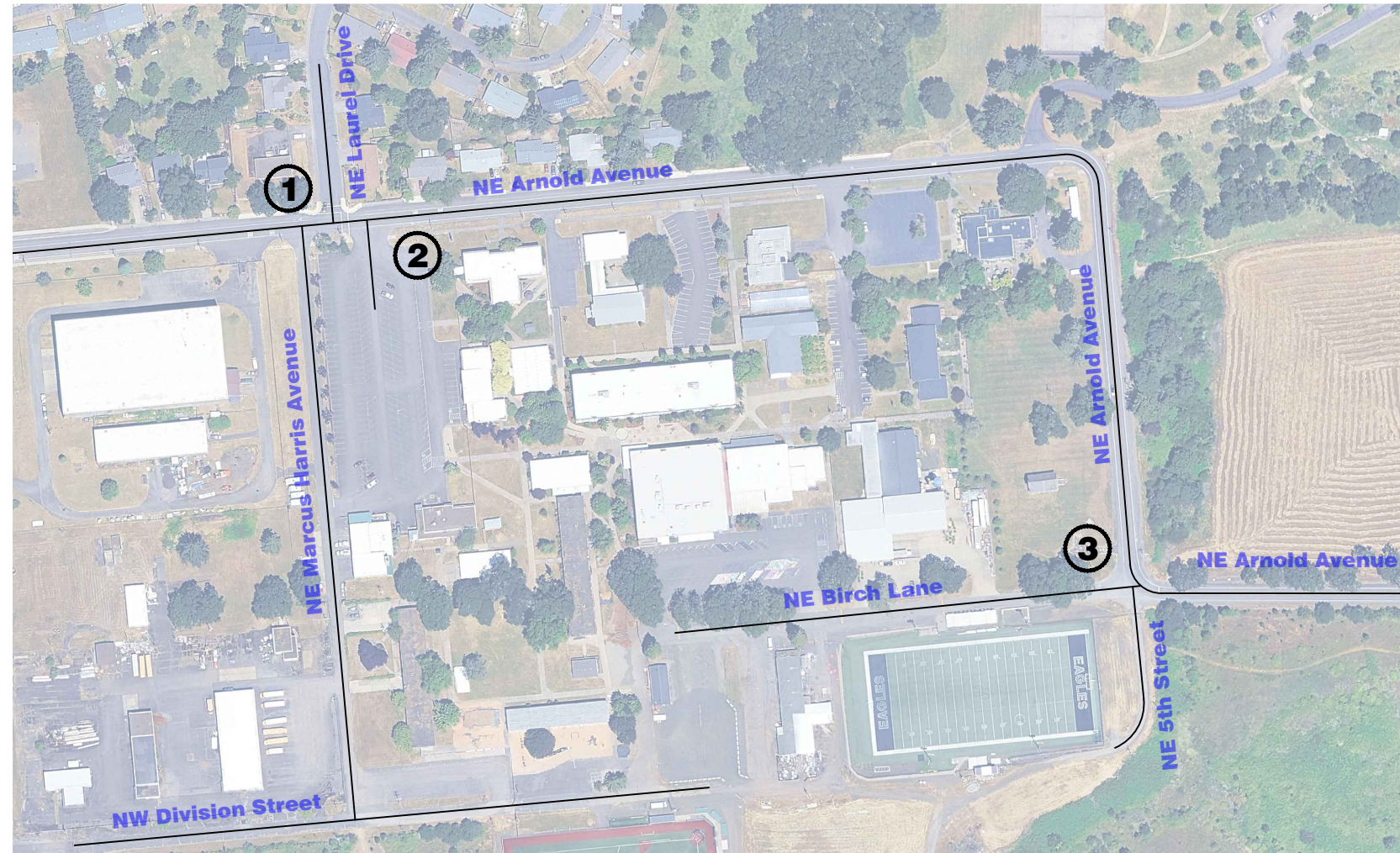
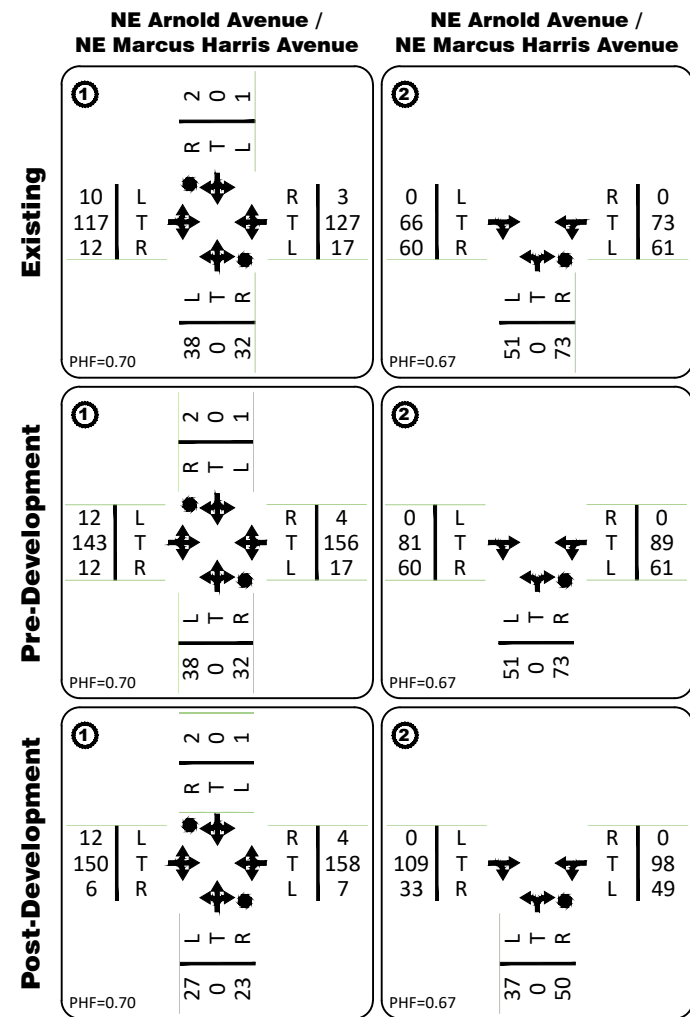
LAND USE PLAN





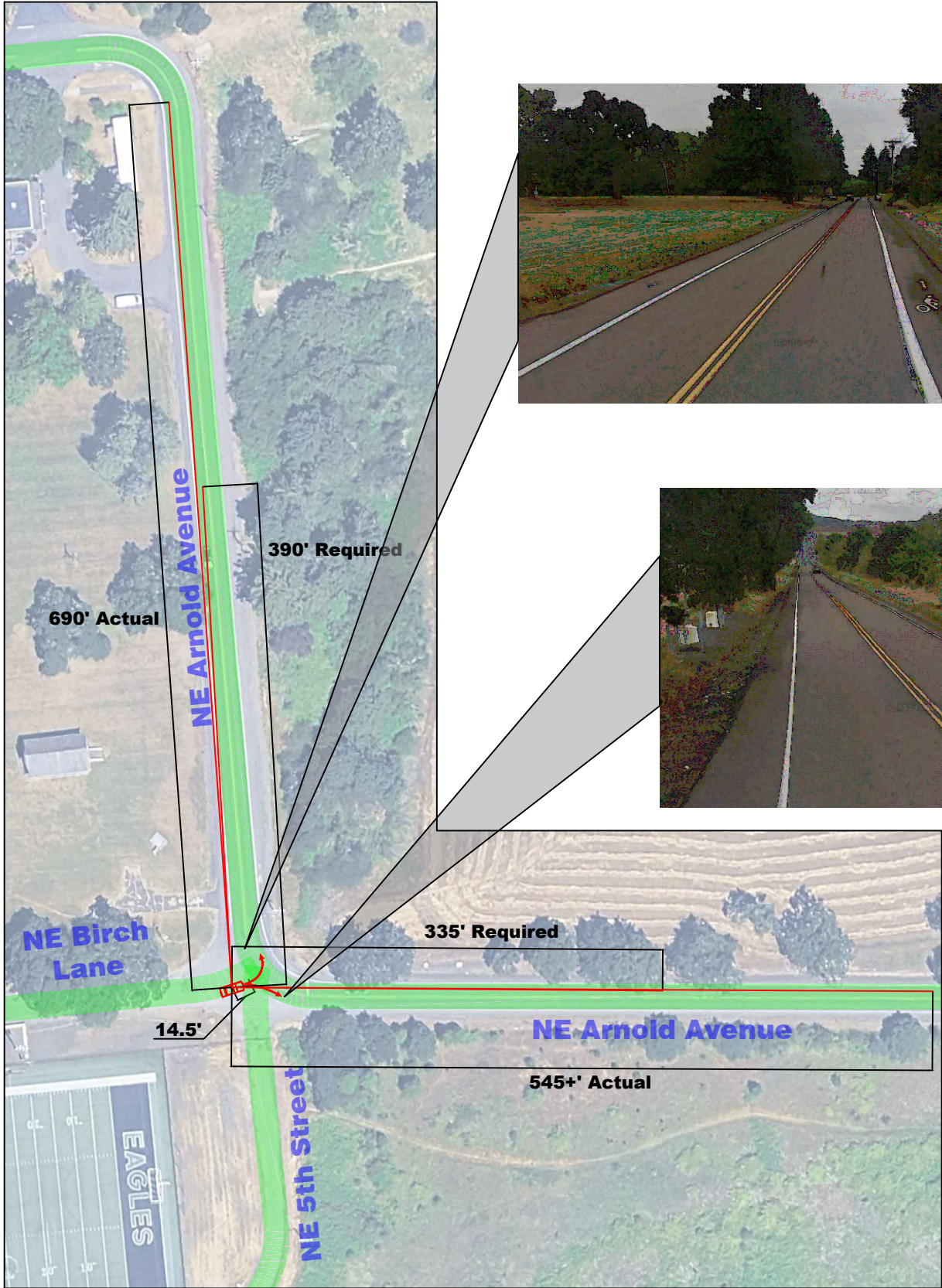
Notes:

Post-Development traffic volumes account for changes in trip distribution associated with the student enrollment increase and campus improvements and are based on existing traffic patterns, programmatic changes in classroom use, proposed circulation and parking changes, and engineering judgment.



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2237 NW Torrey Pines Drive
 Bend, Oregon 97703
 541-579-8315
 cclemow@clemow-associates.com

INTERSECTION SIGHT DISTANCE - Left Turn and Through

Santiam Christian Elementary School - Adair Village, Oregon

C&A Project No. 20240201.00

FIGURE

4



CITY OF ADAIR VILLAGE, BENTON COUNTY										ARNOLD AVE and Intersectional Crashes at ARNOLD AVE, City of Adair Village, Benton County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2019 to 12/31/2023																	
										1 - 5 of 5 Crash records shown.																	
SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE																	
INVEST	E	A	U	I	C	O	DIST	FIRST STREET	(MEDIAN)	TRLR	QTY	MOVE															
RD DPT	E	L	G	N	H	R	FROM	SECOND STREET	INT-REL	CRASH	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED									
UNLOC?	D	C	S	V	L	K	LONG	LRS	TRAF-	SVRTY	V#	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE				
00122	N	N	N	N		02/15/2019	17	ARNOLD AVE	CROSS	ANG	9	STRGHT															
NO RPT						FR	0	WILLIAM R CARR ST		STOP		N -S									000		00				
N						1P							01	DRVR	NONE	00	Unk	UNK		000	000		00				
N						44 40 18.95	-123 13 19.59																				
											02	STRGHT															
											N/A	W -E									000		00				
											PSNGR		01	DRVR	NONE	00	Unk	UNK		000	000		00				
00681	N	N	N	N		11/03/2021	17	ARNOLD AVE	CROSS	ANG	0	STRGHT															
NONE						WE	0	WILLIAM R CARR ST		STOP		N -S									000		00				
N						9A							01	DRVR	NONE	48	F	OR-Y		028	000		02				
N						44 40 18.95	-123 13 19.57											OR<25									
											02	STRGHT									000		00				
											PRVTE	W -E									000		00				
											PSNGR		01	DRVR	INJB	44	M	OR-Y		000	000		00				
																		OR<25									
00652	N	N	N	N	N	10/04/2023	17	ARNOLD AVE	CROSS	ANG	0	STRGHT									082		40, 02				
NONE						WE	0	WILLIAM R CARR ST		STOP		N -S									000		00				
N						7A							01	DRVR	NONE	31	M	OR-Y		028	000	082	40, 02				
N						44 40 18.96	-123 13 19.56											OR<25									
											02	STRGHT									000		00				
											PRVTE	W -E									000		00				
											PSNGR		01	DRVR	INJC	16	F	OR-Y		000	000		00				
																		OR<25									
00093	N	N	N	N		01/19/2021	17	ARNOLD AVE	4-LEG	S-1	9	STRGHT															
NONE						TU	0	LAUREL DR		STOP		W -E									000		00				
N						8A							01	DRVR	NONE	00	Unk	UNK		000	000		00				
N						44 40 19.82	-123 13 6.31																				
											02	STOP									011		00				
											N/A	W -E									000		00				
											PSNGR		01	DRVR	NONE	00	Unk	UNK		000	000		00				
00474	N	N	N	N	N	08/09/2021	17	ARNOLD AVE	CROSS	0-1	0	TURN-L															
COUNTY						MO	0	LAUREL DR		STOP		W -N									000		00				
N						5P							01	DRVR	INJB	28	F	OR-Y		028, 004	000		02				
N						44 40 19.83	-123 13 6.32											OR<25									
											02	STRGHT									000		00				
											PRVTE	E -W									000		00				
											PSNGR		01	DRVR	INJB	34	M	OR-Y		000	000		00				
																		OR<25									

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Table 1 – Santiam Christian School Enrollment			
School Description	Existing Enrollment (2025/2026)	Projected Enrollment (2029/2030)	Change
Preschool	61	70	9
Elementary	331	350	19
Middle/Junior High	117	120	3
High School	233	275	42
Total	742	815	73

Table 5 – DEVELOPMENT TRIP GENERATION ¹												
Development	ITE Code	Size	Daily Trips	AM Peak-Hour of the Roadway			PM Peak-Hour of the Roadway			PM Peak-Hour of the School		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Private School (K-12)	532	73 Students	148 ²	35	20	55	6	8	14	15	22	37

¹ Trip generation estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

² Daily trip generation data is not available for ITE Land Use 532. Therefore, the daily trip generation rate is estimated using a weighted average of the daily rates for public schools (ITE Land uses 520, 522, and 525).

CALCULATED TRIP GENERATION DATA BASED ON EXISTING SANTIAM CHRISTIAN TRIP GENERATION												
Development	ITE Code	Size	Daily Trips	AM Peak-Hour of the Roadway						PM Peak-Hour of the School		
				Enter	Exit	Total				Enter	Exit	Total
Santiam Christian Current Trip Generation		742 Students		382	209	591				258	286	544
% Enter / % Exit				64.64%	35.36%					47.43%	52.57%	
Trip Generation Rate [Trips/Student]						0.796						0.733
Student Increase		73 Students		38	20	58				25	29	54

Reassigned													
Elementary Students Moving		350 Students		180	99	279				122	135	257	Trips moving from NW area to SE area
High School Students Moving		150 Students		77	42	119				52	58	110	Trips moving from SE area to NW area
Net Difference Moving		200 Students		103	57	160				70	77	147	Net Trips Moving

This data was used in hand-calculated worksheets.

Intersection 1	NE Arnold Avenue	NE Marcus Harris Ave/Laurel Dr	Intersection Volumes with Elementary School and High School Trips Reassigned
Intersection 2	NE Arnold Avenue	Santiam Christian Access	
Intersection 3	NE Arnold Avenue	NE Birch Lane	
Intersection 4	NE Arnold Avenue	NE Marcus Harris Ave/Laurel Dr	
Intersection 5	NE Arnold Avenue	Santiam Christian Access	
Intersection 6	NE Arnold Avenue	NE Birch Lane	
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
Intersection 11			
Intersection 12			
Intersection 13			
Intersection 14			
Intersection 15			
Roadway 1		Roadway 2	

Master Intersection List

Intersection 1 NE Arnold Avenue NE Marcus Harris Ave/Laurel Dr System AM peak hour 7:15:8:15 AM														Hourly		All			
ALL-VEHICLE VOLUMES PHF = 0.47														Totals		Ints			
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total						
7:00 AM	0	0	0	2	0	3	0	11	0	0	7	0	23						
7:15 AM	1	0	0	1	0	5	1	21	0	0	7	0	36						
7:30 AM	0	0	0	0	1	5	2	42	5	1	13	0	69						
7:45 AM	9	0	1	3	0	4	0	71	27	9	53	0	177	305	1051				
8:00 AM	0	0	0	1	0	1	1	12	0	0	35	0	50	332	1193				
8:15 AM	0	0	0	0	0	2	0	10	0	0	9	1	22	318	1161				
8:30 AM	0	0	0	0	0	1	1	11	0	0	7	0	20	269	965				
8:45 AM	0	0	1	0	0	2	1	9	0	0	10	0	23	115	400				
Exist AM Peak	10	0	1	5	1	15	4	146	32	10	108	0				2026	Traffic Count Base Year		
Background Growth	0	0	0	1	0	3	1	33	0	0	24	0				7.0%	Background Growth Rate		
Pre-Dev AM Peak	10	0	1	6	1	18	5	179	32	10	132	0				2029	Pre-Development Year		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	EN Tot	EX Tot					
Exist School Vs	10	0	1		1				32	10			43	11					
% of School Vs	5%		0%		0%				8%	3%			11%	5%					
New School Vs	1	0	0		0				2	1			3	1					
Post-Dev AM Peak	1	0	1	6	1	18	5	198	15	2	117	0							
Intersection 2 NE Arnold Avenue Santiam Christian Access System AM peak hour 7:15:8:15 AM														Hourly		All			
ALL-VEHICLE VOLUMES PHF = 0.45														Totals		Ints			
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total						
7:00 AM	2	0	0	0	0	0	0	11	2	2	5	0	22						
7:15 AM	1	0	0	0	0	0	0	19	4	5	6	0	35						
7:30 AM	2	0	6	0	0	0	0	15	28	20	11	0	82						
7:45 AM	36	0	36	0	0	0	0	28	47	48	20	0	215	354					
8:00 AM	9	0	4	0	0	0	0	11	1	4	26	0	55	387					
8:15 AM	1	0	0	0	0	0	0	8	1	0	8	0	18	370					
8:30 AM	0	0	1	0	0	0	0	8	3	0	7	0	19	307					
8:45 AM	0	0	0	0	0	0	0	9	0	0	10	0	19	111					
Exist AM Peak	48	0	46	0	0	0	0	73	80	77	63	0				2026	Traffic Count Base Year		
Background Growth	0	0	0	0	0	0	0	16	0	0	14	0				7.0%	Background Growth Rate		
Pre-Dev AM Peak	48	0	46	0	0	0	0	89	80	77	77	0				2029	Pre-Development Year		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	EN Tot	EX Tot					
Exist School Vs	48		46						80	77			157	94					
% of School Vs	23%		22%						21%	20%			41%	45%					
New School Vs	5		4						8	8			16	9					
Post-Dev AM Peak	20	0	36	0	0	0	0	150	46	52	86	0							

Cells shaded this color have manual inputs

Movement does not include Background Growth

2026 Traffic Count Base Year

7.0% Background Growth Rate

2029 Pre-Development Year

AM School Total

Entering 382 Exiting 209

Exist New check 38 20

394 Entering Intersection Volume

Includes reassigned trips

cell has manual value versus a formula

Cells shaded this color have manual inputs

Movement does not include Background Growth

2026 Traffic Count Base Year

7.0% Background Growth Rate

2029 Pre-Development Year

417 Entering Intersection Volume

Includes reassigned trips

Intersection 3			NE Arnold Avenue			NE Birch Lane			System AM peak hour 7:15:8:15 AM							
ALL-VEHICLE VOLUMES			PHF =			0.51									Hourly	
Time Period			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals
7:00 AM			0	0	0	6	0	2	1	1	0	0	2	5	17	
7:15 AM			0	0	0	9	0	4	1	0	0	0	4	13	31	
7:30 AM			0	0	0	9	0	15	1	1	0	0	45	40	111	
7:45 AM			0	0	0	34	0	33	8	40	0	0	61	57	233	392
8:00 AM			0	0	0	15	0	5	20	33	0	0	15	11	99	474
8:15 AM			0	0	0	8	0	2	4	8	0	0	4	4	30	473
8:30 AM			0	0	0	7	0	3	0	6	0	0	5	6	27	389
8:45 AM			0	0	0	8	0	1	2	1	0	0	0	6	18	174
Exist AM Peak			0	0	0	67	0	57	30	74	0	0	125	121		
Background Growth			0	0	0	15	0	2	3	2	0	0	28	27		
Pre-Dev AM Peak			0	0	0	82	0	70	37	91	0	0	153	148		
Exist School Vs			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	EN Tot	EX Tot
% of School Vs			0					57	30	74	0		125		182	104
New School Vs			0%					15%	14%	35%	0%		33%		48%	50%
Post-Dev AM Peak			0					6	3	7	0		13		19	10
			0	0	0	68	0	137	58	137	0	0	163	151		
			Includes reassigned trips													
Intersection 4			NE Arnold Avenue			NE Marcus Harris Ave/Laurel Dr			System AM peak hour 7:15:8:15 AM							
ALL-VEHICLE VOLUMES			PHF =			#DIV/0!									Hourly	
Time Period			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals
			0	0	0	0	0	0	0	0	0	0	0	0		
			0	0	0	0	0	0	0	0	0	0	0	0		
			0	0	0	0	0	0	0	0	0	0	0	0		
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
Hand Reassigned Trips			-10		0				19	-19		-9	-15			
			-10	0	0	0	0	0	0	19	-19	-9	-15	0		

Cells shaded this color have manual inputs

Movement does not include Background Growth

2026 Traffic Count Base Year

7.0% Background Growth Rate

2029 Pre-Development Year

581 Entering Intersection Volume

182 48%

104 50%

Intersection Volumes with Elementary School and High School Trips Reassigned

Intersection 5			NE Arnold Avenue			Santiam Christian Access			System AM peak hour 7:15:8:15 AM								Hourly Totals	Intersection Volumes with Elementary School and High School Trips Reassigned
ALL-VEHICLE VOLUMES			PHF =			#DIV/0!									Total			
Time Period			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR				
			0	0	0	0	0	0	0	0	0	0	0	0				
			0	0	0	0	0	0	0	0	0	0	0	0				
			0	0	0	0	0	0	0	0	0	0	0	0				
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR				
Hand Reassigned Trips			-33		-14				61			-42			-33	9		
			-33	0	-14	0	0	0	0	61	-42	-33	9	0				
Intersection 6			NE Arnold Avenue			NE Birch Lane			System AM peak hour 7:15:8:15 AM								Hourly Totals	Intersection Volumes with Elementary School and High School Trips Reassigned
ALL-VEHICLE VOLUMES			PHF =			#DIV/0!									Total			
Time Period			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR				
			0	0	0	0	0	0	0	0	0	0	0	0				
			0	0	0	0	0	0	0	0	0	0	0	0				
			0	0	0	0	0	0	0	0	0	0	0	0				
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR				
Hand Reassigned Trips						-14	61		18	39		-3		3				
			0	0	0	-14	0	61	18	39	0	0	-3	3				

Intersection 1 NE Arnold Avenue NE Marcus Harris Ave/Laurel Dr														System PM peak hour 2:30-3:30 PM		
ALL-VEHICLE VOLUMES														PHF = 0.70		
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals	All Ints	
02:30 PM	1	0	0	0	0	0	5	19	3	5	10	1	44			Cells shaded this color have manual inputs
02:45 PM	0	0	0	0	0	1	2	43	8	6	8	1	69	165	560	Movement does not include Background Growth
03:00 PM	12	0	13	0	0	0	1	35	1	6	59	1	128	272	920	
03:15 PM	25	0	19	1	0	1	2	20	0	0	50	0	118	359	1158	
03:30 PM	0	0	1	0	0	3	4	12	0	1	19	2	42	357	1135	
03:45 PM	0	0	2	0	0	1	6	9	0	0	18	2	38	326	999	
04:00 PM	0	0	1	0	0	2	3	8	0	0	14	0	28	226	659	
04:15 PM	0	0	0	0	0	3	2	19	1	0	21	1	47	155	464	
Exist PM Peak	38	0	32	1	0	2	10	117	12	17	127	3				2026 Traffic Count Base Year
Background Growth	0	0	0	0	0	0	2	26	0	0	29	1				7.0% Background Growth Rate
Pre-Dev PM Peak	38	0	32	1	0	2	12	143	12	17	156	4				2029 Pre-Development Year
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	EN Tot	EX Tot		
Exist School Vs	38	0	32		0				12	17			29	70		417 Entering Intersection Volume
% of School Vs	13%		11%		0%				5%	7%			11%	24%		
New School Vs	4	0	3		0				1	2			3	7		
Post-Dev PM Peak	27	0	23	1	0	2	12	150	6	7	158	4				Includes reassigned trips
Intersection 2 NE Arnold Avenue Santiam Christian Access														System PM peak hour 2:30-3:30 PM		
ALL-VEHICLE VOLUMES														PHF = 0.67		
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals		
02:30 PM	2	0	1	0	0	0	0	14	6	11	13	0	47			Cells shaded this color have manual inputs
02:45 PM	1	0	2	0	0	0	0	22	27	29	12	0	93	191		Movement does not include Background Growth
03:00 PM	23	0	45	0	0	0	0	15	20	17	23	0	143	313		
03:15 PM	25	0	25	0	0	0	0	15	7	4	25	0	101	384		
03:30 PM	4	0	3	0	0	0	0	12	0	1	18	0	38	375		
03:45 PM	0	0	6	0	0	0	0	8	1	1	19	0	35	317		
04:00 PM	0	0	1	0	0	0	0	8	1	0	15	0	25	199		
04:15 PM	1	0	4	0	0	0	0	20	1	0	21	0	47	145		
Exist PM Peak	51	0	73	0	0	0	0	66	60	61	73	0				2026 Traffic Count Base Year
Background Growth	0	0	0	0	0	0	0	15	0	0	16	0				7.0% Background Growth Rate
Pre-Dev PM Peak	51	0	73	0	0	0	0	81	60	61	89	0				2029 Pre-Development Year
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	EN Tot	EX Tot		
Exist School Vs	51		73						60	61			121	124		415 Entering Intersection Volume
% of School Vs	18%		26%						23%	24%			47%	43%		
New School Vs	5		8						6	6			12	13		
Post-Dev PM Peak	37	0	50	0	0	0	0	109	33	49	98	0				Includes reassigned trips

PM School Total		
	Entering	Exiting
Exist	258	286
New check	25	29

150	194
58%	68%

Intersection 3			NE Arnold Avenue			NE Birch Lane			System PM peak hour 2:30-3:30 PM							
ALL-VEHICLE VOLUMES						PHF = 0.68								Hourly		
Time Period			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals
02:30 PM			0	0	0	8	0	4	2	3	0	0	13	24	54	
02:45 PM			0	0	0	6	0	13	3	2	0	0	35	40	99	204
03:00 PM			0	0	0	49	0	16	17	35	0	0	10	25	152	335
03:15 PM			0	0	0	49	0	11	7	23	0	0	6	14	110	415
03:30 PM			0	0	0	13	0	0	4	8	0	0	6	11	42	403
03:45 PM			0	0	0	17	0	3	2	8	0	0	2	20	52	356
04:00 PM			0	0	0	9	0	0	1	8	0	0	4	8	30	234
04:15 PM			0	0	0	12	0	3	3	1	0	0	6	15	40	164
Exist PM Peak			0	0	0	112	0	44	29	63	0	0	64	103		
Background Growth			0	0	0	25	0	5	5	2	0	0	14	23		
Pre-Dev PM Peak			0	0	0	137	0	54	36	77	0	0	78	126		
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	EN Tot	EX Tot
Exist School Vs			0					44	29	63	0		64		108	92
% of School Vs			0%					17%	10%	22%	0%		25%		42%	32%
New School Vs			0					4	3	6	0		6		10	9
Post-Dev PM Peak			0	0	0	94	0	98	60	139	0	0	114	96		
			Includes reassigned trips													
Intersection 4			NE Arnold Avenue			NE Marcus Harris Ave/Laurel Dr			System PM peak hour 2:30-3:30 PM							
ALL-VEHICLE VOLUMES						PHF = #DIV/0!								Hourly		
Time Period			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals
			0	0	0	0	0	0	0	0	0	0	0	0		
			0	0	0	0	0	0	0	0	0	0	0	0		
			0	0	0	0	0	0	0	0	0	0	0	0		
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
Hand Reassigned Trips			-15		-12				7	-7		-12	2			
			-15	0	-12	0	0	0	0	7	-7	-12	2	0		

Cells shaded this color have manual inputs
 Movement does not include Background Growth

2026 Traffic Count Base Year
 7.0% Background Growth Rate
 2029 Pre-Development Year

508 Entering Intersection Volume

108 92
 42% 32%

Intersection Volumes with Elementary School
 and High School Trips Reassigned

Intersection 5			NE Arnold Avenue			Santiam Christian Access			System PM peak hour 2:30-3:30 PM							Intersection Volumes with Elementary School and High School Trips Reassigned	
ALL-VEHICLE VOLUMES						PHF =			#DIV/0!						Hourly Totals		
Time Period			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total		Hourly Totals
			0	0	0	0	0	0	0	0	0	0	0	0			
			0	0	0	0	0	0	0	0	0	0	0	0			
			0	0	0	0	0	0	0	0	0	0	0	0			
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
Hand Reassigned Trips			-19		-31				28	-33		-18	9				
			-19	0	-31	0	0	0	0	28	-33	-18	9	0			
Intersection 6			NE Arnold Avenue			NE Birch Lane			System PM peak hour 2:30-3:30 PM							Intersection Volumes with Elementary School and High School Trips Reassigned	
ALL-VEHICLE VOLUMES						PHF =			#DIV/0!						Hourly Totals		
Time Period			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total		Hourly Totals
			0	0	0	0	0	0	0	0	0	0	0	0			
			0	0	0	0	0	0	0	0	0	0	0	0			
			0	0	0	0	0	0	0	0	0	0	0	0			
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
Hand Reassigned Trips						-43		40	21	56	0		30	-30			
			0	0	0	-43	0	40	21	56	0	0	30	-30			



RallyTraffic

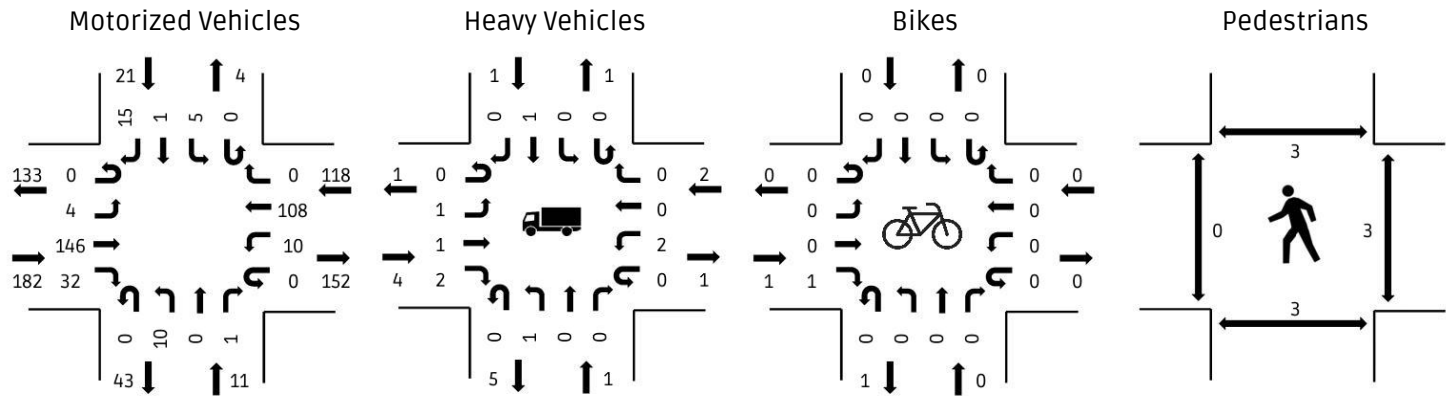
Location: NE Laurel - Marcus Harris Ave & NE Arnold Ave

Date: 2026-02-25

Peak Hour Start: 07:15 AM

Peak 15 Minute Start: 07:45 AM

Peak Hour Factor: 0.47



(peak hour)

Percent Heavy Vehicles

Northbound (NE Laurel - Marcus Harris Ave)					Southbound (NE Laurel - Marcus Harris Ave)					Eastbound (NE Arnold Ave)					Westbound (NE Arnold Ave)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
10	0	0	0	0	0	100	0	0	0	25	1	6	0	0	20	0	0	0	0

All Vehicle Volumes

Time	NB (NE Laurel - Marcus Harris Ave)					SB (NE Laurel - Marcus Harris Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	2	0	3	0	0	0	11	0	0	0	0	7	0	0	0	23	
07:15:00 AM	1	0	0	0	0	1	0	5	0	0	1	21	0	0	0	0	7	0	0	0	36	
07:30:00 AM	0	0	0	0	0	0	1	5	0	0	2	42	5	0	0	1	13	0	0	0	69	
07:45:00 AM	9	0	1	0	0	3	0	4	0	0	0	71	27	0	0	9	53	0	0	0	177	305
08:00:00 AM	0	0	0	0	0	1	0	1	0	0	1	12	0	0	0	0	35	0	0	0	50	332
08:15:00 AM	0	0	0	0	0	0	0	2	0	0	0	10	0	0	0	0	9	1	0	0	22	318
08:30:00 AM	0	0	0	0	0	0	0	1	0	0	1	11	0	0	0	0	7	0	0	0	20	269
08:45:00 AM	0	0	1	0	0	0	0	2	0	0	1	9	0	0	0	0	10	0	0	0	23	115

Car Volumes

Time	NB (NE Laurel - Marcus Harris Ave)					SB (NE Laurel - Marcus Harris Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	2	0	3	0	0	0	11	0	0	0	0	6	0	0	0	22	
07:15:00 AM	1	0	0	0	0	1	0	5	0	0	0	21	0	0	0	0	7	0	0	0	35	
07:30:00 AM	0	0	0	0	0	0	0	5	0	0	2	42	4	0	0	0	13	0	0	0	66	
07:45:00 AM	8	0	1	0	0	3	0	4	0	0	0	70	26	0	0	8	53	0	0	0	173	296
08:00:00 AM	0	0	0	0	0	1	0	1	0	0	1	12	0	0	0	0	35	0	0	0	50	324
08:15:00 AM	0	0	0	0	0	0	0	2	0	0	0	9	0	0	0	0	9	1	0	0	21	310
08:30:00 AM	0	0	0	0	0	0	0	1	0	0	1	11	0	0	0	0	7	0	0	0	20	264
08:45:00 AM	0	0	1	0	0	0	0	2	0	0	1	9	0	0	0	0	10	0	0	0	23	114

Truck Volumes

Time	NB (NE Laurel - Marcus Harris Ave)					SB (NE Laurel - Marcus Harris Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
07:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	3	
07:45:00 AM	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	4	9
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	8
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Bike Volumes

Time	NB (NE Laurel - Marcus Harris Ave)					SB (NE Laurel - Marcus Harris Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Pedestrian Volumes

Time	Pedestrians										Totals	
Time	North		South		East		West				15min	1hr
07:00:00 AM	0		0		0		0				0	
07:15:00 AM	0		0		1		0				1	
07:30:00 AM	1		1		0		0				2	
07:45:00 AM	0		0		0		0				0	3
08:00:00 AM	2		2		2		0				6	9
08:15:00 AM	0		2		0		0				2	10
08:30:00 AM	0		1		1		0				2	10
08:45:00 AM	0		0		0		0				0	10



RallyTraffic

Location: NE Laurel - Marcus Harris Ave & NE Arnold Ave

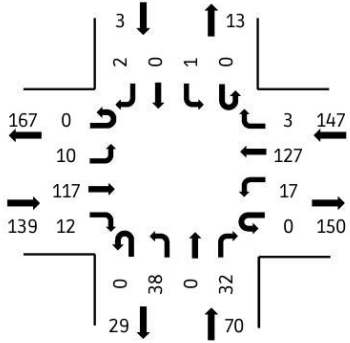
Date: 2026-02-25

Peak Hour Start: 02:30 PM

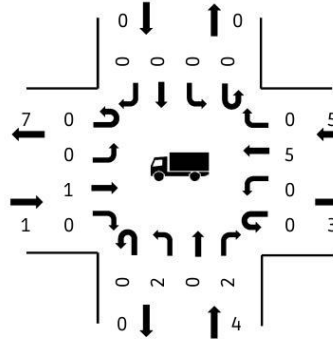
Peak 15 Minute Start: 03:00 PM

Peak Hour Factor: 0.7

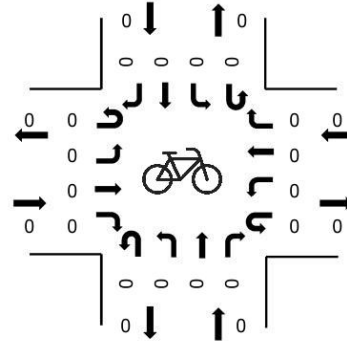
Motorized Vehicles



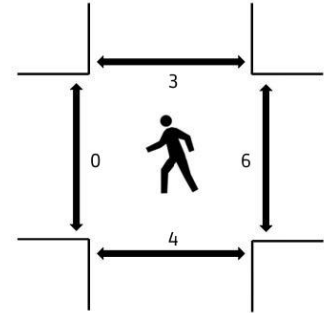
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (NE Laurel - Marcus Harris Ave)					Southbound (NE Laurel - Marcus Harris Ave)					Eastbound (NE Arnold Ave)					Westbound (NE Arnold Ave)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
5	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0

All Vehicle Volumes

Time	NB (NE Laurel - Marcus Harris Ave)					SB (NE Laurel - Marcus Harris Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	1	0	0	1	7	0	0	0	0	10	2	0	0	21	165
02:15:00 PM	0	0	0	0	0	0	0	3	0	0	3	11	2	0	0	2	9	1	0	0	31	
02:30:00 PM	1	0	0	0	0	0	0	0	0	0	5	19	3	0	0	5	10	1	0	0	44	
02:45:00 PM	0	0	0	0	0	0	0	1	0	0	2	43	8	0	0	6	8	1	0	0	69	
03:00:00 PM	12	0	13	0	0	0	0	0	0	0	1	35	1	0	0	6	59	1	0	0	128	272
03:15:00 PM	25	0	19	0	0	1	0	1	0	0	2	20	0	0	0	0	50	0	0	0	118	359
03:30:00 PM	0	0	1	0	0	0	0	3	0	0	4	12	0	0	0	1	19	2	0	0	42	357
03:45:00 PM	0	0	2	0	0	0	0	1	0	0	6	9	0	0	0	0	18	2	0	0	38	326
04:00:00 PM	0	0	1	0	0	0	0	2	0	0	3	8	0	0	0	0	14	0	0	0	28	226
04:15:00 PM	0	0	0	0	0	0	0	3	0	0	2	19	1	0	0	0	21	1	0	0	47	155
04:30:00 PM	1	0	1	0	0	3	0	6	0	0	1	15	1	0	0	0	16	2	0	0	46	159
04:45:00 PM	0	0	0	0	0	1	0	3	0	0	7	13	1	0	0	1	16	1	0	0	43	164
05:00:00 PM	0	0	1	0	0	2	0	1	0	0	1	14	0	0	0	0	17	4	0	0	40	176
05:15:00 PM	2	0	2	0	0	0	0	1	0	0	4	16	0	0	0	0	16	1	0	0	42	171
05:30:00 PM	0	0	1	0	0	1	0	4	0	0	4	12	0	0	0	0	13	0	0	0	35	160
05:45:00 PM	0	0	0	0	0	0	0	1	0	0	1	13	0	0	0	0	24	1	0	0	40	157

Car Volumes

Time	NB (NE Laurel - Marcus Harris Ave)					SB (NE Laurel - Marcus Harris Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	1	0	0	1	7	0	0	0	0	9	2	0	0	20	160
02:15:00 PM	0	0	0	0	0	0	0	3	0	0	2	10	2	0	0	2	8	1	0	0	28	
02:30:00 PM	1	0	0	0	0	0	0	0	0	0	5	19	3	0	0	5	10	1	0	0	44	
02:45:00 PM	0	0	0	0	0	0	0	1	0	0	2	42	8	0	0	6	8	1	0	0	68	
03:00:00 PM	12	0	13	0	0	0	0	0	0	0	1	35	1	0	0	6	58	1	0	0	127	267
03:15:00 PM	23	0	17	0	0	1	0	1	0	0	2	20	0	0	0	0	46	0	0	0	110	349
03:30:00 PM	0	0	1	0	0	0	0	3	0	0	4	12	0	0	0	1	19	2	0	0	42	347
03:45:00 PM	0	0	2	0	0	0	0	1	0	0	6	9	0	0	0	0	18	2	0	0	38	317
04:00:00 PM	0	0	1	0	0	0	0	2	0	0	3	8	0	0	0	0	14	0	0	0	28	218
04:15:00 PM	0	0	0	0	0	0	0	3	0	0	2	19	0	0	0	0	21	1	0	0	46	154
04:30:00 PM	1	0	1	0	0	2	0	6	0	0	0	14	1	0	0	0	16	2	0	0	43	155
04:45:00 PM	0	0	0	0	0	1	0	3	0	0	7	13	0	0	0	0	16	1	0	0	41	158
05:00:00 PM	0	0	1	0	0	2	0	1	0	0	1	14	0	0	0	0	17	4	0	0	40	170
05:15:00 PM	2	0	2	0	0	0	0	1	0	0	4	16	0	0	0	0	15	1	0	0	41	165
05:30:00 PM	0	0	1	0	0	1	0	4	0	0	4	11	0	0	0	0	13	0	0	0	34	156
05:45:00 PM	0	0	0	0	0	0	0	1	0	0	1	13	0	0	0	0	23	1	0	0	39	154

Truck Volumes

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

Bike Volumes

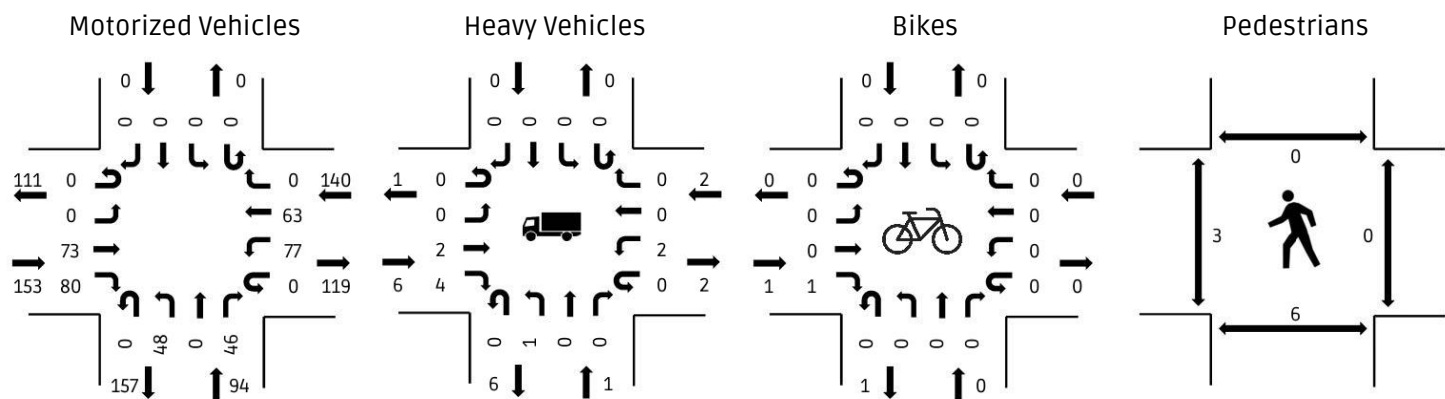
[illegible]

Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	0	1	1	
02:15:00 PM	0	2	2	0	4	
02:30:00 PM	0	2	2	0	4	
02:45:00 PM	0	0	0	0	0	9
03:00:00 PM	0	2	1	0	3	11
03:15:00 PM	3	0	3	0	6	13
03:30:00 PM	0	0	0	0	0	9
03:45:00 PM	0	0	0	0	0	9
04:00:00 PM	0	0	0	0	0	6
04:15:00 PM	0	2	1	0	3	3
04:30:00 PM	2	0	0	0	2	5
04:45:00 PM	2	2	0	0	4	9
05:00:00 PM	2	0	0	0	2	11
05:15:00 PM	2	1	0	2	5	13
05:30:00 PM	0	0	0	0	0	11
05:45:00 PM	0	0	0	0	0	7



Location: Santiam School Dwy & NE Arnold Ave
 Date: 2026-02-25
 Peak Hour Start: 07:15 AM
 Peak 15 Minute Start: 07:45 AM
 Peak Hour Factor: 0.45



(peak hour)

Percent Heavy Vehicles

Northbound (Santiam School Dwy)					Southbound (Santiam School Dwy)					Eastbound (NE Arnold Ave)					Westbound (NE Arnold Ave)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
2	0	0	0	0	0	0	0	0	0	0	3	5	0	0	3	0	0	0	0

All Vehicle Volumes

Time	NB (Santiam School Dwy)					SB (Santiam School Dwy)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	2	0	0	0	0	0	0	0	0	0	0	11	2	0	0	2	5	0	0	0	22	
07:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	19	4	0	0	5	6	0	0	0	35	
07:30:00 AM	2	0	6	0	0	0	0	0	0	0	0	15	28	0	0	20	11	0	0	0	82	
07:45:00 AM	36	0	36	0	0	0	0	0	0	0	0	28	47	0	0	48	20	0	0	0	215	354
08:00:00 AM	9	0	4	0	0	0	0	0	0	0	0	11	1	0	0	4	26	0	0	0	55	387
08:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	8	0	0	0	18	370
08:30:00 AM	0	0	1	0	0	0	0	0	0	0	0	8	3	0	0	0	7	0	0	0	19	307
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	10	0	0	0	19	111

Car Volumes

Time	NB (Santiam School Dwy)					SB (Santiam School Dwy)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	2	0	0	0	0	0	0	0	0	0	0	11	2	0	0	2	4	0	0	0	21	
07:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	19	4	0	0	5	6	0	0	0	35	
07:30:00 AM	2	0	6	0	0	0	0	0	0	0	0	15	26	0	0	19	11	0	0	0	79	
07:45:00 AM	35	0	36	0	0	0	0	0	0	0	0	27	45	0	0	47	20	0	0	0	210	345
08:00:00 AM	9	0	4	0	0	0	0	0	0	0	0	10	1	0	0	4	26	0	0	0	54	378
08:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	8	0	0	0	18	361
08:30:00 AM	0	0	1	0	0	0	0	0	0	0	0	8	3	0	0	0	7	0	0	0	19	301
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	10	0	0	0	19	110

Truck Volumes

Time	NB (Santiam School Dwy)					SB (Santiam School Dwy)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	
07:45:00 AM	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	5	9
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	9
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Bike Volumes

Time	NB (Santiam School Dwy)					SB (Santiam School Dwy)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Pedestrian Volumes

Time	Pedestrians										Totals	
Time	North		South		East		West				15min	1hr
07:00:00 AM	0		0		0		0				0	
07:15:00 AM	0		0		0		1				1	
07:30:00 AM	0		3		0		0				3	
07:45:00 AM	0		1		0		0				1	5
08:00:00 AM	0		2		0		2				4	9
08:15:00 AM	0		2		0		0				2	10
08:30:00 AM	0		1		0		1				2	9
08:45:00 AM	0		0		0		0				0	8



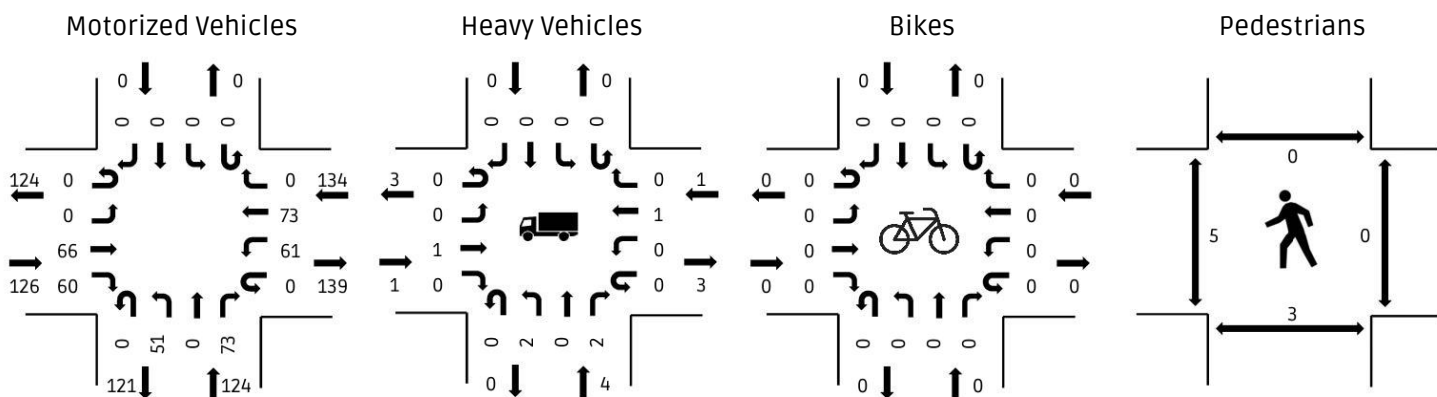
Location: Santiam School Dwy & NE Arnold Ave

Date: 2026-02-25

Peak Hour Start: 02:30 PM

Peak 15 Minute Start: 03:00 PM

Peak Hour Factor: 0.67



(peak hour)

Percent Heavy Vehicles

Northbound (Santiam School Dwy)					Southbound (Santiam School Dwy)					Eastbound (NE Arnold Ave)					Westbound (NE Arnold Ave)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
4	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0

All Vehicle Volumes

Time	NB (Santiam School Dwy)					SB (Santiam School Dwy)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	7	1	0	0	0	12	0	0	0	21	191
02:15:00 PM	0	0	2	0	0	0	0	0	0	0	0	10	4	0	0	3	11	0	0	0	30	
02:30:00 PM	2	0	1	0	0	0	0	0	0	0	0	14	6	0	0	11	13	0	0	0	47	
02:45:00 PM	1	0	2	0	0	0	0	0	0	0	0	22	27	0	0	29	12	0	0	0	93	
03:00:00 PM	23	0	45	0	0	0	0	0	0	0	0	15	20	0	0	17	23	0	0	0	143	313
03:15:00 PM	25	0	25	0	0	0	0	0	0	0	0	15	7	0	0	4	25	0	0	0	101	384
03:30:00 PM	4	0	3	0	0	0	0	0	0	0	0	12	0	0	0	1	18	0	0	0	38	375
03:45:00 PM	0	0	6	0	0	0	0	0	0	0	0	8	1	0	0	1	19	0	0	0	35	317
04:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	8	1	0	0	0	15	0	0	0	25	199
04:15:00 PM	1	0	4	0	0	0	0	0	0	0	0	20	1	0	0	0	21	0	0	0	47	145
04:30:00 PM	2	0	4	0	0	0	0	0	0	0	0	17	1	0	0	0	16	0	0	0	40	147
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	13	2	0	0	1	17	0	0	0	34	146
05:00:00 PM	2	0	1	0	0	0	0	0	0	0	0	16	0	0	0	0	18	0	0	0	37	158
05:15:00 PM	3	0	2	0	0	0	0	0	0	0	0	16	0	0	0	0	14	0	0	0	35	146
05:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	13	0	0	0	27	133
05:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	24	0	0	0	38	137

Car Volumes

Time	NB (Santiam School Dwy)					SB (Santiam School Dwy)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	7	1	0	0	0	11	0	0	0	20	187
02:15:00 PM	0	0	2	0	0	0	0	0	0	0	0	9	4	0	0	3	10	0	0	0	28	
02:30:00 PM	2	0	1	0	0	0	0	0	0	0	0	14	6	0	0	11	13	0	0	0	47	
02:45:00 PM	1	0	2	0	0	0	0	0	0	0	0	21	27	0	0	29	12	0	0	0	92	
03:00:00 PM	23	0	45	0	0	0	0	0	0	0	0	15	20	0	0	17	23	0	0	0	143	310
03:15:00 PM	23	0	23	0	0	0	0	0	0	0	0	15	7	0	0	4	24	0	0	0	96	378
03:30:00 PM	4	0	3	0	0	0	0	0	0	0	0	12	0	0	0	1	18	0	0	0	38	369
03:45:00 PM	0	0	6	0	0	0	0	0	0	0	0	8	1	0	0	1	19	0	0	0	35	312
04:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	8	1	0	0	0	15	0	0	0	25	194
04:15:00 PM	1	0	4	0	0	0	0	0	0	0	0	20	0	0	0	0	21	0	0	0	46	144
04:30:00 PM	2	0	4	0	0	0	0	0	0	0	0	16	0	0	0	0	16	0	0	0	38	144
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	13	1	0	0	0	17	0	0	0	32	141
05:00:00 PM	2	0	1	0	0	0	0	0	0	0	0	16	0	0	0	0	18	0	0	0	37	153
05:15:00 PM	2	0	2	0	0	0	0	0	0	0	0	16	0	0	0	0	14	0	0	0	34	141
05:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	13	0	0	0	26	129
05:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	23	0	0	0	37	134

Truck Volumes

Time	NB (Santiam School Dwy)					SB (Santiam School Dwy)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	6
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	3
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	5
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3

Bike Volumes

[illegible]

Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
02:00:00 PM	0	0	0	1	1	
02:15:00 PM	0	0	0	2	2	
02:30:00 PM	0	0	0	2	2	
02:45:00 PM	0	0	0	0	0	5
03:00:00 PM	0	2	0	0	2	6
03:15:00 PM	0	1	0	3	4	8
03:30:00 PM	0	0	0	0	0	6
03:45:00 PM	0	0	0	0	0	6
04:00:00 PM	0	0	0	0	0	4
04:15:00 PM	0	1	0	1	2	2
04:30:00 PM	0	0	0	0	0	2
04:45:00 PM	0	2	0	0	2	4
05:00:00 PM	0	0	0	0	0	4
05:15:00 PM	0	1	0	2	3	5
05:30:00 PM	0	0	0	0	0	5
05:45:00 PM	0	0	0	0	0	3



RallyTraffic

Location: Birch Ln and Arnold Ave & NE Arnold Ave

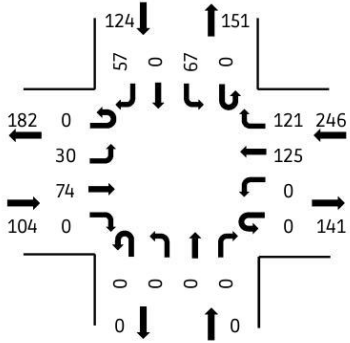
Date: 2026-02-25

Peak Hour Start: 07:15 AM

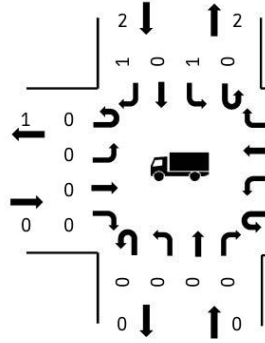
Peak 15 Minute Start: 07:45 AM

Peak Hour Factor: 0.51

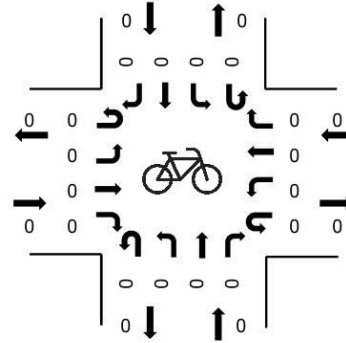
Motorized Vehicles



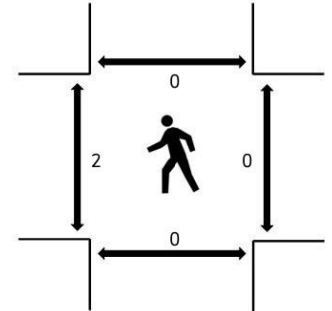
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Birch Ln and Arnold Ave)					Southbound (Birch Ln and Arnold Ave)					Eastbound (NE Arnold Ave)					Westbound (NE Arnold Ave)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0

All Vehicle Volumes

Time	NB (Birch Ln and Arnold Ave)					SB (Birch Ln and Arnold Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	6	0	2	0	0	1	1	0	0	0	0	2	5	0	0	17	
07:15:00 AM	0	0	0	0	0	9	0	4	0	0	1	0	0	0	0	0	4	13	0	0	31	
07:30:00 AM	0	0	0	0	0	9	0	15	0	0	1	1	0	0	0	0	45	40	0	0	111	
07:45:00 AM	0	0	0	0	0	34	0	33	0	0	8	40	0	0	0	0	61	57	0	0	233	392
08:00:00 AM	0	0	0	0	0	15	0	5	0	0	20	33	0	0	0	0	15	11	0	0	99	474
08:15:00 AM	0	0	0	0	0	8	0	2	0	0	4	8	0	0	0	0	4	4	0	0	30	473
08:30:00 AM	0	0	0	0	0	7	0	3	0	0	0	6	0	0	0	0	5	6	0	0	27	389
08:45:00 AM	0	0	0	0	0	8	0	1	0	0	2	1	0	0	0	0	0	6	0	0	18	174

Car Volumes

Time	NB (Birch Ln and Arnold Ave)					SB (Birch Ln and Arnold Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	6	0	2	0	0	1	1	0	0	0	0	2	4	0	0	16	
07:15:00 AM	0	0	0	0	0	9	0	4	0	0	1	0	0	0	0	0	4	13	0	0	31	
07:30:00 AM	0	0	0	0	0	9	0	14	0	0	1	1	0	0	0	0	45	39	0	0	109	
07:45:00 AM	0	0	0	0	0	33	0	33	0	0	8	40	0	0	0	0	61	56	0	0	231	387
08:00:00 AM	0	0	0	0	0	15	0	5	0	0	20	33	0	0	0	0	15	11	0	0	99	470
08:15:00 AM	0	0	0	0	0	7	0	2	0	0	4	8	0	0	0	0	4	4	0	0	29	468
08:30:00 AM	0	0	0	0	0	7	0	3	0	0	0	6	0	0	0	0	5	6	0	0	27	386
08:45:00 AM	0	0	0	0	0	8	0	1	0	0	2	1	0	0	0	0	0	6	0	0	18	173

Truck Volumes

Time	NB (Birch Ln and Arnold Ave)					SB (Birch Ln and Arnold Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2	
07:45:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	5
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Bike Volumes

Time	NB (Birch Ln and Arnold Ave)					SB (Birch Ln and Arnold Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

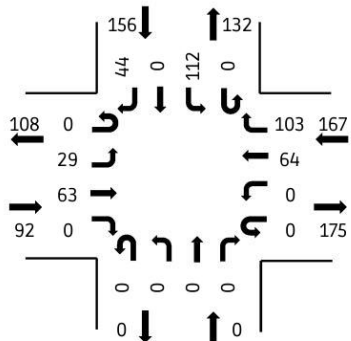
Pedestrian Volumes

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

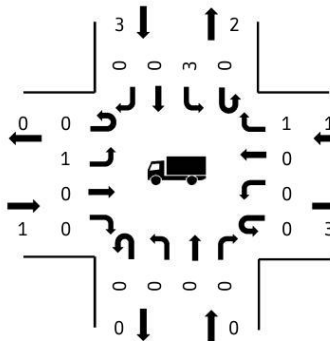


Location: Birch Ln and Arnold Ave & NE Arnold Ave
Date: 2026-02-25
Peak Hour Start: 02:30 PM
Peak 15 Minute Start: 03:00 PM
Peak Hour Factor: 0.68

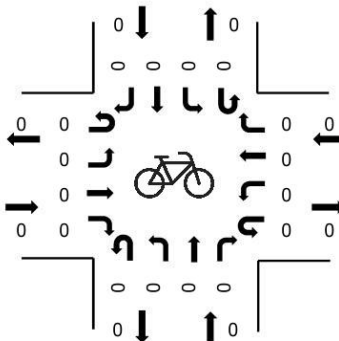
Motorized Vehicles



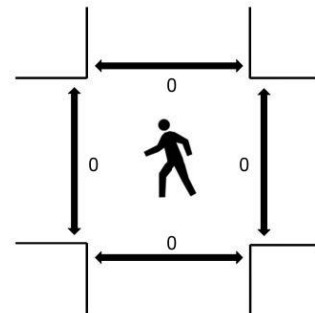
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Birch Ln and Arnold Ave)					Southbound (Birch Ln and Arnold Ave)					Eastbound (NE Arnold Ave)					Westbound (NE Arnold Ave)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	1	0	0

All Vehicle Volumes

Time	NB (Birch Ln and Arnold Ave)					SB (Birch Ln and Arnold Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	7	0	1	0	0	0	2	0	0	0	0	2	9	0	0	21	204
02:15:00 PM	0	0	0	0	0	11	0	0	0	0	1	2	0	0	0	0	5	11	0	0	30	
02:30:00 PM	0	0	0	0	0	8	0	4	0	0	2	3	0	0	0	0	13	24	0	0	54	
02:45:00 PM	0	0	0	0	0	6	0	13	0	0	3	2	0	0	0	0	35	40	0	0	99	
03:00:00 PM	0	0	0	0	0	49	0	16	0	0	17	35	0	0	0	0	10	25	0	0	152	335
03:15:00 PM	0	0	0	0	0	49	0	11	0	0	7	23	0	0	0	0	6	14	0	0	110	415
03:30:00 PM	0	0	0	0	0	13	0	0	0	0	4	8	0	0	0	0	6	11	0	0	42	403
03:45:00 PM	0	0	0	0	0	17	0	3	0	0	2	8	0	0	0	0	2	20	0	0	52	356
04:00:00 PM	0	0	0	0	0	9	0	0	0	0	1	8	0	0	0	0	4	8	0	0	30	234
04:15:00 PM	0	0	0	0	0	12	0	3	0	0	3	1	0	0	0	0	6	15	0	0	40	164
04:30:00 PM	0	0	0	0	0	19	0	1	0	0	6	22	0	0	0	0	5	8	0	0	61	183
04:45:00 PM	0	0	0	0	0	8	0	2	0	0	4	7	0	0	0	0	8	11	0	0	40	171
05:00:00 PM	0	0	0	0	0	17	0	2	0	0	3	8	0	0	0	0	4	10	0	0	44	185
05:15:00 PM	0	0	0	0	0	11	0	4	0	0	4	3	0	0	0	0	0	6	0	0	28	173
05:30:00 PM	0	0	0	0	0	10	0	1	0	0	2	5	0	0	0	0	3	8	0	0	29	141
05:45:00 PM	0	0	0	0	0	12	0	1	0	0	8	13	0	0	0	0	2	14	0	0	50	151

Car Volumes

Time	NB (Birch Ln and Arnold Ave)					SB (Birch Ln and Arnold Ave)					EB (NE Arnold Ave)					WB (NE Arnold Ave)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
02:00:00 PM	0	0	0	0	0	7	0	1	0	0	0	2	0	0	0	0	2	9	0	0	21	200
02:15:00 PM	0	0	0	0	0	10	0	0	0	0	1	2	0	0	0	0	4	10	0	0	27	
02:30:00 PM	0	0	0	0	0	8	0	4	0	0	2	3	0	0	0	0	13	24	0	0	54	
02:45:00 PM	0	0	0	0	0	5	0	13	0	0	3	2	0	0	0	0	35	40	0	0	98	
03:00:00 PM	0	0	0	0	0	49	0	16	0	0	16	35	0	0	0	0	10	25	0	0	151	330
03:15:00 PM	0	0	0	0	0	47	0	11	0	0	7	23	0	0	0	0	6	13	0	0	107	410
03:30:00 PM	0	0	0	0	0	13	0	0	0	0	4	8	0	0	0	0	6	10	0	0	41	397
03:45:00 PM	0	0	0	0	0	17	0	3	0	0	2	8	0	0	0	0	2	20	0	0	52	351
04:00:00 PM	0	0	0	0	0	9	0	0	0	0	1	8	0	0	0	0	4	8	0	0	30	230
04:15:00 PM	0	0	0	0	0	12	0	3	0	0	3	1	0	0	0	0	6	15	0	0	40	163
04:30:00 PM	0	0	0	0	0	19	0	1	0	0	6	22	0	0	0	0	5	8	0	0	61	183
04:45:00 PM	0	0	0	0	0	7	0	2	0	0	4	7	0	0	0	0	8	10	0	0	38	169
05:00:00 PM	0	0	0	0	0	17	0	2	0	0	3	8	0	0	0	0	4	10	0	0	44	183
05:15:00 PM	0	0	0	0	0	11	0	4	0	0	4	3	0	0	0	0	0	6	0	0	28	171
05:30:00 PM	0	0	0	0	0	10	0	0	0	0	2	5	0	0	0	0	3	8	0	0	28	138
05:45:00 PM	0	0	0	0	0	12	0	1	0	0	7	13	0	0	0	0	2	14	0	0	49	149

Truck Volumes

[illegible]

Bike Volumes

[illegible]

Pedestrian Volumes

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

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	146	32	10	108	0	10	0	1	5	1	15
Future Vol, veh/h	4	146	32	10	108	0	10	0	1	5	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	47	47	47	47	47	47	47	47	47	47	47	47
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	311	68	21	230	0	21	0	2	11	2	32
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	379	0	0	635	634	345	600	668	230
Stage 1	-	-	-	-	-	-	362	362	-	272	272	-
Stage 2	-	-	-	-	-	-	273	272	-	328	396	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1180	-	-	391	396	698	413	379	809
Stage 1	-	-	-	-	-	-	657	625	-	734	684	-
Stage 2	-	-	-	-	-	-	733	684	-	685	604	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1338	-	-	1180	-	-	363	385	698	400	368	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	363	385	-	400	368	-
Stage 1	-	-	-	-	-	-	651	620	-	718	670	-
Stage 2	-	-	-	-	-	-	687	670	-	677	599	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.17			0.69			15.11			11.23		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	379	38	-	-	153	-	-	622				
HCM Lane V/C Ratio	0.062	0.006	-	-	0.018	-	-	0.072				
HCM Ctrl Dly (s/v)	15.1	7.7	0	-	8.1	0	-	11.2				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2				

Intersection

Int Delay, s/veh 6.3

Movement EBT EBR WBL WBT NBL NBRLane Configurations      

Traffic Vol, veh/h 73 80 77 63 48 46

Future Vol, veh/h 73 80 77 63 48 46

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 45 45 45 45 45 45

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 162 178 171 140 107 102

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 340 0 733 251

Stage 1 - - - - 251 -

Stage 2 - - - - 482 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1219 - 388 788

Stage 1 - - - - 791 -

Stage 2 - - - - 621 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1219 - 329 788

Mov Cap-2 Maneuver - - - - 329 -

Stage 1 - - - - 670 -

Stage 2 - - - - 621 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 4.64 19.19

HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 460 - - 990 -

HCM Lane V/C Ratio 0.454 - - 0.14 -

HCM Ctrl Dly (s/v) 19.2 - - 8.4 0

HCM Lane LOS C - - A A

HCM 95th %tile Q(veh) 2.3 - - 0.5 -

Intersection

Int Delay, s/veh 11.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	74	0	0	125	121	0	0	0	67	0	57
Future Vol, veh/h	30	74	0	0	125	121	0	0	0	67	0	57
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	51	51	51	51	51	51	51	51	51
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	145	0	0	245	237	0	0	0	131	0	112

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	441	319	56	335	375	-	112	0	0	0	0	0
Stage 1	319	319	-	0	0	-	-	-	-	-	-	-
Stage 2	123	0	-	335	375	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	526	598	1011	618	556	0	1478	-	-	-	-	-
Stage 1	693	653	-	-	-	0	-	-	-	-	-	-
Stage 2	882	-	-	679	617	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	294	598	1011	468	556	-	1478	-	-	-	-	-
Mov Cap-2 Maneuver	294	598	-	468	556	-	-	-	-	-	-	-
Stage 1	693	653	-	-	-	-	-	-	-	-	-	-
Stage 2	882	-	-	528	617	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.86	16.47	0	
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	461 556	-	-	-
HCM Lane V/C Ratio	-	-	-	0.442 0.441	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	18.9 16.5	-	-	-
HCM Lane LOS	A	-	-	C C	-	-	-
HCM 95th %tile Q(veh)	0	-	-	2.2 2.2	-	-	-

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	117	12	17	127	3	38	0	32	1	0	2
Future Vol, veh/h	10	117	12	17	127	3	38	0	32	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	167	17	24	181	4	54	0	46	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	184	0	0	434	439	176	428	445	184
Stage 1	-	-	-	-	-	-	204	204	-	232	232	-
Stage 2	-	-	-	-	-	-	230	234	-	196	213	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1389	-	-	1390	-	-	532	512	867	537	508	859
Stage 1	-	-	-	-	-	-	798	733	-	771	712	-
Stage 2	-	-	-	-	-	-	773	711	-	806	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1389	-	-	1390	-	-	514	496	867	493	492	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	514	496	-	493	492	-
Stage 1	-	-	-	-	-	-	788	724	-	756	699	-
Stage 2	-	-	-	-	-	-	755	697	-	755	718	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.55	0.88	11.77	10.26
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	127	-	-	207	-	-	689
HCM Lane V/C Ratio	0.158	0.01	-	-	0.017	-	-	0.006
HCM Ctrl Dly (s/v)	11.8	7.6	0	-	7.6	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0

Intersection

Int Delay, s/veh 5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	60	61	73	51	73
Future Vol, veh/h	66	60	61	73	51	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	90	91	109	76	109

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	188
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1386
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1386
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.54	11.89
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	707	-	-	819	-
HCM Lane V/C Ratio	0.262	-	-	0.066	-
HCM Ctrl Dly (s/v)	11.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.2	-

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	29	63	0	0	64	103	0	0	0	112	0	44
Future Vol, veh/h	29	63	0	0	64	103	0	0	0	112	0	44
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	93	0	0	94	151	0	0	0	165	0	65

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	409	362	32	376	394	-	65	0	0	0	0	0
Stage 1	362	362	-	0	0	-	-	-	-	-	-	-
Stage 2	47	0	-	376	394	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	553	566	1041	582	542	0	1537	-	-	-	-	-
Stage 1	657	625	-	-	-	0	-	-	-	-	-	-
Stage 2	967	-	-	645	605	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	457	566	1041	486	542	-	1537	-	-	-	-	-
Mov Cap-2 Maneuver	457	566	-	486	542	-	-	-	-	-	-	-
Stage 1	657	625	-	-	-	-	-	-	-	-	-	-
Stage 2	967	-	-	550	605	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.19	13.03	0	
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1537	-	-	526 542	-	-	-
HCM Lane V/C Ratio	-	-	-	0.257 0.174	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	14.2 13	-	-	-
HCM Lane LOS	A	-	-	B B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	1 0.6	-	-	-

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	5	179	32	10	132	0	10	0	1	6	1	18
Future Vol, veh/h	5	179	32	10	132	0	10	0	1	6	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	47	47	47	47	47	47	47	47	47	47	47	47
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	381	68	21	281	0	21	0	2	13	2	38
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	281	0	0	449	0	0	761	760	415	726	794	281
Stage 1	-	-	-	-	-	-	436	436	-	323	323	-
Stage 2	-	-	-	-	-	-	324	323	-	402	470	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1282	-	-	1111	-	-	322	336	638	340	321	758
Stage 1	-	-	-	-	-	-	599	580	-	689	650	-
Stage 2	-	-	-	-	-	-	688	650	-	625	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1282	-	-	1111	-	-	294	324	638	328	310	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	294	324	-	328	310	-
Stage 1	-	-	-	-	-	-	592	573	-	673	635	-
Stage 2	-	-	-	-	-	-	636	635	-	616	554	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.18			0.58			17.61			12.21		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	309	40	-	-	127	-	-	552				
HCM Lane V/C Ratio	0.076	0.008	-	-	0.019	-	-	0.096				
HCM Ctrl Dly (s/v)	17.6	7.8	0	-	8.3	0	-	12.2				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.3				

Intersection

Int Delay, s/veh 6.4

Movement EBT EBR WBL WBT NBL NBRLane Configurations      

Traffic Vol, veh/h 89 80 77 77 48 46

Future Vol, veh/h 89 80 77 77 48 46

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 45 45 45 45 45 45

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 198 178 171 171 107 102

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 376 0 800 287

Stage 1 - - - - 287 -

Stage 2 - - - - 513 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1183 - 354 752

Stage 1 - - - - 762 -

Stage 2 - - - - 601 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1183 - 298 752

Mov Cap-2 Maneuver - - - - 298 -

Stage 1 - - - - 640 -

Stage 2 - - - - 601 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 4.28 21.57

HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 423 - - 900 -

HCM Lane V/C Ratio 0.494 - - 0.145 -

HCM Ctrl Dly (s/v) 21.6 - - 8.6 0

HCM Lane LOS C - - A A

HCM 95th %tile Q(veh) 2.7 - - 0.5 -

Intersection

Int Delay, s/veh 19.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	91	0	0	153	148	0	0	0	82	0	70
Future Vol, veh/h	37	91	0	0	153	148	0	0	0	82	0	70
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	51	51	51	51	51	51	51	51	51
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	178	0	0	300	290	0	0	0	161	0	137

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	540	390	69	411	459	-	137	0	0	0	0	0
Stage 1	390	390	-	0	0	-	-	-	-	-	-	-
Stage 2	150	0	-	411	459	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	452	545	994	551	499	0	1447	-	-	-	-	-
Stage 1	634	608	-	-	-	0	-	-	-	-	-	-
Stage 2	853	-	-	618	567	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	180	545	994	371	499	-	1447	-	-	-	-	-
Mov Cap-2 Maneuver	180	545	-	371	499	-	-	-	-	-	-	-
Stage 1	634	608	-	-	-	-	-	-	-	-	-	-
Stage 2	853	-	-	436	567	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	39.12		22.52		0			
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	344 499	-	-	-
HCM Lane V/C Ratio	-	-	-	0.73 0.602	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	39.1 22.5	-	-	-
HCM Lane LOS	A	-	-	E C	-	-	-
HCM 95th %tile Q(veh)	0	-	-	5.5 3.9	-	-	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	143	12	17	156	4	38	0	32	1	0	2
Future Vol, veh/h	12	143	12	17	156	4	38	0	32	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	204	17	24	223	6	54	0	46	1	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	221	0	0	519	524	213	513	530	226
Stage 1	-	-	-	-	-	-	247	247	-	274	274	-
Stage 2	-	-	-	-	-	-	271	277	-	239	256	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1340	-	-	1348	-	-	468	458	827	472	455	814
Stage 1	-	-	-	-	-	-	757	702	-	732	683	-
Stage 2	-	-	-	-	-	-	734	681	-	765	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1340	-	-	1348	-	-	450	442	827	430	439	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	450	442	-	430	439	-
Stage 1	-	-	-	-	-	-	746	692	-	717	669	-
Stage 2	-	-	-	-	-	-	717	667	-	712	686	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.55			0.74			12.68			10.78		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	568	127	-	-	172	-	-	627				
HCM Lane V/C Ratio	0.176	0.013	-	-	0.018	-	-	0.007				
HCM Ctrl Dly (s/v)	12.7	7.7	0	-	7.7	0	-	10.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0				

Intersection

Int Delay, s/veh 4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	60	61	89	51	73
Future Vol, veh/h	81	60	61	89	51	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	90	91	133	76	109

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	210
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1360
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1360
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.19	12.36
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	732	-
HCM Lane V/C Ratio	0.275	-	-	0.067	-
HCM Ctrl Dly (s/v)	12.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.2	-

Intersection

Int Delay, s/veh 8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	77	0	0	78	126	0	0	0	137	0	54
Future Vol, veh/h	36	77	0	0	78	126	0	0	0	137	0	54
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	113	0	0	115	185	0	0	0	201	0	79

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	500	443	40	460	482	-	79	0	0	0	0	0
Stage 1	443	443	-	0	0	-	-	-	-	-	-	-
Stage 2	57	0	-	460	482	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	481	509	1032	512	484	0	1519	-	-	-	-	-
Stage 1	594	576	-	-	-	0	-	-	-	-	-	-
Stage 2	955	-	-	582	553	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	367	509	1032	398	484	-	1519	-	-	-	-	-
Mov Cap-2 Maneuver	367	509	-	398	484	-	-	-	-	-	-	-
Stage 1	594	576	-	-	-	-	-	-	-	-	-	-
Stage 2	955	-	-	467	553	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	17.46		14.74		0			
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1519	-	-	453 484	-	-	-
HCM Lane V/C Ratio	-	-	-	0.367 0.237	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	17.5 14.7	-	-	-
HCM Lane LOS	A	-	-	C B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7 0.9	-	-	-

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	5	198	15	2	117	0	1	0	1	6	1	18
Future Vol, veh/h	5	198	15	2	117	0	1	0	1	6	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	47	47	47	47	47	47	47	47	47	47	47	47
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	421	32	4	249	0	2	0	2	13	2	38
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	453	0	0	717	716	437	700	732	249
Stage 1	-	-	-	-	-	-	459	459	-	257	257	-
Stage 2	-	-	-	-	-	-	259	257	-	443	474	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1107	-	-	345	356	619	354	348	790
Stage 1	-	-	-	-	-	-	582	567	-	747	695	-
Stage 2	-	-	-	-	-	-	746	695	-	594	558	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1317	-	-	1107	-	-	321	350	619	347	343	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	350	-	347	343	-
Stage 1	-	-	-	-	-	-	576	561	-	744	692	-
Stage 2	-	-	-	-	-	-	705	692	-	586	551	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.18			0.14			13.6			11.81		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	423	41	-	-	30	-	-	582				
HCM Lane V/C Ratio	0.01	0.008	-	-	0.004	-	-	0.091				
HCM Ctrl Dly (s/v)	13.6	7.8	0	-	8.3	0	-	11.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3				

Intersection

Int Delay, s/veh 3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	46	52	86	20	36
Future Vol, veh/h	150	46	52	86	20	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	333	102	116	191	44	80

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	436
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1124
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1124
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.23	15.34
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	-	-	678	-
HCM Lane V/C Ratio	0.264	-	-	0.103	-
HCM Ctrl Dly (s/v)	15.3	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.3	-

Intersection												
Int Delay, s/veh	88.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	137	0	0	163	151	0	0	0	68	0	137
Future Vol, veh/h	58	137	0	0	163	151	0	0	0	68	0	137
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	51	51	51	51	51	51	51	51	51
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	114	269	0	0	320	296	0	0	0	133	0	269

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	561	401	134	401	535	-	269	0	0	0	0	0
Stage 1	401	401	-	0	0	-	-	-	-	-	-	-
Stage 2	160	0	-	401	535	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	438	538	915	560	451	0	1295	-	-	-	-	-
Stage 1	626	601	-	-	-	0	-	-	-	-	-	-
Stage 2	842	-	-	626	524	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	538	915	280	451	-	1295	-	-	-	-	-
Mov Cap-2 Maneuver	128	538	-	280	451	-	-	-	-	-	-	-
Stage 1	626	601	-	-	-	-	-	-	-	-	-	-
Stage 2	842	-	-	346	524	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	231.08		30.09		0			
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	275 451	-	-	-
HCM Lane V/C Ratio	-	-	-	1.388 0.708	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	231.1 30.1	-	-	-
HCM Lane LOS	A	-	-	F D	-	-	-
HCM 95th %tile Q(veh)	0	-	-	20.4 5.5	-	-	-

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	150	6	7	158	4	27	0	23	1	0	2
Future Vol, veh/h	12	150	6	7	158	4	27	0	23	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	214	9	10	226	6	39	0	33	1	0	3
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	231	0	0	223	0	0	499	504	219	497	506	229
Stage 1	-	-	-	-	-	-	253	253	-	249	249	-
Stage 2	-	-	-	-	-	-	246	251	-	249	257	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1336	-	-	1346	-	-	482	470	821	483	469	811
Stage 1	-	-	-	-	-	-	751	698	-	755	701	-
Stage 2	-	-	-	-	-	-	758	699	-	755	695	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1336	-	-	1346	-	-	469	459	821	453	458	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	469	459	-	453	458	-
Stage 1	-	-	-	-	-	-	740	688	-	749	695	-
Stage 2	-	-	-	-	-	-	749	693	-	715	685	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	0.55		0.32		12.01		10.65					
HCM LOS					B		B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	585	128	-	-	74	-	-	642				
HCM Lane V/C Ratio	0.122	0.013	-	-	0.007	-	-	0.007				
HCM Ctrl Dly (s/v)	12	7.7	0	-	7.7	0	-	10.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	109	33	49	98	37	50
Future Vol, veh/h	109	33	49	98	37	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	49	73	146	55	75

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	212
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1358
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1358
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.6	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	666	-	-	600	-
HCM Lane V/C Ratio	0.195	-	-	0.054	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection

Int Delay, s/veh 12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	139	0	0	114	96	0	0	0	94	0	98
Future Vol, veh/h	60	139	0	0	114	96	0	0	0	94	0	98
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	204	0	0	168	141	0	0	0	138	0	144

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	432	349	72	379	421	-	144	0	0	0	0	0
Stage 1	349	349	-	0	0	-	-	-	-	-	-	-
Stage 2	84	0	-	379	421	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	534	575	990	579	524	0	1438	-	-	-	-	-
Stage 1	668	634	-	-	-	0	-	-	-	-	-	-
Stage 2	924	-	-	643	589	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	363	575	990	373	524	-	1438	-	-	-	-	-
Mov Cap-2 Maneuver	363	575	-	373	524	-	-	-	-	-	-	-
Stage 1	668	634	-	-	-	-	-	-	-	-	-	-
Stage 2	924	-	-	436	589	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.74	15.07	0	
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	489 524	-	-	-
HCM Lane V/C Ratio	-	-	-	0.598 0.32	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	22.7 15.1	-	-	-
HCM Lane LOS	A	-	-	C C	-	-	-
HCM 95th %tile Q(veh)	0	-	-	3.9 1.4	-	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	922	896	931	940	986	938
Vehs Exited	943	911	958	961	999	956
Starting Vehs	29	24	35	24	21	28
Ending Vehs	8	9	8	3	8	7
Travel Distance (mi)	278	273	289	282	301	285
Travel Time (hr)	12.2	11.7	12.6	12.2	13.1	12.4
Total Delay (hr)	1.7	1.4	1.8	1.6	1.8	1.6
Total Stops	402	408	439	451	471	436
Fuel Used (gal)	9.7	9.5	10.2	10.0	10.7	10.0

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording1

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	507	447	480	473	521	485
Vehs Exited	506	449	490	471	516	486
Starting Vehs	29	24	35	24	21	28
Ending Vehs	30	22	25	26	26	24
Travel Distance (mi)	151	136	148	139	155	146
Travel Time (hr)	7.0	6.0	6.8	6.3	7.1	6.6
Total Delay (hr)	1.2	0.9	1.2	1.0	1.2	1.1
Total Stops	238	223	246	261	278	250
Fuel Used (gal)	5.5	4.8	5.3	5.0	5.6	5.2

Interval #2 Information Recording2

Start Time 7:15

End Time 8:00

Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	415	449	451	467	465	450
Vehs Exited	437	462	468	490	483	470
Starting Vehs	30	22	25	26	26	24
Ending Vehs	8	9	8	3	8	7
Travel Distance (mi)	127	137	142	143	146	139
Travel Time (hr)	5.2	5.7	5.8	6.0	6.0	5.7
Total Delay (hr)	0.4	0.5	0.5	0.5	0.6	0.5
Total Stops	164	185	193	190	193	185
Fuel Used (gal)	4.2	4.7	4.8	5.0	5.1	4.8

Intersection: 1: NE Marcus Harris Avenue/NE Laurel Drive & NE Arnold Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	33	35	46
Average Queue (ft)	5	2	9	14
95th Queue (ft)	29	15	34	39
Link Distance (ft)	772	41	550	433
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Santiam Christian Parking & NE Arnold Avenue

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	33	91	132
Average Queue (ft)	1	18	43
95th Queue (ft)	12	62	97
Link Distance (ft)	41	1008	277
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 5th Street & NE Birch Lane & NE Arnold Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	115	212	35
Average Queue (ft)	42	55	2
95th Queue (ft)	82	130	17
Link Distance (ft)	791	1131	513
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	888	942	901	927	832	899
Vehs Exited	888	943	906	929	838	901
Starting Vehs	10	14	15	13	12	12
Ending Vehs	10	13	10	11	6	8
Travel Distance (mi)	257	273	263	266	241	260
Travel Time (hr)	11.1	11.7	11.2	11.5	10.2	11.1
Total Delay (hr)	1.1	1.2	1.0	1.1	1.0	1.1
Total Stops	406	392	356	379	353	377
Fuel Used (gal)	9.0	9.6	9.3	9.4	8.5	9.2

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	301	350	333	346	305	325
Vehs Exited	293	349	334	345	299	324
Starting Vehs	10	14	15	13	12	12
Ending Vehs	18	15	14	14	18	14
Travel Distance (mi)	86	102	99	101	87	95
Travel Time (hr)	3.8	4.5	4.2	4.4	3.7	4.1
Total Delay (hr)	0.4	0.5	0.4	0.5	0.4	0.5
Total Stops	152	154	130	144	139	143
Fuel Used (gal)	3.0	3.7	3.5	3.6	3.1	3.4

Interval #2 Information Recording2

Start Time 5:15

End Time 6:00

Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	587	592	568	581	527	570
Vehs Exited	595	594	572	584	539	576
Starting Vehs	18	15	14	14	18	14
Ending Vehs	10	13	10	11	6	8
Travel Distance (mi)	172	171	164	165	154	165
Travel Time (hr)	7.3	7.2	7.0	7.1	6.5	7.0
Total Delay (hr)	0.7	0.6	0.6	0.6	0.6	0.6
Total Stops	254	238	226	235	214	234
Fuel Used (gal)	6.0	5.9	5.8	5.8	5.3	5.8

Intersection: 1: NE Marcus Harris Avenue/NE Laurel Drive & NE Arnold Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	35	43	78	28
Average Queue (ft)	3	4	35	3
95th Queue (ft)	19	22	63	17
Link Distance (ft)	772	41	550	433
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Santiam Christian Parking & NE Arnold Avenue

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	13	60	119
Average Queue (ft)	1	9	48
95th Queue (ft)	10	38	84
Link Distance (ft)	41	1008	277
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 5th Street & NE Birch Lane & NE Arnold Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	75	75	26
Average Queue (ft)	36	33	2
95th Queue (ft)	61	62	15
Link Distance (ft)	791	1131	513
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	1117	1104	1134	1100	1101	1111
Vehs Exited	1151	1138	1151	1101	1116	1133
Starting Vehs	43	42	24	16	26	29
Ending Vehs	9	8	7	15	11	8
Travel Distance (mi)	345	342	345	331	335	340
Travel Time (hr)	15.5	14.9	15.7	14.6	14.6	15.1
Total Delay (hr)	2.6	2.2	2.7	2.2	2.1	2.4
Total Stops	530	527	582	540	492	534
Fuel Used (gal)	12.4	12.1	12.4	11.8	11.8	12.1

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	563	536	575	570	586	568
Vehs Exited	564	543	566	566	586	566
Starting Vehs	43	42	24	16	26	29
Ending Vehs	42	35	33	20	26	30
Travel Distance (mi)	173	165	173	171	176	171
Travel Time (hr)	8.3	7.7	8.5	8.1	8.1	8.1
Total Delay (hr)	1.8	1.5	2.0	1.6	1.5	1.7
Total Stops	311	305	328	337	282	314
Fuel Used (gal)	6.3	6.0	6.3	6.2	6.3	6.2

Interval #2 Information Recording2

Start Time 7:15

End Time 8:00

Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	554	568	559	530	515	545
Vehs Exited	587	595	585	535	530	566
Starting Vehs	42	35	33	20	26	30
Ending Vehs	9	8	7	15	11	8
Travel Distance (mi)	172	176	173	160	159	168
Travel Time (hr)	7.2	7.2	7.2	6.5	6.5	6.9
Total Delay (hr)	0.7	0.7	0.7	0.6	0.6	0.7
Total Stops	219	222	254	203	210	223
Fuel Used (gal)	6.0	6.1	6.1	5.6	5.6	5.9

Intersection: 1: NE Marcus Harris Avenue/NE Laurel Drive & NE Arnold Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	84	43	35	33
Average Queue (ft)	10	3	11	15
95th Queue (ft)	46	21	38	38
Link Distance (ft)	772	41	550	433
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Santiam Christian Parking & NE Arnold Avenue

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	25	99	206
Average Queue (ft)	1	18	50
95th Queue (ft)	11	63	126
Link Distance (ft)	41	1008	277
Upstream Blk Time (%)	0		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 5th Street & NE Birch Lane & NE Arnold Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	121	290	34
Average Queue (ft)	44	72	3
95th Queue (ft)	81	186	19
Link Distance (ft)	791	1131	513
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	1054	1069	1054	1056	998	1049
Vehs Exited	1057	1073	1059	1070	1021	1056
Starting Vehs	17	14	18	24	33	20
Ending Vehs	14	10	13	10	10	10
Travel Distance (mi)	306	310	312	311	295	307
Travel Time (hr)	13.0	13.3	13.3	13.3	12.5	13.1
Total Delay (hr)	1.2	1.3	1.4	1.4	1.2	1.3
Total Stops	381	428	422	415	422	414
Fuel Used (gal)	10.8	10.8	11.0	11.2	10.4	10.8

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	349	364	367	373	352	359
Vehs Exited	349	365	366	380	369	366
Starting Vehs	17	14	18	24	33	20
Ending Vehs	17	13	19	17	16	14
Travel Distance (mi)	101	108	108	110	104	106
Travel Time (hr)	4.4	4.6	4.7	4.8	4.5	4.6
Total Delay (hr)	0.5	0.5	0.6	0.6	0.5	0.5
Total Stops	135	160	152	152	163	153
Fuel Used (gal)	3.6	3.8	3.9	4.0	3.7	3.8

Interval #2 Information Recording2

Start Time 5:15

End Time 6:00

Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	705	705	687	683	646	686
Vehs Exited	708	708	693	690	652	690
Starting Vehs	17	13	19	17	16	14
Ending Vehs	14	10	13	10	10	10
Travel Distance (mi)	206	202	204	200	191	200
Travel Time (hr)	8.6	8.7	8.6	8.4	8.0	8.4
Total Delay (hr)	0.8	0.8	0.8	0.8	0.7	0.8
Total Stops	246	268	270	263	259	263
Fuel Used (gal)	7.2	7.0	7.2	7.1	6.6	7.0

Intersection: 1: NE Marcus Harris Avenue/NE Laurel Drive & NE Arnold Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	41	77	28
Average Queue (ft)	3	6	37	3
95th Queue (ft)	21	28	61	16
Link Distance (ft)	772	41	550	433
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Santiam Christian Parking & NE Arnold Avenue

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	7	39	124
Average Queue (ft)	0	9	48
95th Queue (ft)	5	34	88
Link Distance (ft)	41	1008	277
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 5th Street & NE Birch Lane & NE Arnold Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	86	108	33
Average Queue (ft)	41	39	2
95th Queue (ft)	70	76	13
Link Distance (ft)	791	1131	513
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	1129	1136	1214	1174	1148	1159
Vehs Exited	1162	1165	1228	1191	1190	1187
Starting Vehs	40	36	26	27	49	35
Ending Vehs	7	7	12	10	7	7
Travel Distance (mi)	360	361	383	370	368	368
Travel Time (hr)	16.2	15.6	17.4	16.3	17.8	16.7
Total Delay (hr)	2.8	2.3	3.1	2.5	4.2	3.0
Total Stops	584	537	646	524	567	573
Fuel Used (gal)	13.0	13.0	13.7	13.1	13.5	13.3

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	573	578	625	588	567	588
Vehs Exited	576	583	616	583	582	588
Starting Vehs	40	36	26	27	49	35
Ending Vehs	37	31	35	32	34	32
Travel Distance (mi)	183	183	196	183	182	185
Travel Time (hr)	8.9	8.4	9.7	8.7	10.2	9.2
Total Delay (hr)	2.1	1.6	2.4	1.8	3.4	2.3
Total Stops	355	301	389	291	328	333
Fuel Used (gal)	6.8	6.7	7.3	6.6	7.0	6.9

Interval #2 Information Recording2

Start Time 7:15

End Time 8:00

Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	556	558	589	586	581	574
Vehs Exited	586	582	612	608	608	599
Starting Vehs	37	31	35	32	34	32
Ending Vehs	7	7	12	10	7	7
Travel Distance (mi)	178	178	187	187	186	183
Travel Time (hr)	7.3	7.3	7.7	7.6	7.6	7.5
Total Delay (hr)	0.7	0.7	0.8	0.7	0.8	0.7
Total Stops	229	236	257	233	239	238
Fuel Used (gal)	6.3	6.3	6.5	6.5	6.5	6.4

Intersection: 1: NE Marcus Harris Avenue/NE Laurel Drive & NE Arnold Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	86	15	31	69
Average Queue (ft)	11	1	2	17
95th Queue (ft)	51	9	17	50
Link Distance (ft)	772	41	550	433
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Santiam Christian Parking & NE Arnold Avenue

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	87	143
Average Queue (ft)	16	39
95th Queue (ft)	59	94
Link Distance (ft)	1008	277
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 5th Street & NE Birch Lane & NE Arnold Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	137	376	55
Average Queue (ft)	54	93	5
95th Queue (ft)	102	268	29
Link Distance (ft)	791	1131	513
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	1089	1094	1055	1075	1131	1090
Vehs Exited	1103	1103	1058	1088	1141	1096
Starting Vehs	24	17	14	23	20	20
Ending Vehs	10	8	11	10	10	8
Travel Distance (mi)	331	335	322	331	344	333
Travel Time (hr)	14.2	14.3	13.7	14.1	14.7	14.2
Total Delay (hr)	1.5	1.6	1.5	1.6	1.7	1.6
Total Stops	497	485	491	500	522	499
Fuel Used (gal)	11.6	11.9	11.3	11.7	12.1	11.7

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	395	400	406	408	435	409
Vehs Exited	397	391	399	412	432	405
Starting Vehs	24	17	14	23	20	20
Ending Vehs	22	26	21	19	23	21
Travel Distance (mi)	122	122	122	126	134	125
Travel Time (hr)	5.3	5.3	5.3	5.5	5.9	5.5
Total Delay (hr)	0.7	0.7	0.7	0.7	0.8	0.7
Total Stops	186	175	204	205	197	194
Fuel Used (gal)	4.2	4.4	4.4	4.5	4.8	4.5

Interval #2 Information Recording2

Start Time 5:15

End Time 6:00

Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	694	694	649	667	696	683
Vehs Exited	706	712	659	676	709	693
Starting Vehs	22	26	21	19	23	21
Ending Vehs	10	8	11	10	10	8
Travel Distance (mi)	210	213	200	205	210	208
Travel Time (hr)	8.8	9.0	8.3	8.6	8.8	8.7
Total Delay (hr)	0.9	0.9	0.8	0.9	0.9	0.8
Total Stops	311	310	287	295	325	308
Fuel Used (gal)	7.3	7.4	6.9	7.1	7.3	7.2

Intersection: 1: NE Marcus Harris Avenue/NE Laurel Drive & NE Arnold Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	30	60	29
Average Queue (ft)	3	2	31	3
95th Queue (ft)	23	17	56	17
Link Distance (ft)	772	41	550	433
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Santiam Christian Parking & NE Arnold Avenue

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	63	87
Average Queue (ft)	10	43
95th Queue (ft)	41	68
Link Distance (ft)	1008	277
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 5th Street & NE Birch Lane & NE Arnold Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	130	122	35
Average Queue (ft)	53	44	4
95th Queue (ft)	95	88	23
Link Distance (ft)	791	1131	513
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0