



RENEWS 31 DECEMBER 2027

TRANSPORTATION IMPACT ANALYSIS

To
City of Stayton

For
Golf Club Road Development
3-Phase Preliminary Subdivision

Prepared
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C&A Project Number
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I. INTRODUCTION

Property Description and Proposed Land Use Actions

The subject properties are located east of Golf Club Road SE in the northern part of Stayton, Oregon. The properties are identified as tax lots 201 and 902 on Marion County Assessor's map 091W048 and total approximately 39.1 acres. The project site and study area are illustrated in Figure 1 in Appendix A.

The proposed land use actions contemplate a three-phase, 112-lot preliminary subdivision plan consistent with the existing *Medium-Density Residential (MD)* zone. The proposed subdivision plan is attached in Appendix A.

Transportation Analysis Description

The proposed land use actions include a specific development application. As such, a transportation impact analysis (TIA) is necessary to address the criteria identified in the following:

- Stayton Municipal Code requirements outlined in Chapter 17.26.050 – Transportation Impact Analysis Requirements, and
- Oregon Department of Transportation (ODOT) TIS requirements.

Study Area

Based on the development trip generation and distribution described later in this analysis, as well as comments from Stayton's transportation engineering consultant contained in the December 19, 2024 City of Stayton Preapplication Meeting notes (which were for a larger 126-lot preliminary subdivision), the following project area intersections and development access are evaluated and illustrated in Figure 2 in Appendix A.

- Golf Club Road SE/OR 22 WB Ramps/Sublimity Road SE
- Golf Club Road SE/OR 22 EB Ramps
- Golf Club Road SE/Site Access
- Golf Club Road SE/Wilco Road/Shaff Road SE
- Wilco Road/W Locust Street
- Wilco Road/W Washington Street
- Shaff Road SE/N Gardner Avenue

While the above-listed intersections were identified for evaluation for a larger 126-lot subdivision, rather than the currently proposed 112-lot subdivision, for consistency, all intersections are evaluated in this analysis.

Analysis Scenarios

The proposed 112-lot subdivision development is anticipated to be constructed in three phases and fully occupied by 2030. As such, analysis scenarios include:

- 2026 Existing Conditions
- 2030 Pre-Development Conditions
- 2030 Post-Development Conditions

II. LONG-TERM PLANNING CONSIDERATIONS

The Stayton Transportation System Plan (TSP) includes many transportation infrastructure projects in the study area, which are presented in the following table. This list includes “High” Priority (also identified as “Tier I”) projects that are financially-constrained and are assumed to be constructed within the 2040 planning period.

Most City streets have sidewalks on both sides of the roadway and enhanced crossings at key intersections and mid-block locations; however, several streets, especially those in the study area, have sidewalk gaps and locations where crossings could be implemented or improved. Accordingly, the TSP pedestrian plan includes many projects to fill in the gaps in the sidewalks along the City’s arterial and collector streets and enhanced pedestrian crossings.

A few major roadways within the City have on-street bike lanes or other bicycle facilities, but many do not. Accordingly, the TSP bicycle plan includes many projects to fill in the gaps in the bicycle network along the City’s arterial and collector streets.

The TSP motor vehicle plan includes detailed descriptions for the two high-priority motor vehicle projects, which are also included in Appendix B.

TABLE 1 – STAYTON TSP PROJECT EXCERPTS

Project Number	Roadway	Segment/Cross-Street	Project	Priority	Cost Estimate
Pedestrian Plan Improvement Projects					
P3	Wilco Road	600 feet south of Shaff Road to Washington Street (NB)	Install a 6-foot sidewalk on the property line	Tier II	\$585K
P8	Washington Street	Wilco Road to Evergreen Avenue (EB)	Install a 6- to 8-foot sidewalk on the property line	Tier II	\$760K
P12	W Ida Street	Wilco Road to Holly Avenue (EB)	Install a 6-foot sidewalk on the property line	Tier II	\$375K
P15	Golf Club Road	Shaff Road to 400 feet north (SB)	Install a 6-foot sidewalk on the property line	Tier III	\$55K
P16	Wilco Road	Shaff Road to 600 feet south (NB)	Install a 6-foot sidewalk on the property line	Tier III	\$90K
P17	Wilco Road	Shaff Road to Washington Street (SB)	Install a 6-foot sidewalk on the property line	Tier III	\$675K
P18	Gardner Avenue	Shaff Road to Washington Street (both sides)	Install a 6-foot sidewalk on the property line	Tier III	\$920K
P25	Shaff Road	Wilco Road to Fern Avenue (WB)	Install an 8-foot sidewalk on the property line	Tier III	\$700K
P27	Shaff Road	Gardner Avenue to First Avenue (EB)	Install an 8-foot sidewalk on the property line	Tier III	\$515K
P33	Washington Street	Wilco Road to Myrtle Avenue (WB)	Install a 6- to 8-foot sidewalk on the property line	Tier III	\$210K
P43	Golf Club Road	Highway 22 to 400 feet north of Shaff Road (both sides)	Install a 6-foot sidewalk on the property line	Tier IV	\$2.2M
P46	Shaff Road	City Limit to Wilco Road (both sides)	Install a 6-foot sidewalk on the property line	Tier IV	\$520K
P51	Shaff Road	Stayton Middle School East Entrance	Study and implement crosswalk enhancements	Tier I	\$100K
Bicycle Plan Improvement Projects					
B9	Ida Street	Wilco Road to Third Avenue (both sides)	Add signing and striping to denote the bicycle route	Tier I	\$810k
B10	Wilco Road	Shaff Road to Washington Street (both sides)	Install 6-foot bike lanes	Tier II	\$2.9M
B14	Locust Street	Wilco Road to First Avenue (both sides)	Install 6-foot bike lanes	Tier II	\$3.6M
B15	Washington Street	Wilco Road to First Avenue (both sides)	Install 6-foot bike lanes	Tier II	\$870K
B16	Stayton Road	City Limit to Wilco Road (both sides)	Install 6-foot bike lanes	Tier III	\$1.2M
B17	Golf Club Road	Mill Creek Bridge to Shaff Road (both sides)	Install 6-foot bike lanes	Tier IV	\$3.9M
B20	Shaff Road	City Limit to Wilco Road (both sides)	Install 6-foot bike lanes	Tier IV	\$1.1M
Motor Vehicle Plan Improvement Projects					
M1	Golf Club Road/Shaff Road		Roundabout	High	\$2.6M
M2	Stayton Road/Wilco Road		Roundabout	High	\$1.6M
M7	Golf Lane Extension		Extend Golf Lane from the existing roadway to Golf Club Road	Low	\$8.2M
M8	Kindle Way Extension		Extend Kindle Way from the existing roadway to the Golf Lane Extension	Low	\$1.4M

III. EXISTING CONDITIONS

Existing Site Conditions

The properties are identified as tax lots 201 and 902 on Marion County Assessor's map 091W048 and total approximately 39.1 acres. The properties are currently undeveloped and are used for agricultural purposes.

The properties currently have frontage on and access to Golf Club Road SE to the west. It is further assumed that future property/development access will also be provided to Golf Club Road SE.

Roadway Facilities

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

TABLE 2 – EXISTING ROADWAY CHARACTERISTICS						
Roadway	Functional Classification	Lanes	Posted Speed (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
OR Highway 20	Principal Arterial OHP Statewide Highway NHS State Highway	4	55	No	No	No
Golf Club Road SE	Arterial	2	45	No	No	No
Sublimity Road SE	Arterial	2	50	No	No	No
Wilco Road	North of Deschutes Drive - Collector South of Deschutes Drive - Arterial	2	45	No	No	No
Shaff Road SE	West of Golf Club Road – Collector East of Golf Club Road - Arterial	2	35	No	No	No
W Locust Street	Collector	2	25	No	No	Yes
W Washington Street	Minor Arterial	2	25	No	No	No
N Gardner Avenue	Collector	2	25	No	No	Yes

Safety Analysis

When evaluating roadway and intersection safety, consideration is given to the number and types of crashes occurring and 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 to the published statewide 90th percentile intersection crash rates at comparable/reference intersections. Crash rates close to or exceeding 1.0 CMEV, or the 90th percentile, require further analysis.

Crash data for the study area intersections were obtained from the Oregon Department of Transportation (ODOT) for a five-year period, from January 1, 2020 through December 31, 2024. The following table presents the study intersection crash rates and the results of the critical crash analysis. All crash data and crash rate calculations are provided in Appendix C.

TABLE 3 – INTERSECTION CRASH RATES											
Intersection	2020	2021	2022	2023	2024	Total	Crash Rate (CMEV)	Reference Population		Over or Under Crash Rate?	
								Description ¹	90 th Percentile Crash Rate		
Golf Club Road SE / OR 22 WB Ramps / Sublimity Road	2	3	6	3	3	17	1.181	Rural 4ST	1.080	Over	
Golf Club Road SE / OR 22 EB Ramps	2	0	1	0	0	3	0.154	Rural 3ST	0.475	Under	
Golf Club Road SE / Wilco Road / Shaff Road SE	1	1	1	2	2	7	0.299	Urban 4ST	0.408	Under	
Wilco Road / W Locust Street	1	1	0	0	0	2	0.138	Urban 3ST	0.293	Under	
Wilco Road / W Washington Street	1	1	1	1	1	5	0.371	Urban 4ST	0.408	Under	
Shaff Road SE / N Gardner Avenue	1	1	0	0	1	3	0.199	Urban 4ST	0.408	Under	

¹ 3ST is a three-leg minor stop-control intersection, and 4ST is a four-leg minor stop-control intersection.

Safety Analysis Discussion

The observed crash rates at all intersections except one are below the 1.0 CMEV threshold and the 90th percentile of the reference population. As such, these intersections are considered relatively safe, and no further evaluation of safety deficiencies is necessary.

The observed crash rate at the Golf Club Road SE/OR 22 WB Ramps/Sublimity Road intersection exceeds the 1.0 CMEV threshold and the 90th percentile crash rate of the reference population. Accordingly, a detailed crash analysis is performed, and the following table presents a crash summary, followed by a discussion.

TABLE 4 – INTERSECTION CRASH TYPES AND SEVERITY							
Intersection	Crash Type						Total
	Rear End	Turn/Angle	Fixed Object	Side swipe	Ped/Bike	Other	
	0	17	0	0	0	0	17
Golf Club Road SE / OR 22 WB Ramps / Sublimity Road	Crash Severity ^{1,2}						Total
	PDO	C	B	A	Fatal	Unknown	
	8	2	5	1	1	0	17

¹ The most severe crash injury is listed. The crash may include multiple similar or lesser injuries.

² PDO – Property Damage Only; Injury C – Possible Injury/Complaint of Pain; Injury B – Non-Incapacitating Injury; Injury A – Incapacitating Injury/Bleeding, Broken Bones; Fatal Injury – Fatality

All intersection crashes are “turning” or “angle,” and the majority of these resulted from motorists who were exiting OR 22 westbound (the minor roadway) not yielding the right-of-way to motorists on Golf Club Road (the major roadway). This trend is consistent with materials in the TSP stating, “The crash data... shows a high proportion of angle and turning crashes at this intersection. The intersection is stop-controlled on the minor approaches, and eight of the ten crashes resulted from a failure to properly yield the right of way by vehicles at a stop sign.”

Nine of the intersection crashes resulted in injuries, of which one resulted in a fatality. It is further noted that the fatality cause was consistent with the predominant cause – a motorist exiting OR 22 westbound not yielding the right-of-way to a motorist on Golf Club Road.

Overall, the proposed development is not anticipated to affect the Golf Club Road SE/OR 22 WB Ramps/Sublimity Road intersection crash rate, and intersection crash-related mitigation is not necessary as part of these land use actions; however, the appropriate agencies should consider mitigation measures.

Existing Traffic Counts

Existing traffic counts were obtained on March 18, 2025, during the AM and PM peak hours. Existing (base) traffic counts are included in Appendix D and are illustrated in Figure 2 in Appendix A.

Seasonal Adjustment and 30th Highest Hour Volumes

Seasonal adjustments account for variations in traffic volumes throughout the year. As required for intersections under ODOT jurisdiction, the March 2025 traffic counts were adjusted to the 30th highest hour volume (30HV) consistent with procedures identified in the ODOT Analysis Procedures Manual (APM) Version 2, Chapter 5.5.1 – On-Site Automatic Traffic Recorder (ATR) Method. This method is used when an ATR is within or near the project area.

In the study area, ATR 24-005 – Aumsville is located on OR 22, North Santiam Highway No. 162; 1.08 miles east of the Shaw Highway Interchange. Using this ATR data, a seasonal adjustment of 1.15 was applied to the March 18, 2025 Base traffic counts to obtain 2026 30HV volumes. Seasonal adjustment assumptions are included in Appendix D, and the Pre-Development volumes are illustrated in Figure 2 in Appendix A.

IV. DEVELOPMENT TRIP GENERATION

The subject property is currently undeveloped. The proposed three-phase subdivision includes 112 lots for single-family residences. Trip generation is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition, and practices from the ITE *Trip Generation Handbook*, 3rd Edition, and is presented in the following table.

TABLE 5 – DEVELOPMENT TRIP GENERATION ¹									
Land Use	ITE Code	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing	210	112 DUs	1,169	22	59	81	66	41	107

¹ Trip generation is estimated using the *Fitted Curve* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

As the table above shows, the proposed 112-lot residential subdivision generates 1,169 daily, 81 AM peak-hour, and 107 PM peak-hour trips.

V. DEVELOPMENT YEAR CONDITIONS

Background Growth

OR 22 traffic volumes decreased slightly from 2019 to 2023 based on ATR 24-005 data. This is consistent with Stayton TSP assumptions, which contemplate little traffic growth over the 20-year planning period. More specifically, the TSP assumes traffic volume growth by specific intersection approach movement, versus an average annual background growth rate for all roadways/intersections, which is more typical.

For TIA analysis purposes, all assumed growth in the 2040 TSP plan year was conservatively assumed to occur by 2030, the anticipated development buildout year. Additionally, the TSP contains only traffic growth assumptions for the PM peak hour, not for the AM peak hour. Accordingly, no background growth is assumed for the AM peak hour.

Development Year (Pre-Development) Traffic Volumes

The proposed 112-unit residential development is anticipated to be constructed in multiple phases and fully built out by 2030. Accordingly, the 2025 30HV volumes were adjusted to the 2030 development year using the background growth assumptions described above, which are illustrated in Figure 3 in Appendix A.

Trip Distribution and Traffic Assignment

Development trip generation, as identified in the previous section of this TIA, was distributed onto the roadway system based on existing intersection volumes, surrounding land uses, and engineering judgment.

The resulting trip distribution and development traffic assignment for the AM and PM peak hours are illustrated in Figures 4 and 5 in Appendix A.

VI. INTERSECTION ANALYSIS

Analysis Scope

The following project area intersections and development accesses are evaluated:

- Golf Club Road SE/OR 22 WB Ramps/Sublimity Road SE
- Golf Club Road SE/OR 22 EB Ramps
- Golf Club Road SE/Site Access
- Golf Club Road SE/Wilco Road/Shaff Road SE
- Wilco Road/W Locust Street
- Wilco Road/W Washington Street
- Shaff Road SE/N Gardner Avenue

Analysis Description

Existing intersection AM and PM peak hour factors (PHFs) are used for all intersections in all analysis scenarios.

Intersection operation characteristics are generally defined by two key metrics: the volume-to-capacity (V/C) ratio and the level-of-service (LOS). At unsignalized intersections, the v/c ratio and LOS are calculated for intersection approach movements yielding right-of-way.

The City of Stayton's mobility standard for all-way stop-controlled intersections and roundabouts is LOS "D". The mobility standard for two-way stop-controlled intersections is LOS "E" or "F", with a v/c ratio of 0.95 or less for the critical movement.

As identified in the Stayton TSP, the ODOT mobility target at the Golf Club Road SE/OR 22 WB Ramps/Sublimity Road SE intersection is a v/c ratio of 0.70 or less. At the Golf Club Road SE/OR 22 EB Ramps intersection, the v/c ratio is 0.80 or less. TSP materials further state, *"Th[ese] v/c ratio[s] may be increased to 0.90 if it can be determined that vehicle queues will not extend onto the mainline or into the portion of the ramp needed to safely accommodate deceleration; and if an adopted Interchange Area Management Plan (IAMP) is present or can be developed."*

Intersection Operations Analysis

Unsignalized intersection operations analyses were performed using the Transportation Research Board's *Highway Capacity Manual 7th Edition* methodologies using Trafficware's *Synchro* software (Version 12).

The proposed 112-unit residential development is anticipated to be constructed in multiple phases and fully built out by 2030. As such, analysis scenarios include:

- 2026 Existing Conditions
- 2030 Pre-Development Conditions
- 2030 Post-Development Conditions

The following table summarizes the results of the weekday AM and PM peak hour operations analysis. Data output sheets from all operations calculations are attached in Appendix E.

TABLE 6 – INTERSECTION OPERATIONS ANALYSIS								
Intersection	Critical Movement Lane Group	Mobility Target	AM Peak Hour			PM Peak Hour		
			2026 Existing	2030 Pre-Development	2030 Post-Development	2026 Existing	2030 Pre-Development	2030 Post-Development
Golf Club Road SE / OR 22 WB Ramps / Sublimity Road SE	NB L	$v/c \leq 0.80$	0.20	0.20	0.22	0.14	0.15	0.15
	SB L		0.01	0.01	0.01	0.01	0.01	0.01
	EB L		0.03	0.03	0.05	0.03	0.03	0.04
	EB T/R		0.13	0.13	0.13	0.05	0.05	0.05
	WB L		0.39	0.39	0.46	0.34	0.36	0.40
	WB T/R		0.77	0.77	0.83	0.30	0.31	0.32
Golf Club Road SE / OR 22 EB Ramps	SB L	$v/c \leq 0.70$	0.02	0.02	0.02	0.01	0.01	0.01
	EB L/T		0.21	0.21	0.25	0.31	0.32	0.37
	EB R		0.17	0.17	0.18	0.44	0.45	0.79
Golf Club Road SE / Site Access	SB L/T	LOS E	—	—	A / 0.01	—	—	A / 0.04
	WB L/R	$v/c \leq 0.95$	—	—	B / 0.15	—	—	C / 0.14
Golf Club Road SE / Wilco Road / Shaff Road SE	Intersection	LOS D	B	B	C	C	C	C
Wilco Road / W Locust Street	SB L/T	LOS E	A / 0.06	A / 0.06	A / 0.06	A / 0.07	A / 0.08	A / 0.09
	WB L/R	$v/c \leq 0.95$	B / 0.22	B / 0.22	B / 0.22	B / 0.14	B / 0.18	B / 0.19
Wilco Road / W Washington Street	Intersection	LOS D	A	A	A	B	B	B
Shaff Road SE / N Gardner Avenue	NB L/T/R	$v/c \leq 0.95$	C / 0.18	C / 0.18	C / 0.19	C / 0.23	C / 0.28	C / 0.31
	SB L/T		C / 0.03	C / 0.03	C / 0.03	C / 0.48	D / 0.59	D / 0.61
	SB R		A / 0.01	A / 0.01	A / 0.01	A / 0.09	A / 0.09	A / 0.09
	EB L/T/R		A / 0.01	A / 0.01	A / 0.01	A / 0.05	A / 0.05	A / 0.05
	WB L/T/R		A / 0.02	A / 0.02	A / 0.02	A / 0.00	A / 0.00	A / 0.00

Operations Analysis Discussion

As the table above identifies, all study intersections are anticipated to operate within agency mobility targets in all analysis scenarios. Overall, no mitigation is necessary to provide adequate operations for the proposed development.

Materials in the Stayton TSP also find that operations at the Golf Club Road SE/Wilco Road/Shaff Road SE and Wilco Road/W Washington Street intersections are within agency mobility targets in their current configurations. Still, the construction of roundabouts at these locations is desired, and these are funded improvements anticipated to be constructed prior to the end of the planning period.

Intersection Queuing Analysis

Queuing analysis was performed to evaluate queue storage adequacy. 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 five feet, and queue demand to the nearest 25 feet, corresponding to the average length of a queued vehicle.

The following table summarizes the results of the weekday AM and PM peak hour queuing analysis. Data output sheets from all queuing calculations are contained in Appendix E.

TABLE 7 – INTERSECTION QUEUING ANALYSIS								
Intersection	Critical Movement Lane Group	Queue Storage Available (Feet) ¹	AM Peak Hour			PM Peak Hour		
			2026 Existing	2030 Pre-Development	2030 Post-Development	2026 Existing	2030 Pre-Development	2030 Post-Development
Golf Club Road SE / OR 22 WB Ramps / Sublimity Road SE	NB L	150	50	50	50	50	50	50
	SB L	190	25	25	25	25	25	25
	EB L	210	25	25	25	25	25	25
	EB T/R	210	50	50	50	50	50	50
	WB L	165	75	75	75	75	75	75
	WB T/R	500+	100	100	100	75	75	50
Golf Club Road SE / OR 22 EB Ramps	SB L	115	25	25	25	25	25	25
	EB L/T	240	50	50	75	75	100	75
	EB R	240	50	50	50	100	100	125
Golf Club Road SE / Site Access	SB L/T	500+	—	—	25	—	—	50
	WB L/R	100+	—	—	50	—	—	50
Golf Club Road SE / Wilco Road / Shaff Road SE	NB L	90	50	50	50	50	75	75
	NB T/R	500+	100	100	100	150	175	175
	SB L	170	50	50	50	75	100	100
	SB T/R	500+	100	100	100	100	100	125
	EB L/T/R	500+	50	50	50	50	50	50
	WB L	100	50	50	50	50	75	75
Wilco Road / W Locust Street	WB T/R	400	100	100	75	100	100	100
	SB L/T	500+	50	50	50	50	75	75
Wilco Road / W Washington Street	WB L/R	500+	100	100	100	75	75	75
	NB L/T	50	50	50	50	50	50	50
	NB R	25	—	—	—	—	25	25
	SB L/T	500+	50	50	50	75	75	75
	SB R	75	25	25	25	25	25	25
	EB L/T/R	500+	75	75	75	75	75	75
Shaff Road SE / N Gardner Avenue	WB L/T/R	400	50	50	50	75	75	75
	NB L/T/R	280	75	75	75	75	75	75
	SB L/T	150+	25	50	25	100	100	100
	SB R	100	25	50	50	50	50	50
	EB L	100+	25	25	25	50	25	50
	WB L	100+	25	50	50	—	25	25

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

Queuing Analysis Discussion

As the table above identifies, all study intersection approach movements are anticipated to have adequate queue storage in all analysis scenarios to accommodate the 95th percentile vehicle queues. Overall, no mitigation is necessary to provide adequate queue storage for the proposed development.

Materials in the Stayton TSP also find that queues at the Golf Club Road SE/Wilco Road/Shaff Road SE and Wilco Road/W Washington Street intersections can be accommodated in their current configurations. Still, the construction of roundabouts at these locations is desired, and these are funded improvements anticipated to be constructed prior to the end of the planning period.

VII. DEVELOPMENT ACCESS

As illustrated in the proposed subdivision plan, the development will have access to SE Golf Club Road at the proposed extension of Golf Lane, which is functionally classified as a *Collector* roadway.

Analysis contained in this TIA finds that the Golf Club Road SE/Golf Lane intersection functions adequately with single approach lanes in all directions. However, because the future Golf Lane extension will be a *Collector* roadway and will ultimately carry more traffic than the subject development generates, future consideration should be given to constructing separate westbound left and right-turn approach lanes at the intersection.

VIII. CONCLUSION

The following summary and recommendations are based on materials contained in this analysis.

1. The subject properties are located east of Golf Club Road SE in the northern part of Stayton, Oregon. The properties are identified as tax lots 201 and 902 on Marion County Assessor's map 091W048 and total approximately 39.1 acres.
2. The proposed land use actions contemplate a three-phase, 112-lot preliminary subdivision plan consistent with the existing *Medium-Density Residential (MD)* zone.
3. The Stayton TSP includes two "High" priority, financially-constrained motor vehicle projects assumed to be constructed within the 2040 planning period. These include the construction of roundabouts at the Golf Club Road SE/Wilco Road/Shaff Road SE and Wilco Road/W Washington Street intersections, and detailed analyses of both are contained in the TSP.
4. The observed crash rates at all intersections except one are below the 1.0 CMEV threshold and the 90th percentile of the reference population. As such, these intersections are considered relatively safe, and no further evaluation of safety deficiencies is necessary.
5. The observed crash rate at the Golf Club Road SE/OR 22 WB Ramps/Sublimity Road intersection exceeds the 1.0 CMEV threshold and the 90th percentile crash rate of the reference population.
6. A detailed crash analysis of the Golf Club Road SE/OR 22 WB Ramps/Sublimity Road intersection finds that all crashes are "turning" or "angle" and the majority of these resulted from motorists who were exiting OR 22 westbound (the minor roadway) not yielding the right-of-way to motorists on Golf Club Road (the major roadway). This trend is consistent with TSP materials. Overall, the proposed development is not anticipated to affect the intersection crash rate, and intersection crash-related mitigation is not necessary as part of these land use actions; however, mitigation should be considered by the appropriate agencies.
7. The proposed 112-lot residential subdivision generates 1,169 daily, 81 AM peak-hour, and 107 PM peak-hour trips.
8. All study intersections are anticipated to operate within agency mobility targets in all analysis scenarios. Overall, no mitigation is necessary to provide adequate operations for the proposed development.
9. All study intersection approach movements are anticipated to have adequate queue storage in all analysis scenarios to accommodate the 95th percentile vehicle queues. Overall, no mitigation is necessary to provide adequate queue storage for the proposed development.
10. Materials in the Stayton TSP also find that operations are acceptable, and queues can be accommodated at the Golf Club Road SE/Wilco Road/Shaff Road SE and Wilco Road/W Washington Street intersections in their current configurations in the 2040 plan year. Still, the construction of roundabouts at these locations is desired, and these are funded improvements anticipated to be constructed prior to the end of the planning period.

11. The proposed development will access SE Golf Club Road at two locations. The northern access is located at the proposed extension of Golf Lane, which is functionally classified as a *Collector* roadway, and the southern access will be via a *Local* roadway near the southwest corner of the subdivision.
12. The TIA operations and queuing analyses find that the future Golf Club Road SE/Golf Lane intersection functions adequately with single approach lanes in all directions. However, because the future Golf Lane extension will be a *Collector* roadway and will ultimately carry more traffic than the subject development generates, future consideration should be given to constructing separate westbound left and right-turn approach lanes at the intersection.

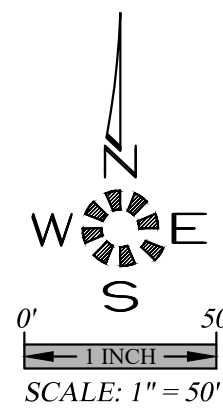
IX. APPENDICES

- A. Figures**
- B. TSP Financially-Constrained Motor Vehicle Plan Projects**
- C. Crash Data**
- D. Traffic Count Summaries**
- E. Operation and Queuing Analyses**

Appendix A

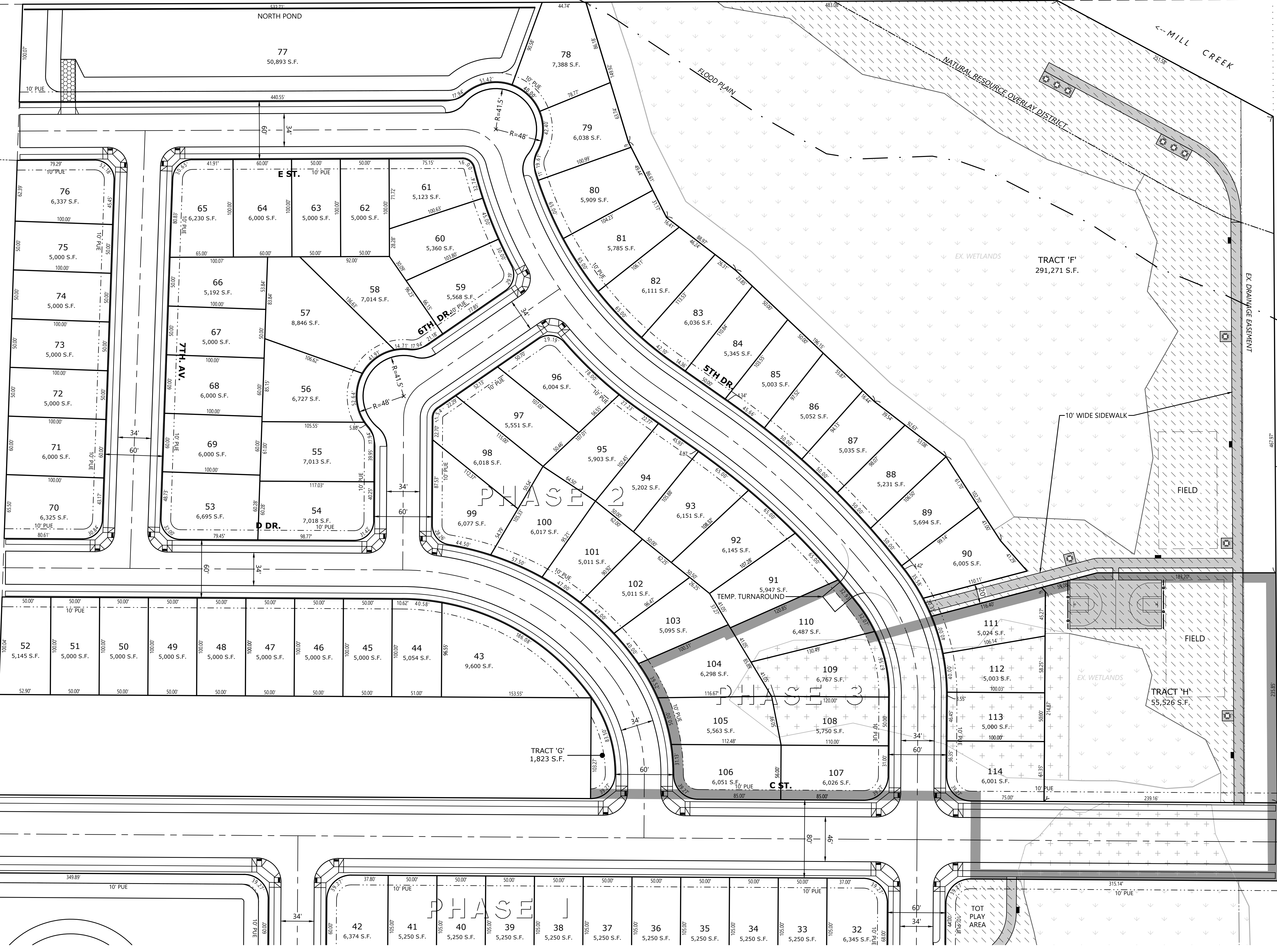


T.L. 1000



L. 200

PLANNING COMMISSION ACTION

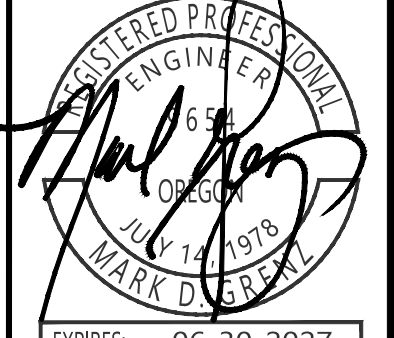


PRELIMINARY SUBDIVISION SITE PLAN (NORTH)

GOLF CLUB ROAD DEVELOPMENT

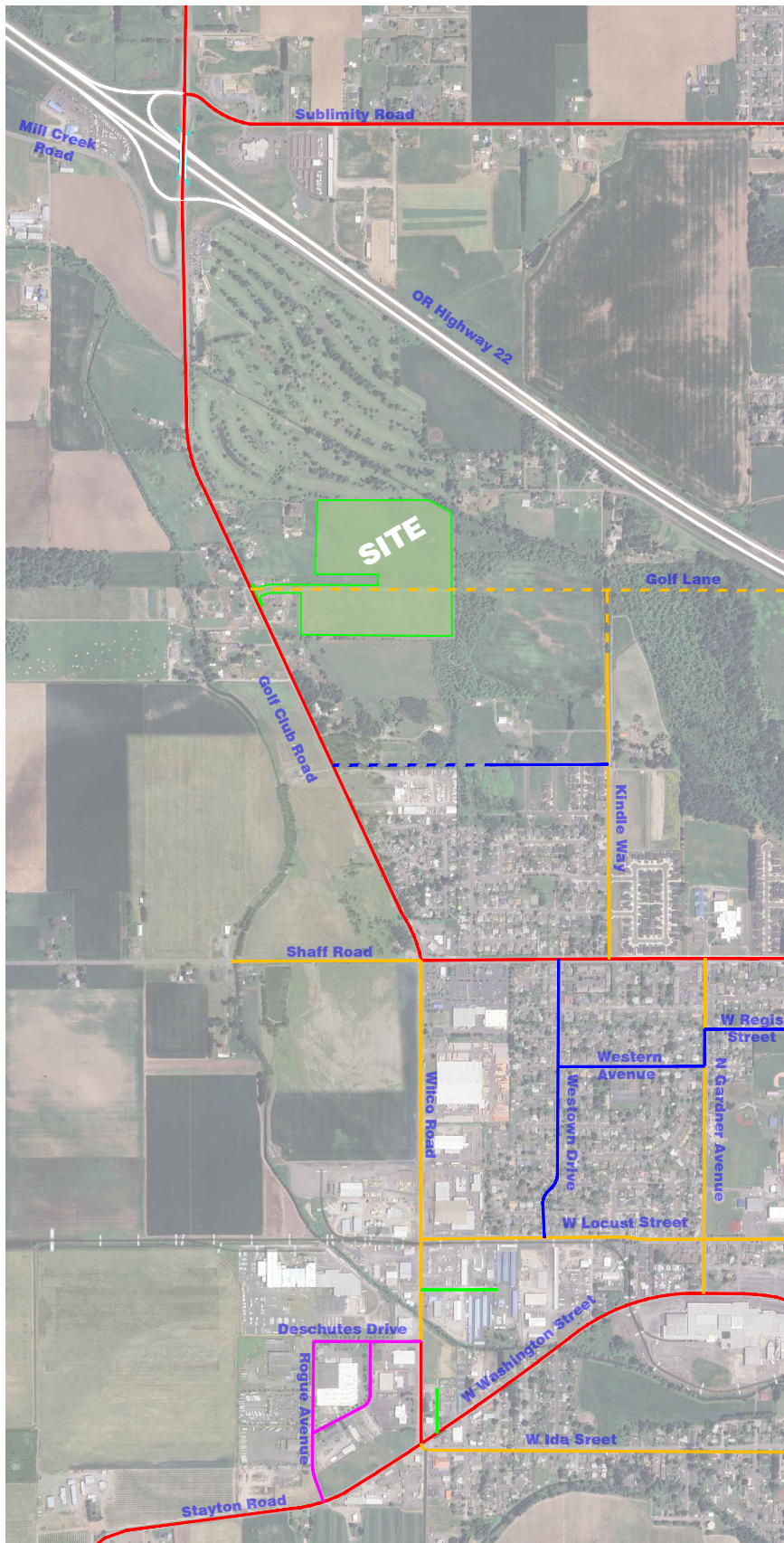
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77646 7/03/SITE
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Drawn: D.G.G.
Checked: M.D.G.
Issue Date: 4/23/26
Scale: AS SHOWN
As-Built: _____











EXPIRES: 06-30-2027
JOB # 7764

P702



Functional Roadway Classifications

LEGEND

-  State Highway
-  Minor Arterial
-  Collector
-  Neighborhood Collector
-  Commercial Local
-  Industrial Local
-  Residential Local
-  Proposed Roadway



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

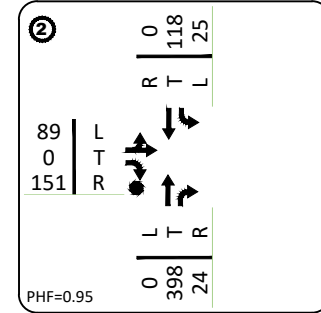
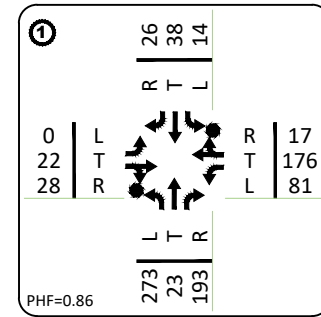
SITE AREA

Golf Club Road Development - Stayton, Oregon

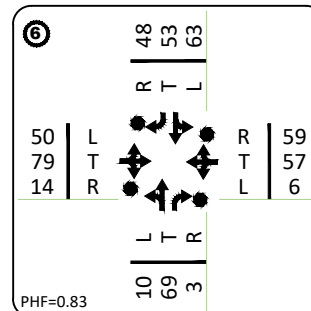
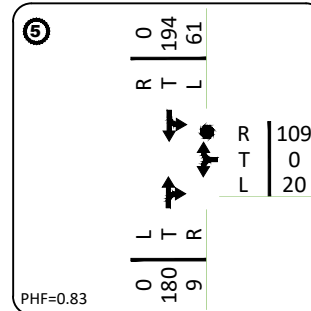
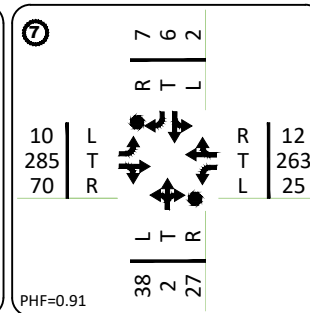
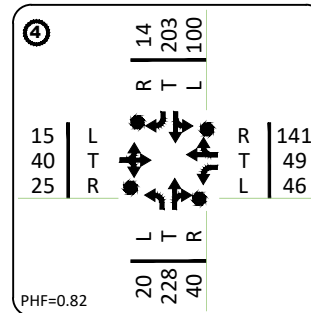
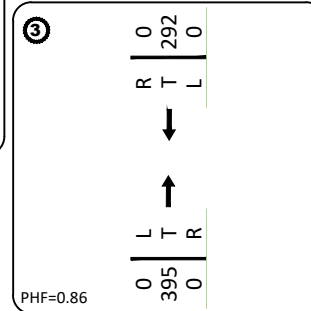
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FIGURE

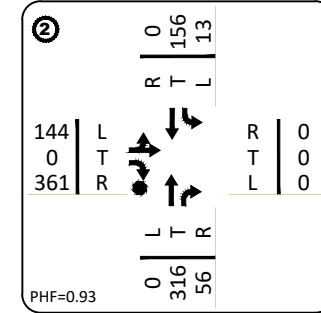
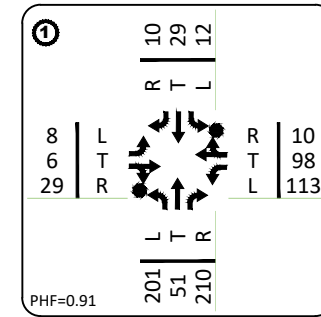
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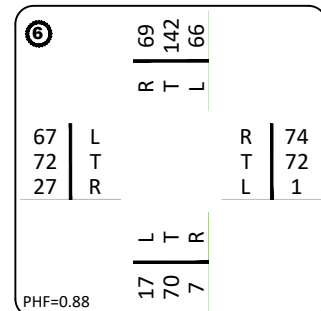
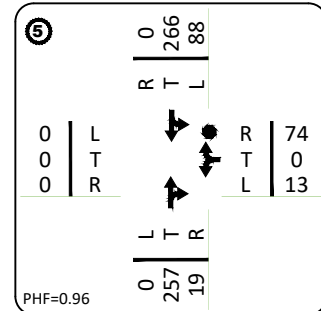
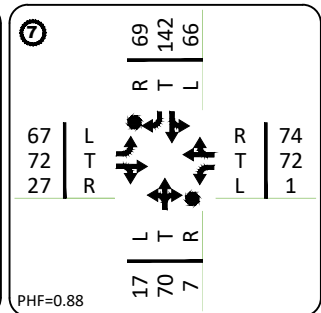
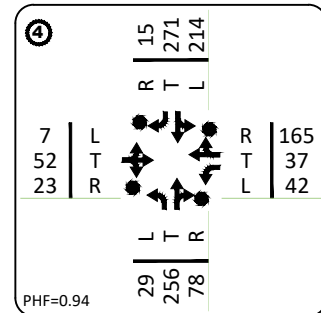
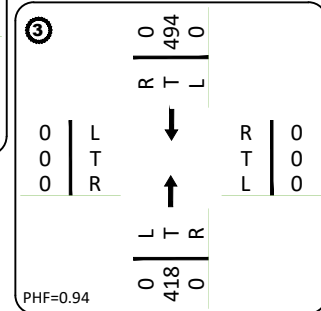
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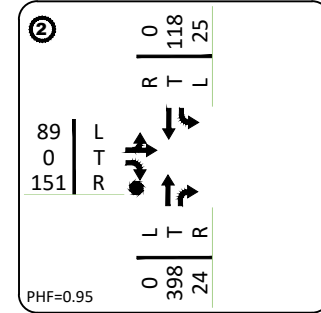
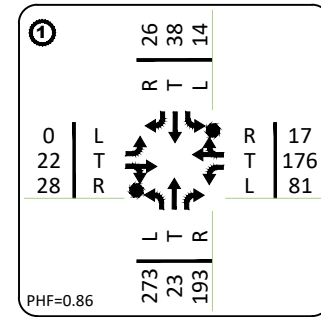
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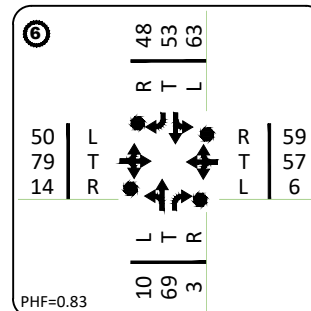
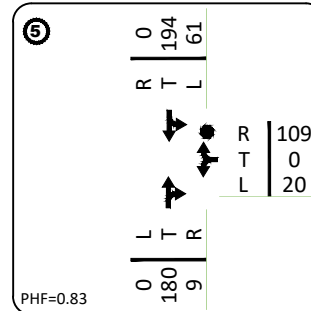
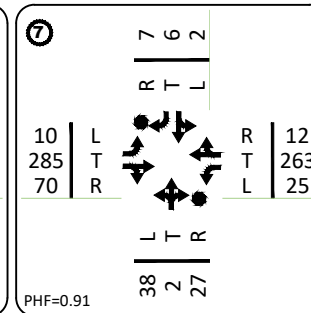
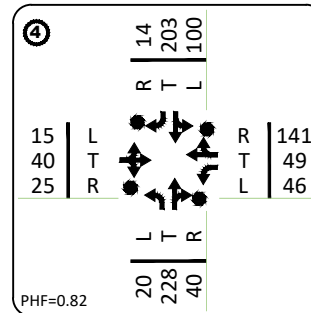
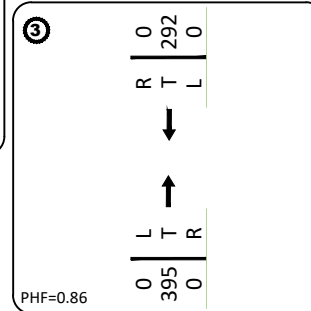
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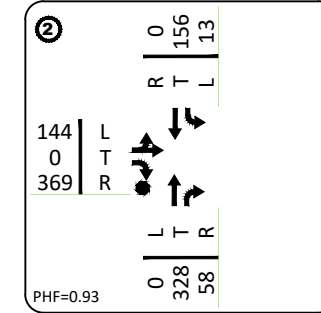
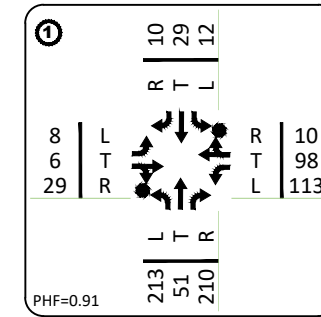
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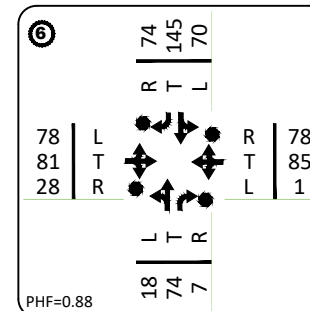
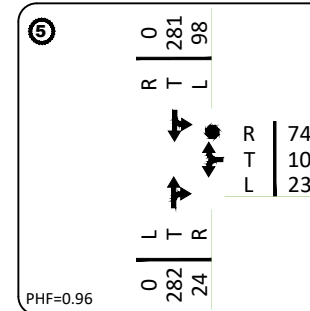
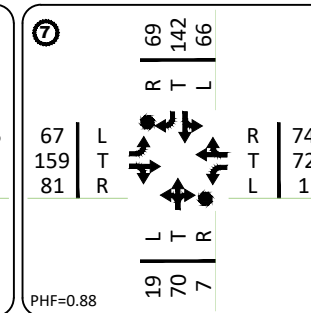
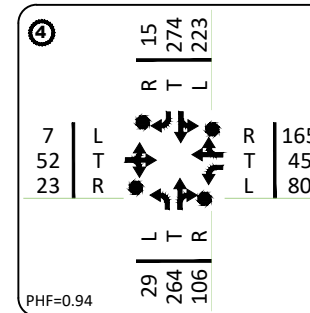
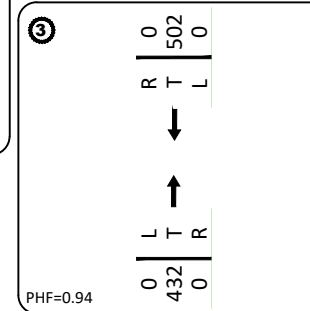
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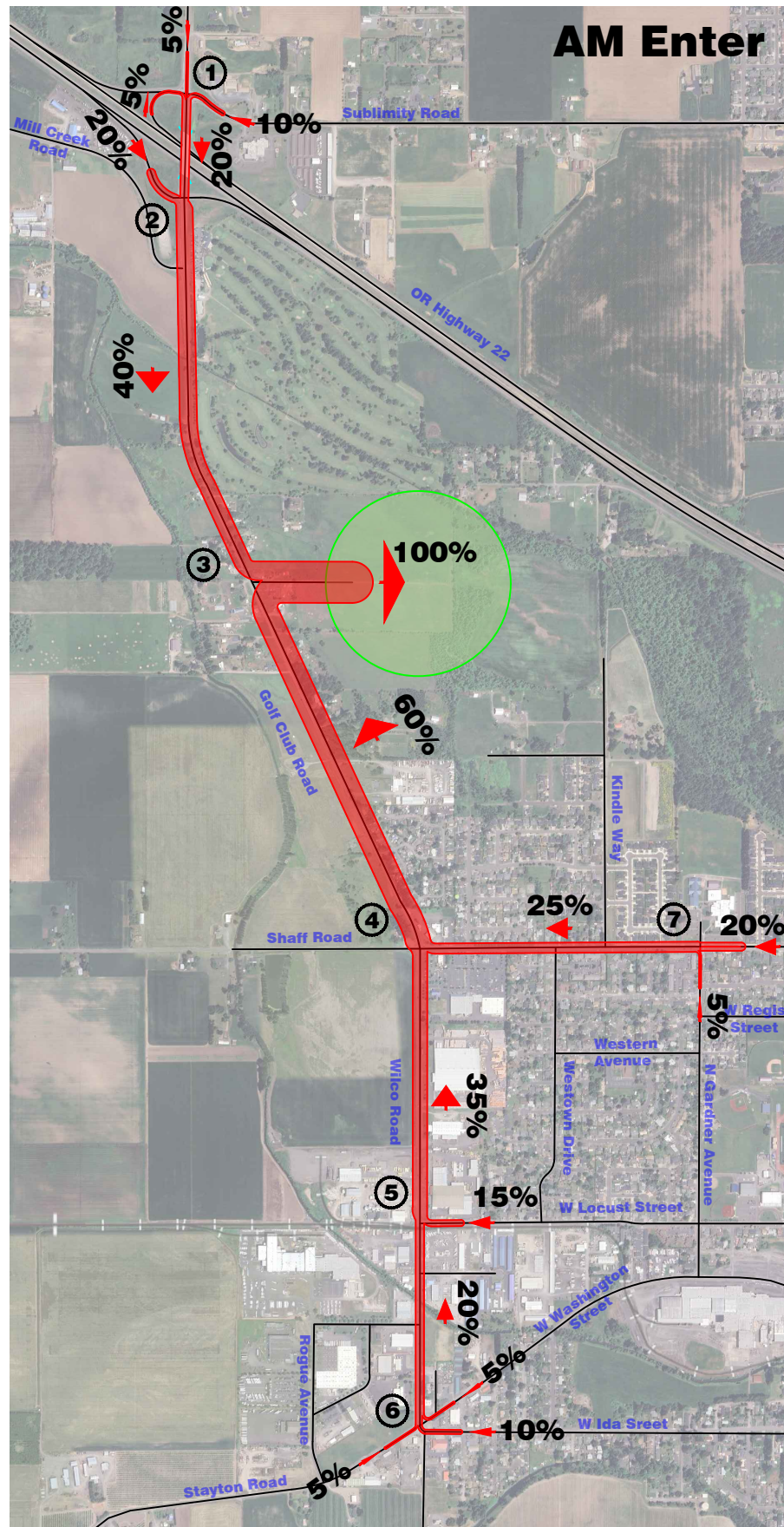


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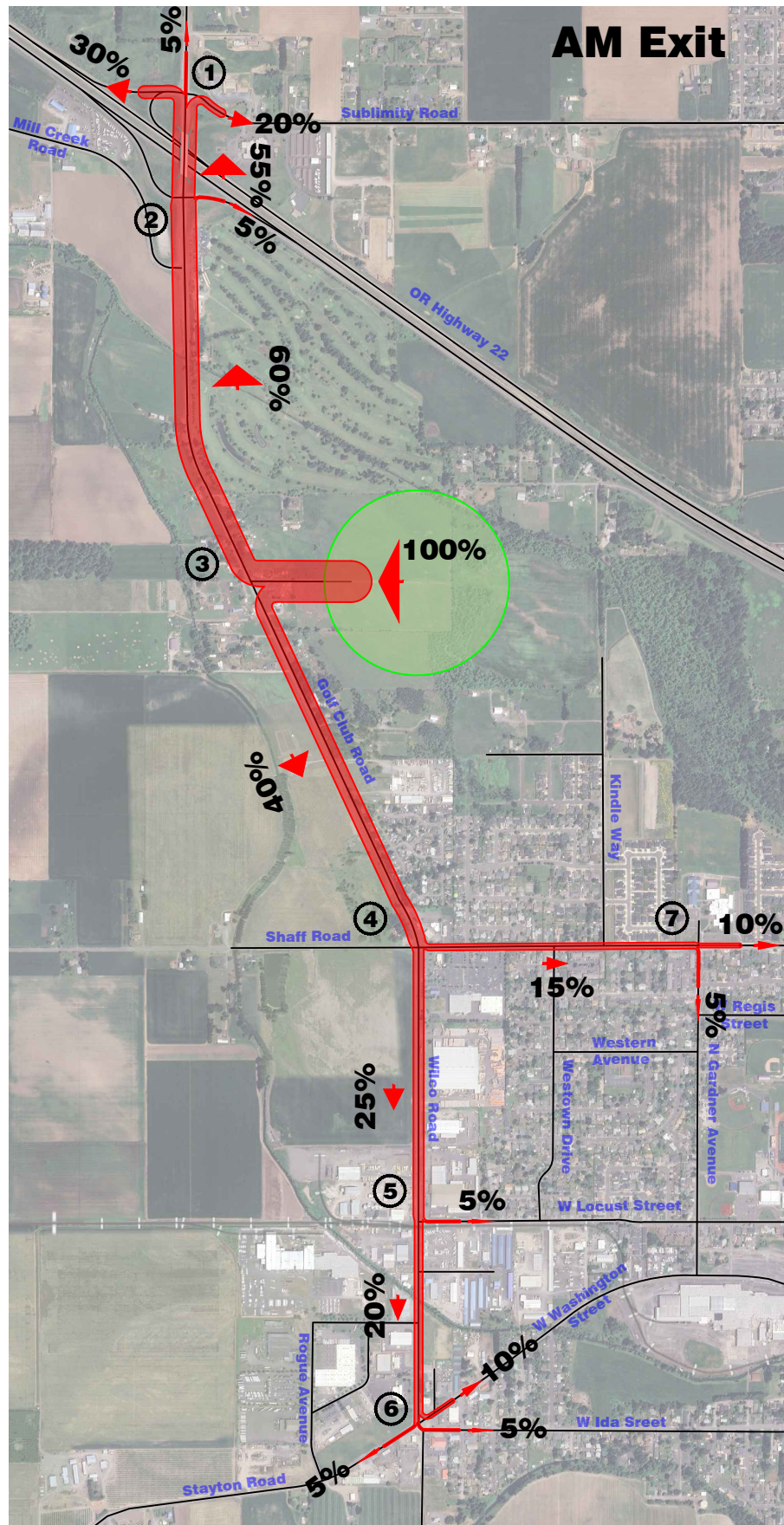


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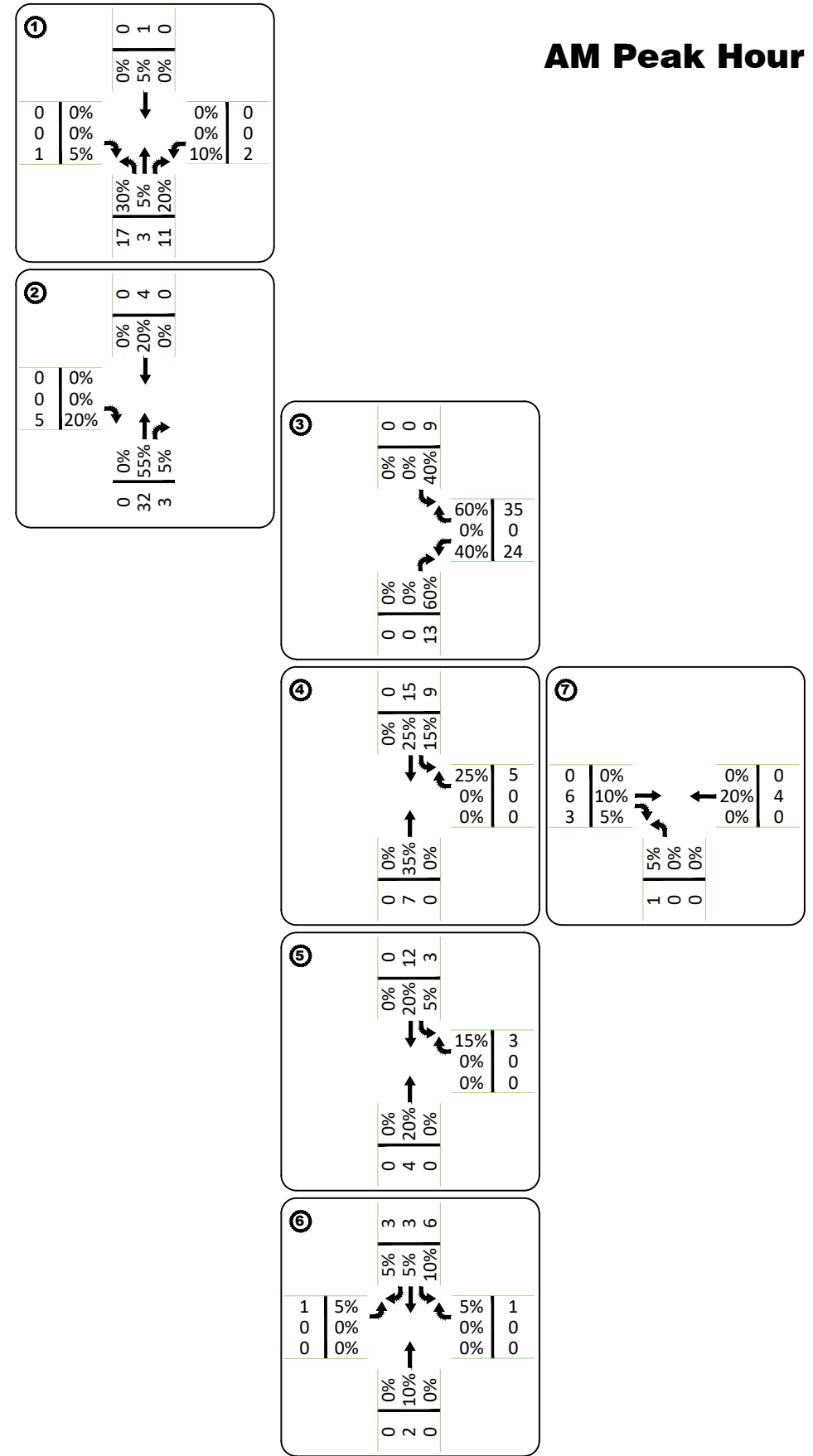
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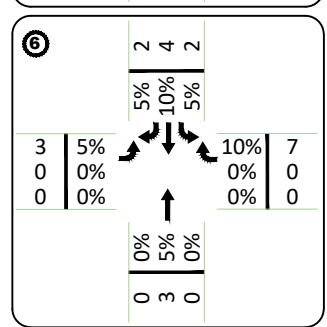
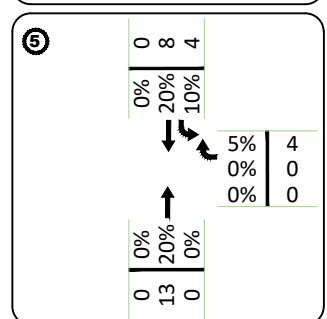
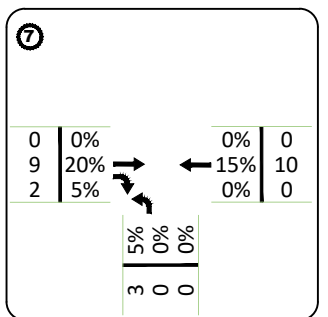
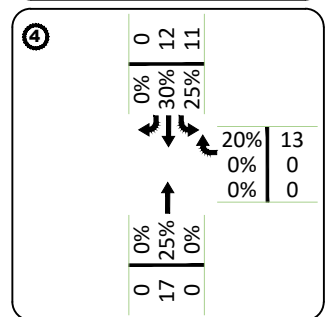
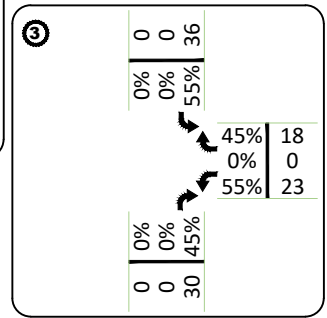
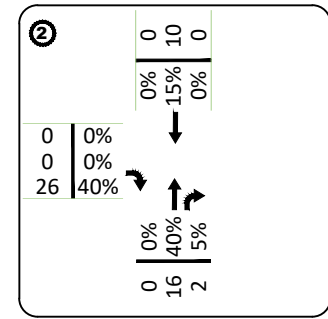
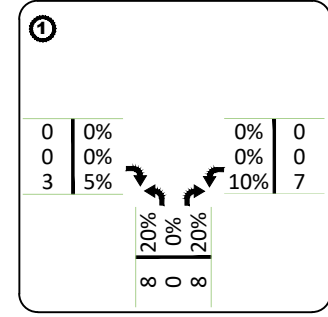
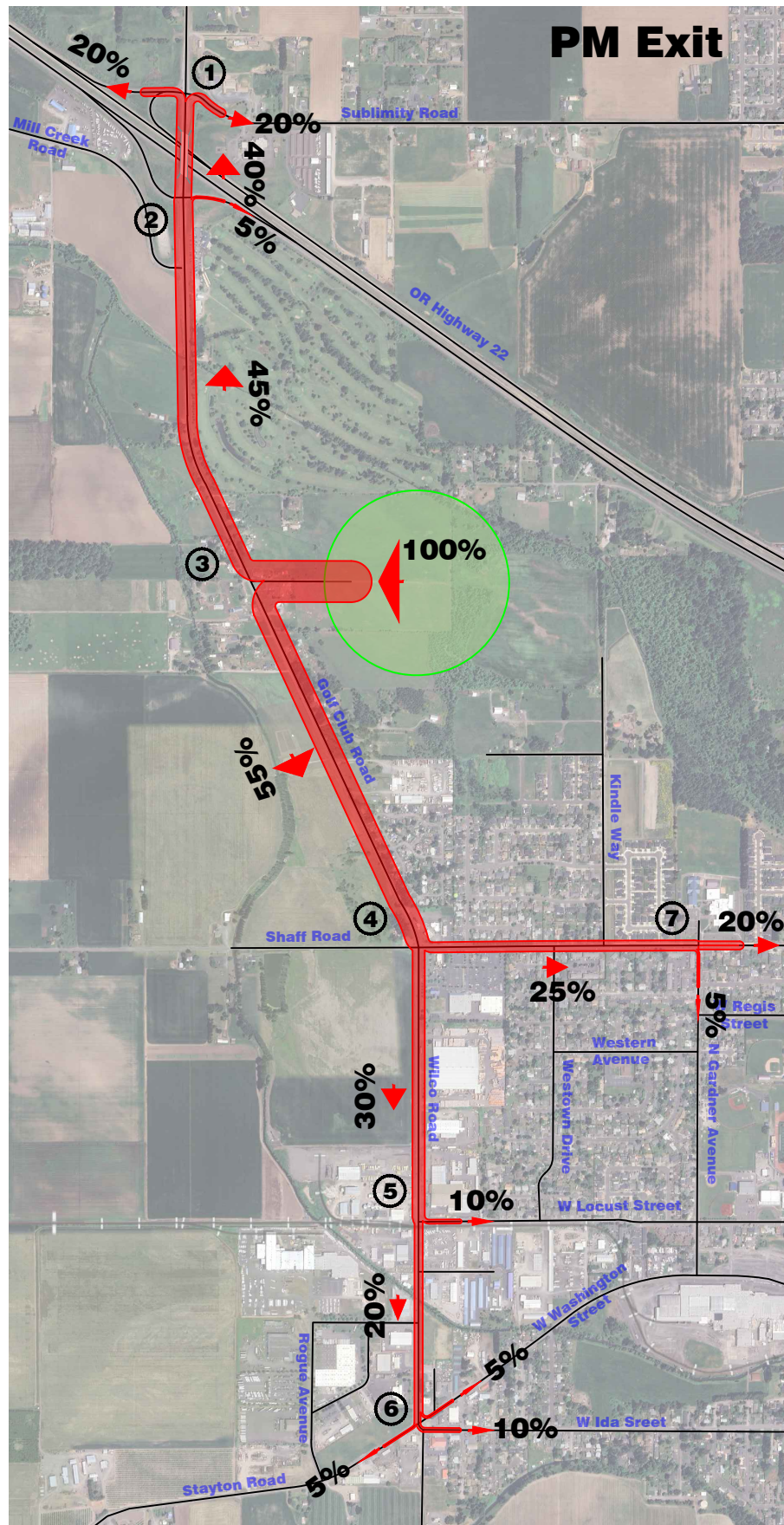
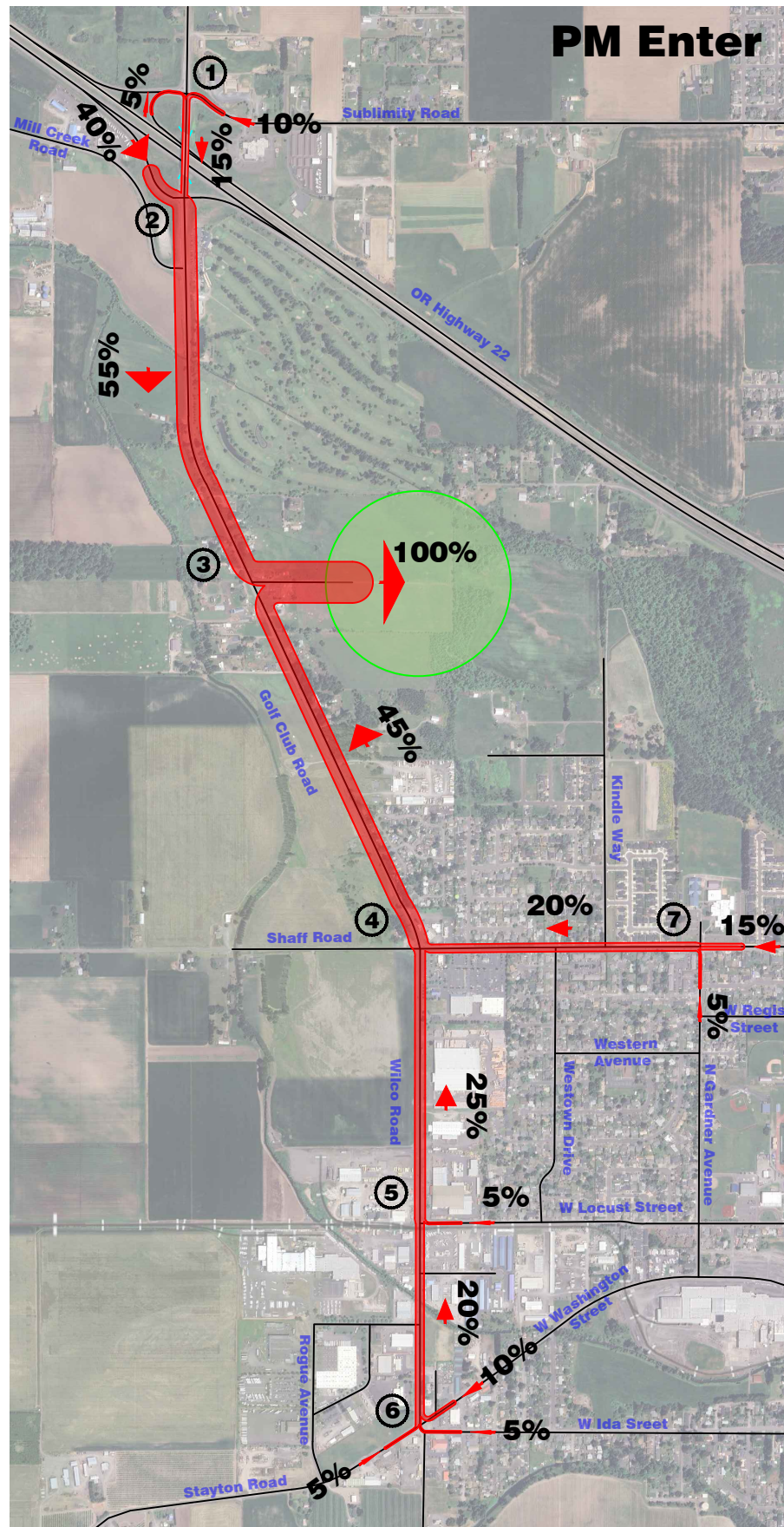


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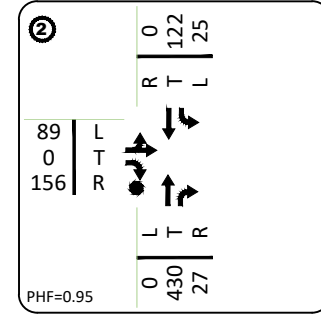
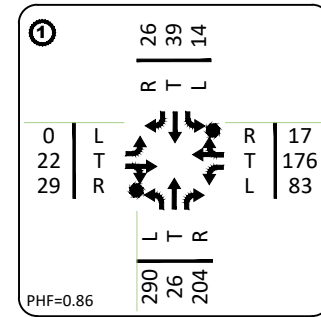


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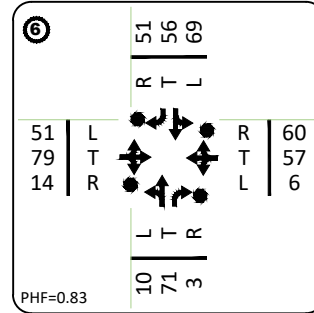
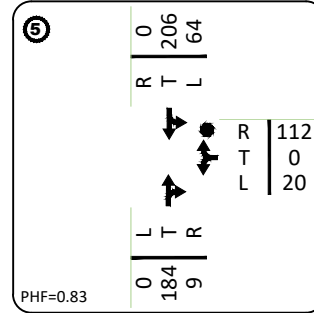
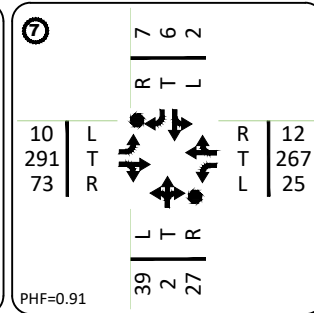
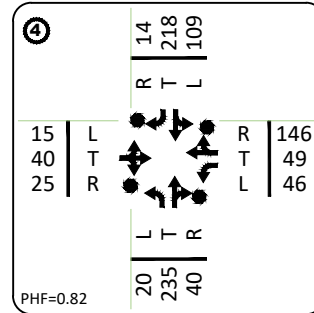
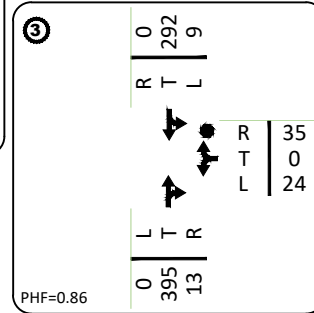




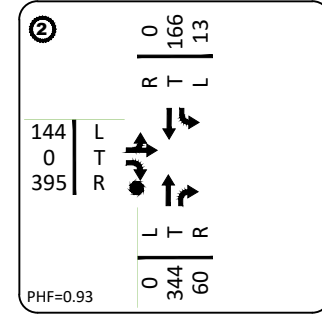
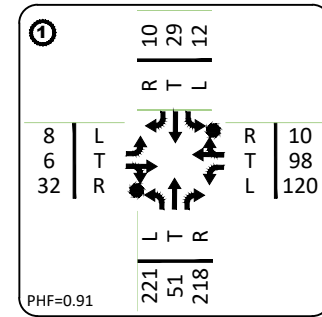
PM Peak Hour



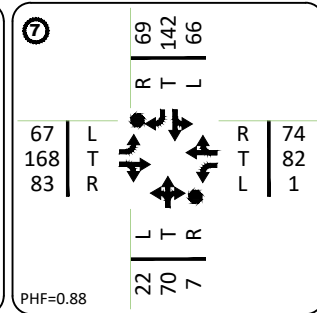
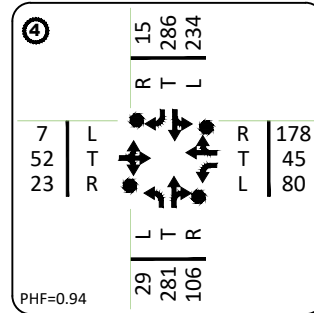
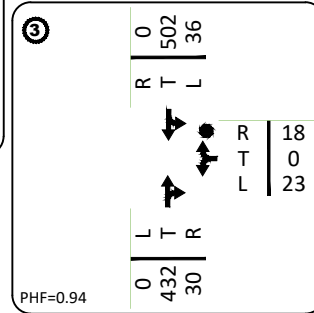
Volumes are adjusted to 30HV at the OR22 Ramp Terminal intersections.



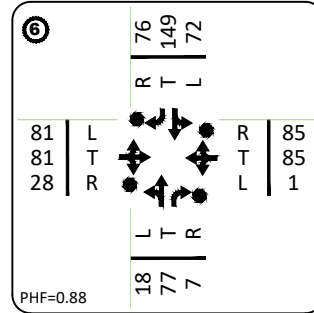
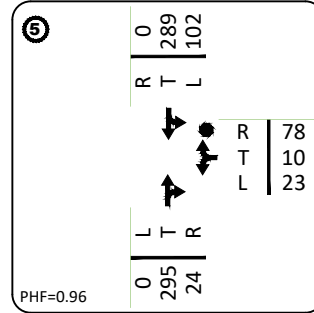
AM Peak Hour



Volumes are adjusted to 30HV at the OR22 Ramp Terminal intersections.



PM Peak Hour



Appendix B



PROJECT DESCRIPTIONS

The following section describes the intersection and safety projects listed in the motor vehicle plan in Table 8 and Table 9.

PROJECT M1: GOLF CLUB ROAD SE/SHAFF ROAD SE ROUNDABOUT

The intersection of Golf Club Road SE and Shaff Road is currently all-way stop controlled. As shown in Table 10, it currently operates at an acceptable level of service. However, based on existing vehicular volumes, this intersection meets signal warrants as prescribed in the Manual for Uniform Traffic Control Devices. Additionally, during the public engagement process, this intersection was noted to need intersection control upgrade to improve traffic flow.

Projected operations in the existing and future scenario for the no-build and roundabout alternative and cost estimates are shown in Table 10. A sketch of the roundabout alternative is shown in Figure 11.

Table 10. Weekday PM Peak Hour Operations and Evaluation (Golf Club Road/Shaff Road)

Alternative	Scenario	Delay	Level of Service	Cost Estimate
No-build	Existing	20.9	D	\$0
	2040	25.3	D	
Roundabout	Existing	8.9	A	\$2,590,000
	2040	9.9	A	

PROJECT M2: STAYTON ROAD SE / WILCO ROAD ROUNDABOUT

The Stayton Road SE/Wilco Road intersection is a five-leg intersection on the southwest edge of Stayton. It consists of two intersections in close proximity: an all-way stop- controlled intersection and a second, smaller, minor-approach stop control intersection 70 feet

southeast of the first. As shown in Table 11, it currently operates at an acceptable level of service. However, during the public engagement process, this intersection was noted as congested and in need of a traffic control upgrade. Additionally, because this intersection serves as an entrance to the city from the southwest, a more aesthetically-pleasing intersection could enhance perception of the city.

Projected operations in the existing and future scenario for the no-build and roundabout alternatives and cost estimates are shown in Table 11. A sketch of the roundabout alternative is shown in Figure 12.

Table 11. Weekday PM Peak Hour Operations and Evaluation (Stayton Road/Wilco Road)

Alternative	Scenario	Delay	Level of Service	Cost Estimate
No-build	Existing	12.0	B	\$0
	2040	13.6	B	
Roundabout	Existing	5.8	A	\$1,640,000
	2040	6.1	A	

PROJECT M3: GOLF LANE SE REALIGNMENT

Golf Lane SE should be realigned to intersect Cascade Highway directly opposite Whitney Street when traffic volumes on Golf Lane at Cascade Highway warrant a signal for safety or capacity. This is not anticipated based on the projected growth on Golf Lane which does not assume expansion of the city limits. Annexation and urban development along Golf Lane would add trips to the Cascade Highway SE/Golf Lane SE intersection and could trigger the need for the Golf Lane realignment.

The wetlands surrounding Mill Creek pose significant environmental constraints to the realignment of Golf Lane SE. Advanced engineering may be necessary to avoid or mitigate adverse wetland

Figure 11. Golf Club Road SE / Shaff Road SE Roundabout

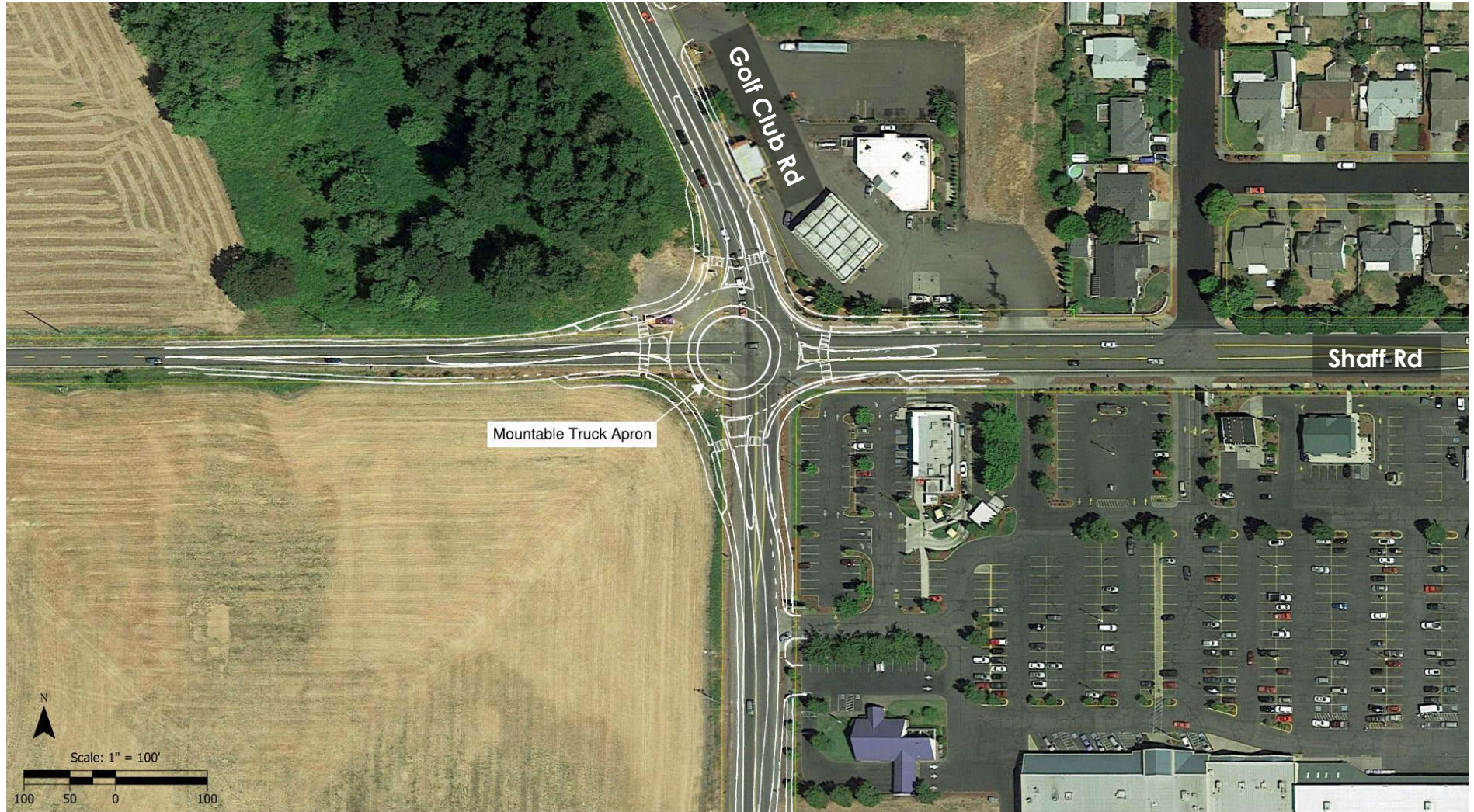


Figure 12. Stayton Road SE / Wilco Road Roundabout



Appendix C



January 1, 2020 through December 31, 2024

Intersection	INTERSECTION CRASH RATES											Reference Population	90th%ile Crash Rate	Over or Under Crash
	Crashes						PM Entering Volume	ADT (10xPM)	AADT (365xADT)	Annual Crashes	Crash Rate (crashes/MEV)			
	2020	2021	2022	2023	2024	Total								
Golf Club Road SE / OR 22 WB Ramps / Sublimity Road	2	3	6	3	3	17	789	7,890	2,879,850	3.40	1.181	Rural 4ST	1.080	Over
Golf Club Road SE / OR 22 EB Ramps	2	0	1	0	0	3	1,068	10,680	3,898,200	0.60	0.154	Rural 3ST	0.475	Under
Golf Club Road SE / Shaff Road SE / Wilco Road	1	1	1	2	2	7	1,283	12,830	4,682,950	1.40	0.299	Urban 4ST	0.408	Under
Wilco Road / W Locust Street	1	1	0	0	0	2	792	7,920	2,890,800	0.40	0.138	Urban 3ST	0.293	Under
Wilco Road / W Washington Street	1	1	1	1	1	5	739	7,390	2,697,350	1.00	0.371	Urban 4ST	0.408	Under
Shaff Road SE / N Gardner Avenue	1	1	0	0	1	3	827	8,270	3,018,550	0.60	0.199	Urban 4ST	0.408	Under



Intersection crash rates also need to be compared to the published statewide 90th percentile intersection crash rates in Exhibit 4-1. Any rates close to or over the 90th percentile rates need to be flagged for further analysis. The intersection crash rate is calculated by the following formula:

$$\text{Intersection Crash Rate per MEV} = \frac{\text{Annual Number of Crashes} \times 10^6}{(\text{AADT}) \times (365 \text{ days/year})}$$

The values shown in Exhibit 4-1 represent the 90th percentile crash rates from a study of 500 intersections in Oregon. The crash rates are grouped by rural/urban, signalized/unsignalized, and three-leg/four-leg intersections. Intersections with crash rates that exceed the 90th percentile values shown in the table should be flagged for further analysis. For more information on crash rates and using this table, see Section 4.3.4 Critical Crash Rate.

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	0.226	0.196	0.324	0.434	0.275	0.131	0.477	0.198
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
Coefficient of Variation	0.819	1.602	0.688	1.230	0.564	0.924	0.572	0.889
90th Percentile Rate	0.464	0.475	0.579	1.080	0.509	0.293	0.860	0.408

Source: *Assessment of Statewide Intersection Safety Performance, FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.*

Note: Traffic control types include
 3SG (three-leg signalized),
 3ST (three-leg minor stop-control),
 4SG (four-leg signalized),
 4ST (four-leg minor stop-control).

For intersections other than the configurations shown in Exhibit 4-1, there are usually too few locations with that intersection configuration to provide statewide statistics. There are some stop controlled intersection configurations that could be approximated as indicated in Exhibit 4-2 and Exhibit 4-3 below. Any other intersection configurations not in Exhibit 4-1, Exhibit 4-2, or Exhibit 4-3 should by default be flagged for further analysis, since the unusual configuration is likely to warrant a closer look at the crashes.

CITY OF STAYTON, MARION COUNTY

WILCO RD at LOCUST ST, City of Stayton, Marion County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024

1 - 2 of 2 Crash records shown.

SER#	S	D	M	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE																	
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE	A	S											
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED							
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
01155	N	N	N	N	N	N	04/01/2020	16	LOCUST ST	INTER	3-LEG	N	N	CLD	S-1STOP	01	NONE	0	STRGHT											
CITY							WE	0	WILCO RD	N		STOP SIGN	N	WET	REAR		PRVTE	N	-S								000		00	
N							4P			06	0		N	DAY	INJ		TRUCK			01	DRVR	NONE	29	M	OR-Y		043,016,026	038		07,27
N							44 48 9.37	-122 48 53.47																						
																02	NONE	0	STOP											
																	PRVTE	N	-S								012		00	
																	PSNGR CAR			01	DRVR	INJC	36	F	OR-Y		000	000		00
00192	N	N	N	N	N	N	01/21/2021	16	LOCUST ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	0	STRGHT											
CITY							TH	0	WILCO RD	N		STOP SIGN	N	DRY	REAR		PRVTE	N	-S								000		00	
N							10A			06	0		N	DAY	INJ		PSNGR CAR			01	DRVR	NONE	56	M	OR-Y		043,026	000		07
N							44 48 9.39	-122 48 53.45																						
																02	NONE	0	STOP											
																	PRVTE	N	-S								012		00	
																	PSNGR CAR			01	DRVR	INJC	51	F	OR-Y		000	000		00

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.

CITY OF STAYTON, MARION COUNTY

SHAFF RD at GARDNER AVE, City of Stayton, Marion County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024

1 - 3 of 3 Crash records shown.

SER#	S	D	M	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE																	
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE	A S												
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED							
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
03804	N	N	N	N	N	N	12/18/2020	16	GARDNER AVE	INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	9	STRGHT											
CITY							FR	0	SHAFF RD	CN		STOP SIGN	N	WET	TURN	N/A		W -E									000		00	
N							4P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00	
N							44 48 35.3	-122 48 16.06																						
																02	NONE	9	TURN-L											
																N/A		S -W									015		00	
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00		
01937	N	N	N	N	N	N	06/12/2021	16	GARDNER AVE	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	9	TURN-L											
NO RPT							SA	0	SHAFF RD	CN		STOP SIGN	N	DRY	TURN	N/A		S -W									000		00	
N							2P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00	
N							44 48 35.32	-122 48 16.05																						
																02	NONE	9	TURN-L											
																N/A		E -S									000		00	
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00		
04225	N	N	N	N	N	Y	11/05/2024	16	GARDNER AVE	INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	9	STRGHT											
CITY							TU	0	SHAFF RD	CN		STOP SIGN	N	WET	ANGL	N/A		W -E									000		00	
N							11A			03	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00	
N							44 48 35.31	-122 48 16.04																						
																02	NONE	9	STRGHT											
																N/A		N -S									000		00	
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00		

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Appendix D



30 HV Using On-Site ATR Method (APM V2 5.5.1)

Aumsville ATR 24-005 OR22; NORTH SANTIAM HIGHWAY NO. 162; 1.08 miles east of Shaw Highway Interchange									
Year	August (Peak Month) AWT				March (Count Month) AWD				Notes:
	Average Weekday Traffic	% of AADT	Annual Change Previous Year	2019 to 2023	Average Weekday Traffic	% of AADT	Annual Change Previous Year	2019 to 2023	
2019	26,620	116.163	—		22,513	98.2414	—		
2020	26,364	128	-0.96%		19,757	96	-12.24%		
2021	25,109	112.44	-4.76%	-0.50%	23,548	105.45	19.19%	-0.07%	
2022	25,487	116.768	1.51%		22,849	104.682	-2.97%		
2023	26,089	116.354	2.36%		22,451	100.129	-1.74%		
Average % of AADT		116.429			101.018	High and low %s eliminated. Average % is remaining 3			
Seasonal Adjustment = August / March					1.15	years.			



When using the ATR Summaries from the TVT's, the analyst should note both the average weekday and average daily percentages. Average weekday traffic (AWD) percentages include values for Monday through Thursday while average daily traffic (ADT) includes all days of the week. When there is little variation between the AWD and ADT percentages, using AWD supports the notion that the peak is likely on an average weekday. If the ADT is much larger than the AWD, then the peak is likely on a weekend day, so use the ADT Percentage. Check the Weekly Traffic Trend column from the ATR Characteristic table to aid in this calculation.

Intersection 1	Golf Club Road SE	OR 22 WB Ramps / Sublimity Ro	Development Volumes
Intersection 2	Golf Club Road SE	OR 22 EB Ramps	
Intersection 3	Golf Club Road SE	Site Access	
Intersection 4	Golf Club Road SE	Shaff Road SE / Wilco Road	
Intersection 5	Wilco Road	W Locust Street	
Intersection 6	Wilco Road	W Washington Street	
Intersection 7	Shaff Road SE	N Gardner Avenue	
Intersection 8	Golf Club Road SE	OR 22 WB Ramps / Sublimity Ro	Base Volumes
Intersection 9	Golf Club Road SE	OR 22 EB Ramps	
Intersection 10	Golf Club Road SE	Site Access	
Intersection 11	Golf Club Road SE	Shaff Road SE / Wilco Road	
Intersection 12	Wilco Road	W Locust Street	
Intersection 13	Wilco Road	W Washington Street	
Intersection 14	Shaff Road SE	N Gardner Avenue	
Intersection 15			
Roadway 1		Roadway 2	

Master Intersection List

Intersection 1		Golf Club Road SE			OR 22 WB Ramps / Sublimity Road			System AM peak hour 7:30-8:30AM										
ALL-VEHICLE VOLUMES													PHF =	0.86		Hourly	All	Cells shaded this color have manual input
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	Ints			
7:00 AM	54	2	21	0	5	12	0	1	5	7	36	0	143					
7:15 AM	65	6	23	1	3	5	1	0	6	8	40	1	159					
7:30 AM	78	6	29	3	14	8	0	2	8	8	43	3	202					
7:45 AM	51	6	43	4	10	5	0	2	7	17	39	5	189	693	3961			
8:00 AM	57	5	32	0	3	8	0	5	7	10	27	4	158	708	4129			
8:15 AM	51	3	64	5	6	2	0	10	2	35	44	3	225	774	4226			
8:30 AM	42	4	27	2	5	5	0	3	3	23	42	1	157	729	4000			
8:45 AM	35	4	28	1	5	3	0	5	6	9	20	1	117	657	3621			
2025 30HV AM	273	23	193	14	38	26	0	22	28	81	176	17						
Background Growth																		
2030 Pre-Dev AM	273	23	193	14	38	26	0	22	28	81	176	17						
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR						
Dev Vs	31	5	20		2				2	3								
% of Dev	30%	5%	20%		5%				5%	10%								
2030 Post-Dev AM	304	28	213	14	40	26	0	22	30	84	176	17						

2025 Traffic Count Base Year
1.15 30 HV Adjustment

2030 Pre-Development Year
891 Entering Intersection Volume
63 Development Trips
7.07% Trip Volume Increase

Development Volumes

Intersection 2		Golf Club Road SE			OR 22 EB Ramps			System AM peak hour 7:30-8:30AM										
ALL-VEHICLE VOLUMES													PHF =	0.95		Hourly	All	Cells shaded this color have manual input
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	Ints			
7:00 AM	0	74	0	3	14	0	10	0	16	0	0	0	117					
7:15 AM	0	74	2	1	17	0	17	0	37	0	0	0	148					
7:30 AM	0	98	3	7	24	0	14	0	30	0	0	0	176					
7:45 AM	0	81	7	4	28	0	19	0	46	0	0	0	185	626				
8:00 AM	0	83	8	1	20	0	14	0	28	0	0	0	154	663				
8:15 AM	0	84	3	10	31	0	30	0	27	0	0	0	185	700				
8:30 AM	0	63	9	5	27	0	13	0	28	0	0	0	145	669				
8:45 AM	0	47	7	2	18	0	17	1	20	0	0	0	112	596				
2025 30HV AM	0	398	24	25	118	0	89	0	151	0	0	0						
Background Growth																		
2030 Pre-Dev AM	0	398	24	25	118	0	89	0	151	0	0	0						
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR						
Dev Vs		56	5		7				7									
% of Dev		55%	5%		20%				20%									
2030 Post-Dev AM	0	454	29	25	125	0	89	0	158	0	0	0						

2025 Traffic Count Base Year
1.15 30 HV Adjustment

2030 Pre-Development Year
805 Entering Intersection Volume
75 Development Trips
9.32% Trip Volume Increase

Development Volumes

Intersection 3		Golf Club Road SE			Site Access			System AM peak hour 7:30-8:30AM							
ALL-VEHICLE VOLUMES					PHF = 0.86									Hourly	
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	
7:00 AM		72			46								118		Cells shaded this color have manual input
7:15 AM		85			71								156		
7:30 AM		103			96								199		Site Access
7:45 AM		115			72								187	660	
8:00 AM		99			57								156	698	
8:15 AM		78			67								145	687	
8:30 AM		59			56								115	603	
8:45 AM		62			65								127	543	
2025 AM Vs	0	395	0	0	292	0	0	0	0	0	0	0			2025 Traffic Count Base Year
Background Growth															
2030 Pre-Dev AM	0	395	0	0	292	0	0	0	0	0	0	0			2030 Pre-Development Year
Dev Vs			20	14						41		61			687 Entering Intersection Volume
% of Dev			60%	40%						40%		60%			136 Development Trips
2030 Post-Dev AM	0	395	20	14	292	0	0	0	0	41	0	61			19.80% Trip Volume Increase

Intersection 4		Golf Club Road SE			Shaff Road SE / Wilco Road			System AM peak hour 7:30-8:30AM							
ALL-VEHICLE VOLUMES					PHF = 0.82									Hourly	
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	
7:00 AM	5	35	3	14	25	1	0	4	0	11	9	27	134		Cells shaded this color have manual input
7:15 AM	5	48	5	25	39	1	0	5	2	7	14	33	184		
7:30 AM	5	56	14	38	67	9	3	10	3	8	26	33	272		
7:45 AM	10	72	11	25	55	4	5	14	11	19	13	41	280	870	
8:00 AM	0	52	6	14	38	1	4	12	10	14	6	42	199	935	
8:15 AM	5	48	9	23	43	0	3	4	1	5	4	25	170	921	
8:30 AM	3	40	13	15	46	3	1	5	3	11	2	25	167	816	
8:45 AM	2	34	10	19	43	2	0	7	2	9	4	17	149	685	
2025 AM Vs	20	228	40	100	203	14	15	40	25	46	49	141			2025 Traffic Count Base Year
Background Growth															
2030 Pre-Dev AM	20	228	40	100	203	14	15	40	25	46	49	141			2030 Pre-Development Year
Dev Vs		12		15	26							8			921 Entering Intersection Volume
% of Dev		35%		15%	25%							25%			61 Development Trips
2030 Post-Dev AM	20	240	40	115	229	14	15	40	25	46	49	149			6.62% Trip Volume Increase

Development Volumes

Development Volumes

Intersection 5		Wilco Road			W Locust Street			System AM peak hour 7:30-8:30AM								
ALL-VEHICLE VOLUMES		PHF = 0.83											Hourly			
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals	Cells shaded this color have manual input	
7:00 AM	0	34	0	5	29	0	0	0	0	0	0	17	85			
7:15 AM	0	46	0	12	37	0	0	0	0	4	0	18	117			
7:30 AM	0	52	2	24	47	0	0	0	0	4	0	25	154			
7:45 AM	0	40	3	18	57	0	0	0	0	6	0	48	172	528		
8:00 AM	0	37	2	10	52	0	0	0	0	6	0	22	129	572		
8:15 AM	0	51	2	9	38	0	0	0	0	4	0	14	118	573		
8:30 AM	0	45	3	15	44	0	0	0	0	2	0	13	122	541		
8:45 AM	0	33	2	10	42	0	0	0	0	1	0	11	99	468		
2025 AM Vs	0	180	9	61	194	0	0	0	0	20	0	109			2025 Traffic Count Base Year	
Background Growth																
2030 Pre-Dev AM	0	180	9	61	194	0	0	0	0	20	0	109			2030 Pre-Development Year	
Dev Vs		7		5	21							5			573 Entering Intersection Volume	
% of Dev		20%		5%	20%							15%			38 Development Trips	
2030 Post-Dev AM	0	187	9	66	215	0	0	0	0	20	0	114			6.63% Trip Volume Increase	

Intersection 6		Wilco Road			W Washington Street			System AM peak hour 7:30-8:30AM								
ALL-VEHICLE VOLUMES		PHF = 0.83											Hourly			
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals	Cells shaded this color have manual input	
7:00 AM	1	17	2	3	7	13	6	15	1	1	10	11	87			
7:15 AM	4	16	0	4	9	12	14	18	4	1	12	15	111			
7:30 AM	4	26	1	11	12	17	11	34	2	1	11	16	146			
7:45 AM	2	19	2	25	21	7	12	21	6	2	21	15	153	497		
8:00 AM	2	8	0	17	9	15	13	9	5	0	16	17	111	521		
8:15 AM	2	16	0	10	11	9	14	15	1	3	9	11	101	511		
8:30 AM	4	16	0	18	11	8	12	11	3	1	9	16	110	475		
8:45 AM	2	20	0	11	15	4	5	12	7	1	9	11	97	419		
2025 AM Vs	10	69	3	63	53	48	50	79	14	6	57	59			2025 Traffic Count Base Year	
Background Growth																
2030 Pre-Dev AM	10	69	3	63	53	48	50	79	14	6	57	59			2030 Pre-Development Year	
Dev Vs		3		11	5	5	2					2			511 Entering Intersection Volume	
% of Dev		10%		10%	5%	5%	5%					5%			28 Development Trips	
2030 Post-Dev AM	10	72	3	74	58	53	52	79	14	6	57	61			5.48% Trip Volume Increase	

Development Volumes

Development Volumes

Intersection 7		Shaff Road SE			N Gardner Avenue			System AM peak hour 7:30-8:30AM							
ALL-VEHICLE VOLUMES		PHF = 0.91											Hourly		
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals	Cells shaded this color have manual input
7:00 AM	12	5	9	4	5	5	1	89	13	7	62	0	212		
7:15 AM	8	0	10	0	0	3	0	81	7	6	73	0	188		
7:30 AM	8	0	9	1	2	0	1	68	17	4	70	1	181		
7:45 AM	11	0	10	0	3	4	1	61	14	5	56	1	166	747	
8:00 AM	12	0	5	1	0	1	4	79	12	7	72	2	195	730	
8:15 AM	7	2	3	0	1	2	4	77	27	9	65	8	205	747	
8:30 AM	18	5	13	7	4	7	4	67	17	5	52	5	204	770	
8:45 AM	15	2	11	1	0	0	0	69	19	10	64	1	192	796	
2025 AM Vs	38	2	27	2	6	7	10	285	70	25	263	12			2025 Traffic Count Base Year
Background Growth															
2030 Pre-Dev AM	38	2	27	2	6	7	10	285	70	25	263	12			2030 Pre-Development Year
Dev Vs		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
% of Dev	2							10	5		6				747 Entering Intersection Volume
	5%							10%	5%		20%				23 Development Trips
	0														3.08% Trip Volume Increase
2030 Post-Dev AM	40	2	27	2	6	7	10	295	75	25	269	12			

Development Volumes

Intersection 1		Golf Club Road SE			OR 22 WB Ramps / Sublimity Road			System PM peak hour 4:15-5:15							
ALL-VEHICLE VOLUMES		PHF = 0.91											Hourly		
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	
4:00 PM	39	12	51	3	4	5	1	1	9	23	27	1	176		
4:15 PM	35	10	56	2	4	0	0	2	1	32	21	3	166		
4:30 PM	51	11	44	3	5	2	1	3	10	21	32	3	186		
4:45 PM	41	11	40	2	10	2	3	0	7	23	9	1	149	677	4859
5:00 PM	48	12	43	3	6	5	3	0	7	22	23	2	174	675	4859
5:15 PM	41	14	45	3	4	3	2	1	6	13	14	4	150	659	4779
5:30 PM	45	16	39	0	6	4	2	0	4	20	22	1	159	632	4686
5:45 PM	27	15	42	3	8	1	0	0	4	13	7	1	121	604	4450
2025 30HV PM	201	51	210	12	29	10	8	6	29	113	98	10			2025 Traffic Count Base Year
Background Growth	12														1.15 30 HV Adjustment
2030 Pre-Dev PM	213	51	210	12	29	10	8	6	29	113	98	10			2030 Pre-Development Year
Dev Vs	12		12						4	8					789 Entering Intersection Volume
% of Dev	20%		20%						5%	10%					36 Development Trips
2030 Post-Dev PM	225	51	222	12	29	10	8	6	33	121	98	10			4.56% Trip Volume Increase

For Background Growth: Conservatively added all TSP plan year growth to the development build-out year traffic volumes at all intersections.

Development Volumes

Intersection 2		Golf Club Road SE			OR 22 EB Ramps			System PM peak hour 4:15-5:15							
ALL-VEHICLE VOLUMES		PHF = 0.93											Hourly		
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Totals	
4:00 PM	0	69	4	6	30	0	35	1	64	0	0	0	209		
4:15 PM	0	59	11	3	34	0	38	0	80	0	0	0	225		
4:30 PM	0	75	13	5	31	0	31	0	69	0	0	0	224		
4:45 PM	0	67	9	0	40	0	27	0	101	0	0	0	244	902	
5:00 PM	0	74	16	3	31	0	29	0	64	0	0	0	217	910	
5:15 PM	0	62	16	1	23	0	39	0	92	0	0	0	233	918	
5:30 PM	0	63	7	1	19	0	45	0	82	0	0	0	217	911	
5:45 PM	0	55	9	0	18	0	36	0	72	0	0	0	190	857	
2025 30HV PM	0	316	56	13	156	0	144	0	361	0	0	0			2025 Traffic Count Base Year
Background Growth		12	2						8						1.15 30 HV Adjustment
2030 Pre-Dev PM	0	328	58	13	156	0	144	0	369	0	0	0			2030 Pre-Development Year
Dev Vs		24	3		15				31						1068 Entering Intersection Volume
% of Dev		40%	5%		15%				40%						73 Development Trips
2030 Post-Dev PM	0	352	61	13	171	0	144	0	400	0	0	0			6.84% Trip Volume Increase

Cells shaded this color have manual input

Development Volumes

Intersection 3		Golf Club Road SE			Site Access			System PM peak hour 4:15-5:15							
ALL-VEHICLE VOLUMES		PHF = 0.94											Hourly		
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals	
4:00 PM		102			96								198		Cells shaded this color have manual input
4:15 PM		99			121								220		
4:30 PM		108			113								221		Site Access
4:45 PM		96			132								228	867	
5:00 PM		115			128								243	912	
5:15 PM		92			133								225	917	
5:30 PM		85			119								204	900	
5:45 PM		78			101								179	851	
2025 PM Vs	0	418	0	0	494	0	0	0	0	0	0	0			2025 Traffic Count Base Year
Background Growth		14			8										
2030 Pre-Dev PM	0	432	0	0	502	0	0	0	0	0	0	0			2030 Pre-Development Year
Dev Vs			36	43						33		27			934 Entering Intersection Volume
% of Dev			45%	55%						55%		45%			139 Development Trips
2030 Post-Dev PM	0	432	36	43	502	0	0	0	0	33	0	27			14.88% Trip Volume Increase

Intersection 4		Golf Club Road SE			Shaff Road SE / Wilco Road			System PM peak hour 4:15-5:15							
ALL-VEHICLE VOLUMES		PHF = 0.94											Hourly		
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals	
4:00 PM	9	63	14	44	63	1	2	11	10	17	7	41	282		Cells shaded this color have manual input
4:15 PM	3	63	24	43	73	6	0	12	5	11	8	36	284		
4:30 PM	3	67	20	65	58	2	4	8	8	13	16	51	315		
4:45 PM	10	54	16	62	77	4	1	17	5	8	7	40	301	1182	
5:00 PM	13	72	18	44	63	3	2	15	5	10	6	38	289	1189	
5:15 PM	13	47	18	62	70	3	1	19	8	12	16	44	313	1218	
5:30 PM	4	45	13	52	61	4	1	23	7	13	7	41	271	1174	
5:45 PM	6	43	13	62	52	1	3	16	5	8	8	31	248	1121	
2025 PM Vs	29	256	78	214	271	15	7	52	23	42	37	165			2025 Traffic Count Base Year
Background Growth		8	28	9	3					38	8				
2030 Pre-Dev PM	29	264	106	223	274	15	7	52	23	80	45	165			2030 Pre-Development Year
Dev Vs		20		15	18							16			1283 Entering Intersection Volume
% of Dev		25%		25%	30%							20%			69 Development Trips
2030 Post-Dev PM	29	284	106	238	292	15	7	52	23	80	45	181			5.38% Trip Volume Increase

Development Volumes

Development Volumes

Intersection 5		Wilco Road			W Locust Street			System PM peak hour 4:15-5:15								
ALL-VEHICLE VOLUMES		PHF = 0.96											Hourly			
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals		
4:00 PM	0	63	7	10	78	0	0	0	0	2	0	15	175		Cells shaded this color have manual input	
4:15 PM	0	75	5	18	77	0	0	0	0	2	0	9	186			
4:30 PM	0	59	3	19	75	0	0	0	0	5	0	19	180			
4:45 PM	0	58	5	25	60	0	0	0	0	4	0	19	171	712		
5:00 PM	0	65	6	26	54	0	0	0	0	2	0	27	180	717		
5:15 PM	0	52	5	22	62	0	0	0	0	4	0	16	161	692		
5:30 PM	0	45	6	19	63	0	0	0	0	0	0	14	147	659		
5:45 PM	0	49	5	14	42	0	0	0	0	6	0	12	128	616		
2025 PM Vs	0	257	19	88	266	0	0	0	0	13	0	74			2025 Traffic Count Base Year	
Background Growth		25	5	10	15					10	10					
2030 Pre-Dev PM	0	282	24	98	281	0	0	0	0	23	10	74			2030 Pre-Development Year	
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
Dev Vs		16		6	12								4		792 Entering Intersection Volume	
% of Dev	0	20%		10%	20%								5%		38 Development Trips	
2030 Post-Dev PM	0	298	24	104	293	0	0	0	0	23	10	78			4.80% Trip Volume Increase	

Intersection 6		Wilco Road			W Washington Street			System PM peak hour 4:15-5:15								
ALL-VEHICLE VOLUMES		PHF = 0.88											Hourly			
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals		
4:00 PM	2	21	0	25	32	19	8	21	11	1	21	22	183		Cells shaded this color have manual input	
4:15 PM	5	18	0	17	41	19	18	23	12	0	18	23	194			
4:30 PM	3	14	1	17	36	20	13	19	4	1	16	17	161			
4:45 PM	4	15	1	16	34	13	13	15	7	0	20	17	155	693		
5:00 PM	5	23	5	16	31	17	23	15	4	0	18	17	174	684		
5:15 PM	3	17	2	13	32	19	12	15	3	1	20	19	156	646		
5:30 PM	4	9	1	11	42	21	14	19	10	1	17	21	170	655		
5:45 PM	6	15	2	6	29	7	15	16	6	0	13	11	126	626		
2025 PM Vs	17	70	7	66	142	69	67	72	27	1	72	74			2025 Traffic Count Base Year	
Background Growth	1	4		4	3	5	11	9	1		13	4				
2030 Pre-Dev PM	18	74	7	70	145	74	78	81	28	1	85	78			2030 Pre-Development Year	
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
Dev Vs		4		3	6	3	4						8		739 Entering Intersection Volume	
% of Dev	0	5%		5%	10%	5%	5%						10%		28 Development Trips	
2030 Post-Dev PM	18	78	7	73	151	77	82	81	28	1	85	86			3.79% Trip Volume Increase	

Development Volumes

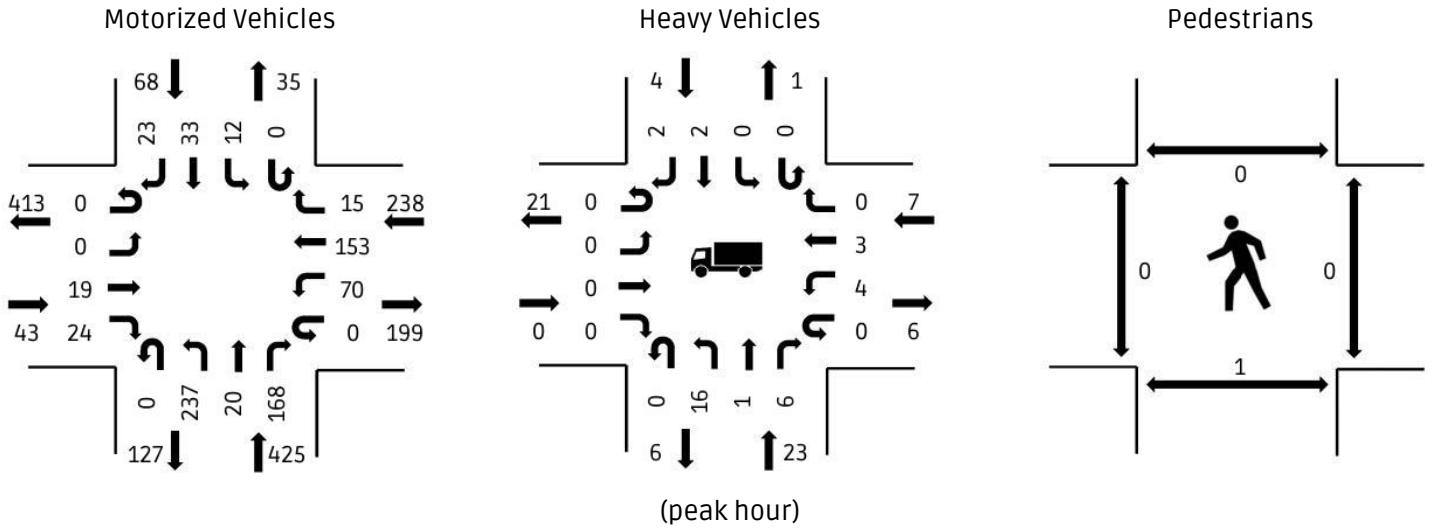
Development Volumes

Intersection 7		Shaff Road SE			N Gardner Avenue			System PM peak hour 4:15-5:15							
ALL-VEHICLE VOLUMES		PHF = 0.88											Hourly		
Time Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Totals	Cells shaded this color have manual input
4:00 PM	2	21	0	25	32	19	8	21	11	1	21	22	183		
4:15 PM	5	18	0	17	41	19	18	23	12	0	18	23	194		
4:30 PM	3	14	1	17	36	20	13	19	4	1	16	17	161		
4:45 PM	4	15	1	16	34	13	13	15	7	0	20	17	155	693	
5:00 PM	5	23	5	16	31	17	23	15	4	0	18	17	174	684	
5:15 PM	3	17	2	13	32	19	12	15	3	1	20	19	156	646	
5:30 PM	4	9	1	11	42	21	14	19	10	1	17	21	170	655	
5:45 PM	6	15	2	6	29	7	15	16	6	0	13	11	126	626	
2025 PM Vs	17	70	7	66	142	69	67	72	27	1	72	74			2025 Traffic Count Base Year
Background Growth	2						87	2							
2030 Pre-Dev PM	19	70	7	66	142	69	67	159	81	1	72	74			2030 Pre-Development Year
Dev Vs	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
% of Dev	4						12	3		12					827 Entering Intersection Volume
	5%						20%	5%		15%					31 Development Trips
2030 Post-Dev PM	23	70	7	66	142	69	67	171	84	1	84	74			3.75% Trip Volume Increase

Development Volumes



Location: Golf Club Rd SE & Sublimity Rd
 Date: 2025-03-18
 Peak Hour Start: 07:30 AM
 Peak 15 Minute Start: 08:15 AM
 Peak Hour Factor: 0.86



All Vehicle Volumes

Time	NB (Golf Club Rd SE)					SB (Golf Club Rd SE)					EB (Sublimity Rd)					WB (Sublimity Rd)					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	54	2	21	0	0	0	5	12	0	0	0	1	5	0	0	7	36	0	0	0	143	
07:15:00 AM	65	6	23	0	0	1	3	5	0	0	1	0	6	0	0	8	40	1	0	0	159	
07:30:00 AM	78	6	29	0	0	3	14	8	0	0	0	2	8	0	0	8	43	3	0	0	202	
07:45:00 AM	51	6	43	0	0	4	10	5	0	0	0	2	7	0	0	17	39	5	0	0	189	693
08:00:00 AM	57	5	32	0	0	0	3	8	0	0	0	5	7	0	0	10	27	4	0	0	158	708
08:15:00 AM	51	3	64	0	0	5	6	2	0	0	0	10	2	0	0	35	44	3	0	0	225	774
08:30:00 AM	42	4	27	0	0	2	5	5	0	0	0	3	3	0	0	23	42	1	0	0	157	729
08:45:00 AM	35	4	28	0	0	1	5	3	0	0	0	5	6	0	0	9	20	1	0	0	117	657

Car Volumes

Time	NB (Golf Club Rd SE)					SB (Golf Club Rd SE)					EB (Sublimity Rd)					WB (Sublimity Rd)					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	51	2	19	0	0	0	5	12	0	0	0	1	5	0	0	6	36	0	0	0	137	
07:15:00 AM	59	6	22	0	0	1	2	5	0	0	1	0	5	0	0	7	40	1	0	0	149	
07:30:00 AM	72	6	29	0	0	3	13	7	0	0	0	2	8	0	0	7	41	3	0	0	191	
07:45:00 AM	48	6	42	0	0	4	10	5	0	0	0	2	7	0	0	16	39	5	0	0	184	661
08:00:00 AM	55	5	30	0	0	0	3	8	0	0	0	5	7	0	0	8	27	4	0	0	152	676
08:15:00 AM	46	2	61	0	0	5	5	1	0	0	0	10	2	0	0	35	43	3	0	0	213	740
08:30:00 AM	39	4	26	0	0	2	5	5	0	0	0	2	3	0	0	23	42	1	0	0	152	701
08:45:00 AM	33	4	26	0	0	1	5	3	0	0	0	5	6	0	0	9	20	1	0	0	113	630

Truck Volumes

Time	NB (Golf Club Rd SE)					SB (Golf Club Rd SE)					EB (Sublimity Rd)					WB (Sublimity Rd)					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	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6	
07:15:00 AM	6	0	1	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	10	
07:30:00 AM	6	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	2	0	0	0	11	
07:45:00 AM	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	32
08:00:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6	32
08:15:00 AM	5	1	3	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	12	34
08:30:00 AM	3	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	28
08:45:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27

Bike Volumes

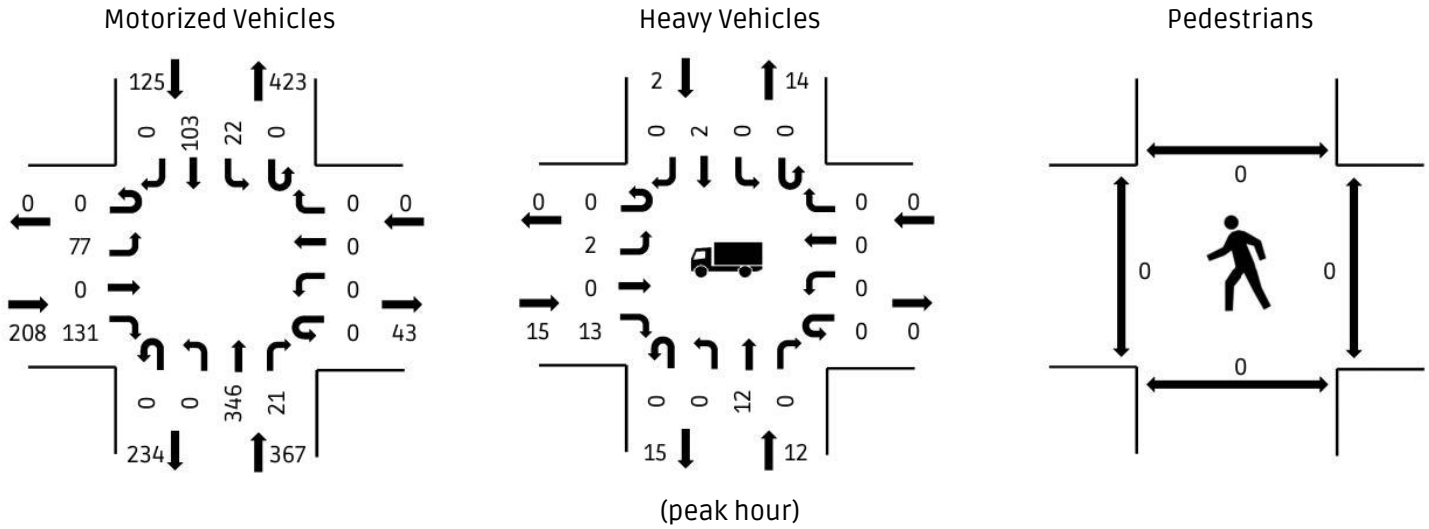
Time	NB (Golf Club Rd SE)					SB (Golf Club Rd SE)					EB (Sublimity Rd)					WB (Sublimity Rd)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	
	North	South	East	West	15min	1hr
07:00:00 AM	0	0	0	0	0	0
07:15:00 AM	0	0	0	0	0	0
07:30:00 AM	0	1	0	0	1	0
07:45:00 AM	0	0	0	0	0	1
08:00:00 AM	0	0	0	0	0	1
08:15:00 AM	0	0	0	0	0	1
08:30:00 AM	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0



Location: Golf Club Road SE & OR 22 EB Ramps
 Date: 2025-03-18
 Peak Hour Start: 07:30 AM
 Peak 15 Minute Start: 07:45 AM
 Peak Hour Factor: 0.95



All Vehicle Volumes

Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (OR 22 EB Ramps)					WB (OR 22 EB Ramps)					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	74	0	0	0	3	14	0	0	0	10	0	16	0	0	0	0	0	0	0	117	
07:15:00 AM	0	74	2	0	0	1	17	0	0	0	17	0	37	0	0	0	0	0	0	0	148	
07:30:00 AM	0	98	3	0	0	7	24	0	0	0	14	0	30	0	0	0	0	0	0	0	176	
07:45:00 AM	0	81	7	0	0	4	28	0	0	0	19	0	46	0	0	0	0	0	0	0	185	626
08:00:00 AM	0	83	8	0	0	1	20	0	0	0	14	0	28	0	0	0	0	0	0	0	154	663
08:15:00 AM	0	84	3	0	0	10	31	0	0	0	30	0	27	0	0	0	0	0	0	0	185	700
08:30:00 AM	0	63	9	0	0	5	27	0	0	0	13	0	28	0	0	0	0	0	0	0	145	669
08:45:00 AM	0	47	7	0	0	2	18	0	0	0	17	1	20	0	0	0	0	0	0	0	112	596

Car Volumes

Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (OR 22 EB Ramps)					WB (OR 22 EB Ramps)					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	72	0	0	0	3	13	0	0	0	9	0	15	0	0	0	0	0	0	0	112	
07:15:00 AM	0	69	1	0	0	1	15	0	0	0	17	0	34	0	0	0	0	0	0	0	137	
07:30:00 AM	0	94	3	0	0	7	24	0	0	0	14	0	28	0	0	0	0	0	0	0	170	
07:45:00 AM	0	80	7	0	0	4	27	0	0	0	18	0	42	0	0	0	0	0	0	0	178	597
08:00:00 AM	0	79	8	0	0	1	20	0	0	0	14	0	25	0	0	0	0	0	0	0	147	632
08:15:00 AM	0	81	3	0	0	10	30	0	0	0	29	0	23	0	0	0	0	0	0	0	176	671
08:30:00 AM	0	62	9	0	0	5	27	0	0	0	13	0	28	0	0	0	0	0	0	0	144	645
08:45:00 AM	0	45	6	0	0	2	18	0	0	0	17	1	19	0	0	0	0	0	0	0	108	575

Truck Volumes

Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (OR 22 EB Ramps)					WB (OR 22 EB Ramps)					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	2	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	5	
07:15:00 AM	0	5	1	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	11	
07:30:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	
07:45:00 AM	0	1	0	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0	0	0	7	29
08:00:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	31
08:15:00 AM	0	3	0	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0	0	0	9	29
08:30:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24
08:45:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	21

Bike Volumes

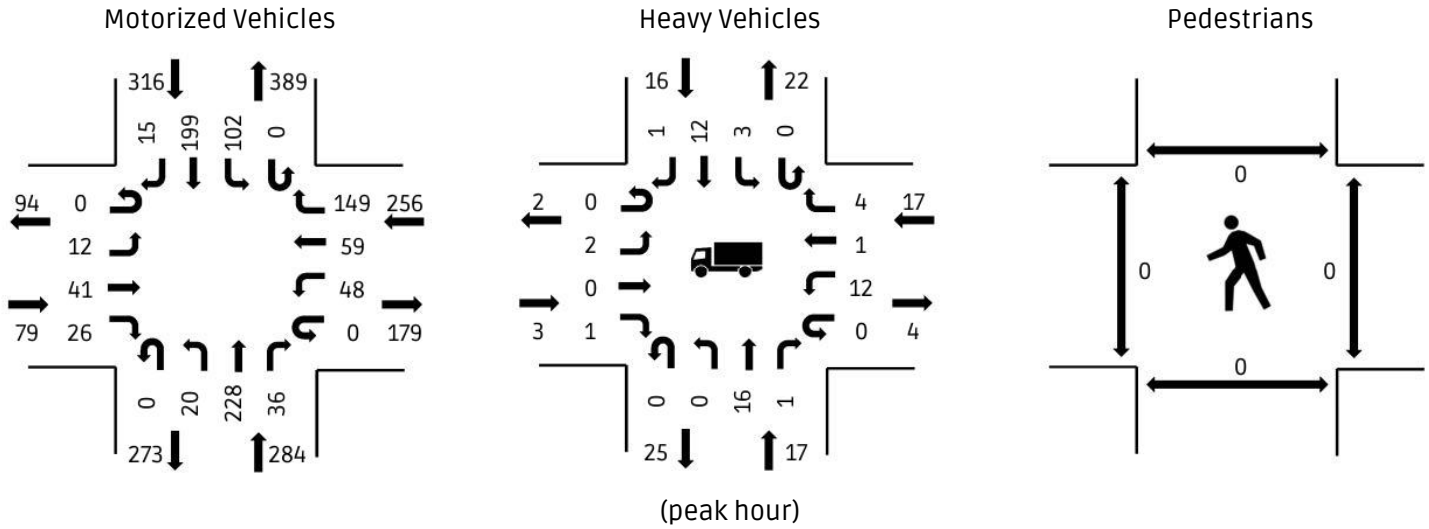
Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (OR 22 EB Ramps)					WB (OR 22 EB Ramps)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	
	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	0	0	
07:45:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	
08:15:00 AM	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	
08:45:00 AM	0	0	0	0	0	



Location: Golf Club Road SE or Wilco Road & Shaff Rd
 Date: 2025-03-12
 Peak Hour Start: 07:15 AM
 Peak 15 Minute Start: 07:45 AM
 Peak Hour Factor: 0.83



All Vehicle Volumes

Time	NB (Golf Club Road SE or Wilco Road)					SB (Golf Club Road SE or Wilco Road)					EB (Shaff Rd)					WB (Shaff Rd)					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	5	35	3	0	0	14	25	1	0	0	0	4	0	0	0	11	9	27	0	0	134	
07:15:00 AM	5	48	5	0	0	25	39	1	0	0	0	5	2	0	0	7	14	33	0	0	184	
07:30:00 AM	5	56	14	0	0	38	67	9	0	0	3	10	3	0	0	8	26	33	0	0	272	
07:45:00 AM	10	72	11	0	0	25	55	4	0	0	5	14	11	0	0	19	13	41	0	0	280	870
08:00:00 AM	0	52	6	0	0	14	38	1	0	0	4	12	10	0	0	14	6	42	0	0	199	935
08:15:00 AM	5	48	9	0	0	23	43	0	0	0	3	4	1	0	0	5	4	25	0	0	170	921
08:30:00 AM	3	40	13	0	0	15	46	3	0	0	1	5	3	0	0	11	2	25	0	0	167	816
08:45:00 AM	2	34	10	0	0	19	43	2	0	0	0	7	2	0	0	9	4	17	0	0	149	685

Car Volumes

Time	NB (Golf Club Road SE or Wilco Road)					SB (Golf Club Road SE or Wilco Road)					EB (Shaff Rd)					WB (Shaff Rd)					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	5	33	3	0	0	13	22	1	0	0	0	4	0	0	0	10	9	27	0	0	127	
07:15:00 AM	5	46	5	0	0	23	36	1	0	0	0	5	2	0	0	5	14	31	0	0	173	
07:30:00 AM	5	53	14	0	0	37	63	9	0	0	2	10	3	0	0	6	26	32	0	0	260	
07:45:00 AM	10	67	11	0	0	25	50	3	0	0	5	14	11	0	0	14	13	40	0	0	263	823
08:00:00 AM	0	46	5	0	0	14	38	1	0	0	3	12	9	0	0	11	5	42	0	0	186	882
08:15:00 AM	5	38	9	0	0	23	39	0	0	0	3	4	1	0	0	5	3	24	0	0	154	863
08:30:00 AM	2	37	12	0	0	15	42	3	0	0	1	5	2	0	0	11	2	22	0	0	154	757
08:45:00 AM	2	33	10	0	0	19	40	2	0	0	0	6	2	0	0	9	4	17	0	0	144	638

Truck Volumes

Time	NB (Golf Club Road SE or Wilco Road)					SB (Golf Club Road SE or Wilco Road)					EB (Shaff Rd)					WB (Shaff Rd)					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	2	0	0	0	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	7	
07:15:00 AM	0	2	0	0	0	2	3	0	0	0	0	0	0	0	0	2	0	2	0	0	11	
07:30:00 AM	0	3	0	0	0	1	4	0	0	0	1	0	0	0	0	2	0	1	0	0	12	
07:45:00 AM	0	5	0	0	0	0	5	1	0	0	0	0	0	0	0	5	0	1	0	0	17	47
08:00:00 AM	0	6	1	0	0	0	0	0	0	0	1	0	1	0	0	3	1	0	0	0	13	53
08:15:00 AM	0	10	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	1	0	0	16	58
08:30:00 AM	1	3	1	0	0	0	4	0	0	0	0	0	1	0	0	0	0	3	0	0	13	59
08:45:00 AM	0	1	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	5	47

Bike Volumes

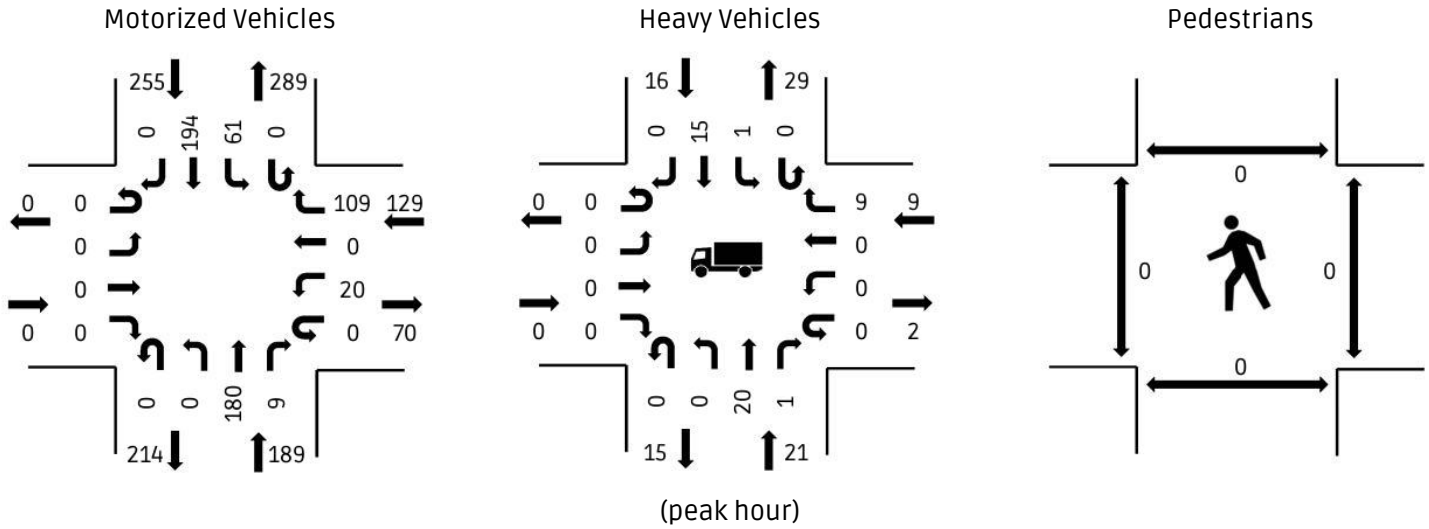
Time	NB (Golf Club Road SE or Wilco Road)					SB (Golf Club Road SE or Wilco Road)					EB (Shaff Rd)					WB (Shaff Rd)					Totals		
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr	
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	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	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	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	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	1	0	0	0	1	1	

Pedestrian Volumes

Time	Pedestrians				Totals	
	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	0	0	
07:45:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0



Location: Wilco Rd & W Locust St
 Date: 2025-03-12
 Peak Hour Start: 07:30 AM
 Peak 15 Minute Start: 07:45 AM
 Peak Hour Factor: 0.83



All Vehicle Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Locust St)					WB (W Locust St)					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	34	0	0	0	5	29	0	0	0	0	0	0	0	0	0	0	17	0	0	85	
07:15:00 AM	0	46	0	0	0	12	37	0	0	0	0	0	0	0	0	4	0	18	0	0	117	
07:30:00 AM	0	52	2	0	0	24	47	0	0	0	0	0	0	0	0	4	0	25	0	0	154	
07:45:00 AM	0	40	3	0	0	18	57	0	0	0	0	0	0	0	0	6	0	48	0	0	172	528
08:00:00 AM	0	37	2	0	0	10	52	0	0	0	0	0	0	0	0	6	0	22	0	0	129	572
08:15:00 AM	0	51	2	0	0	9	38	0	0	0	0	0	0	0	0	4	0	14	0	0	118	573
08:30:00 AM	0	45	3	0	0	15	44	0	0	0	0	0	0	0	0	2	0	13	0	0	122	541
08:45:00 AM	0	33	2	0	0	10	42	0	0	0	0	0	0	0	0	1	0	11	0	0	99	468

Car Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Locust St)					WB (W Locust St)					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	33	0	0	0	5	27	0	0	0	0	0	0	0	0	0	0	17	0	0	82	
07:15:00 AM	0	44	0	0	0	11	34	0	0	0	0	0	0	0	0	3	0	17	0	0	109	
07:30:00 AM	0	49	1	0	0	23	42	0	0	0	0	0	0	0	0	4	0	21	0	0	140	
07:45:00 AM	0	38	3	0	0	18	51	0	0	0	0	0	0	0	0	6	0	45	0	0	161	492
08:00:00 AM	0	31	2	0	0	10	50	0	0	0	0	0	0	0	0	6	0	22	0	0	121	531
08:15:00 AM	0	42	2	0	0	9	36	0	0	0	0	0	0	0	0	4	0	12	0	0	105	527
08:30:00 AM	0	42	2	0	0	15	43	0	0	0	0	0	0	0	0	2	0	13	0	0	117	504
08:45:00 AM	0	33	2	0	0	9	39	0	0	0	0	0	0	0	0	1	0	11	0	0	95	438

Truck Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Locust St)					WB (W Locust St)					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	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
07:15:00 AM	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	1	0	1	0	0	8	
07:30:00 AM	0	3	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	4	0	0	14	
07:45:00 AM	0	2	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	3	0	0	11	36
08:00:00 AM	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	41
08:15:00 AM	0	9	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	13	46
08:30:00 AM	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	37
08:45:00 AM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	30

Bike Volumes

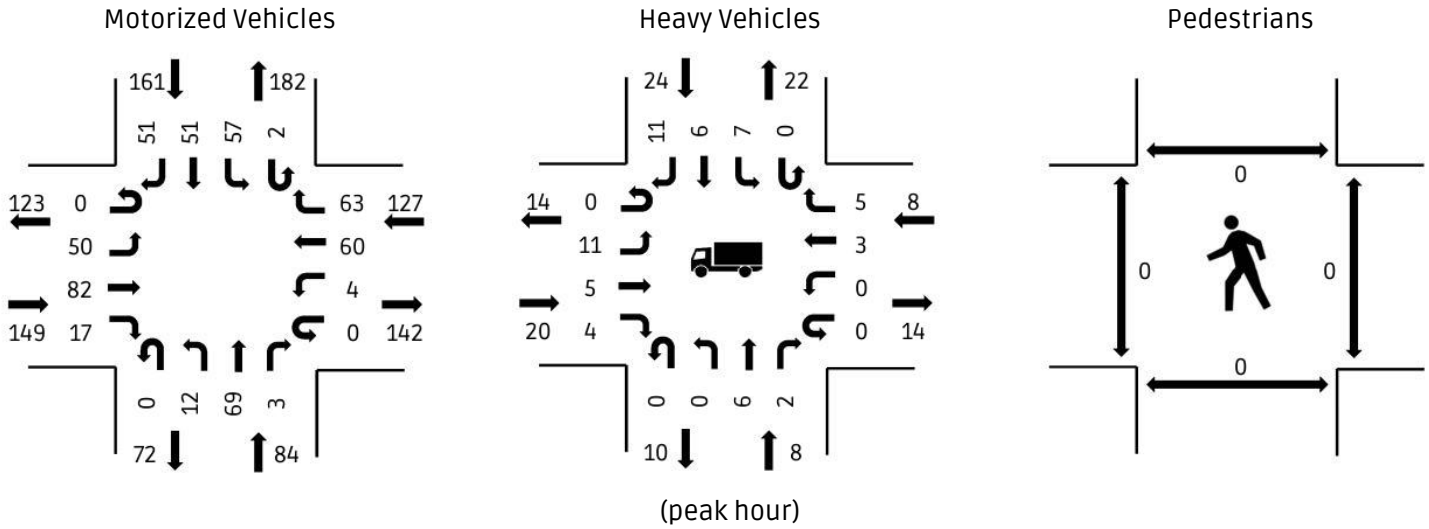
Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Locust St)					WB (W Locust St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	
	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	0	0	
07:45:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	
08:15:00 AM	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	
08:45:00 AM	0	0	0	0	0	



Location: Wilco Rd & W Washington St
 Date: 2025-03-12
 Peak Hour Start: 07:15 AM
 Peak 15 Minute Start: 07:45 AM
 Peak Hour Factor: 0.85



All Vehicle Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Washington St)					WB (W Washington St)					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	1	17	2	0	0	3	7	13	0	0	6	15	1	0	0	1	10	11	0	0	87	
07:15:00 AM	4	16	0	0	0	4	9	12	2	0	14	18	4	0	0	1	12	15	0	0	111	
07:30:00 AM	4	26	1	0	0	11	12	17	0	0	11	34	2	0	0	1	11	16	0	0	146	
07:45:00 AM	2	19	2	0	0	25	21	7	0	0	12	21	6	0	0	2	21	15	0	0	153	497
08:00:00 AM	2	8	0	0	0	17	9	15	0	0	13	9	5	0	0	0	16	17	0	0	111	521
08:15:00 AM	2	16	0	0	0	10	11	9	0	0	14	15	1	0	0	3	9	11	0	0	101	511
08:30:00 AM	4	16	0	0	0	18	11	8	1	0	12	11	3	0	0	1	9	16	0	0	110	475
08:45:00 AM	2	20	0	0	0	11	15	4	0	0	5	12	7	0	0	1	9	11	0	0	97	419

Car Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Washington St)					WB (W Washington St)					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	1	16	2	0	0	3	7	10	0	0	6	15	1	0	0	1	9	11	0	0	82	
07:15:00 AM	4	16	0	0	0	3	8	12	2	0	13	17	2	0	0	1	12	14	0	0	104	
07:30:00 AM	4	24	1	0	0	9	11	11	0	0	8	34	1	0	0	1	11	16	0	0	131	
07:45:00 AM	2	16	0	0	0	25	17	4	0	0	10	17	5	0	0	2	20	12	0	0	130	447
08:00:00 AM	2	7	0	0	0	13	9	13	0	0	8	9	5	0	0	0	14	16	0	0	96	461
08:15:00 AM	2	13	0	0	0	9	10	6	0	0	13	13	1	0	0	1	6	10	0	0	84	441
08:30:00 AM	3	16	0	0	0	18	8	8	0	0	9	8	3	0	0	1	8	15	0	0	97	407
08:45:00 AM	1	19	0	0	0	11	14	1	0	0	5	11	6	0	0	1	7	11	0	0	87	364

Truck Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Washington St)					WB (W Washington St)					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	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	5	
07:15:00 AM	0	0	0	0	0	1	1	0	0	0	1	1	2	0	0	0	0	1	0	0	7	
07:30:00 AM	0	2	0	0	0	2	1	6	0	0	3	0	1	0	0	0	0	0	0	0	15	
07:45:00 AM	0	3	2	0	0	0	4	3	0	0	2	4	1	0	0	0	1	3	0	0	23	50
08:00:00 AM	0	1	0	0	0	4	0	2	0	0	5	0	0	0	0	0	2	1	0	0	15	60
08:15:00 AM	0	3	0	0	0	1	1	3	0	0	1	2	0	0	0	2	3	1	0	0	17	70
08:30:00 AM	1	0	0	0	0	0	3	0	1	0	3	3	0	0	0	0	1	1	0	0	13	68
08:45:00 AM	1	1	0	0	0	0	1	3	0	0	0	1	1	0	0	0	2	0	0	0	10	55

Bike Volumes

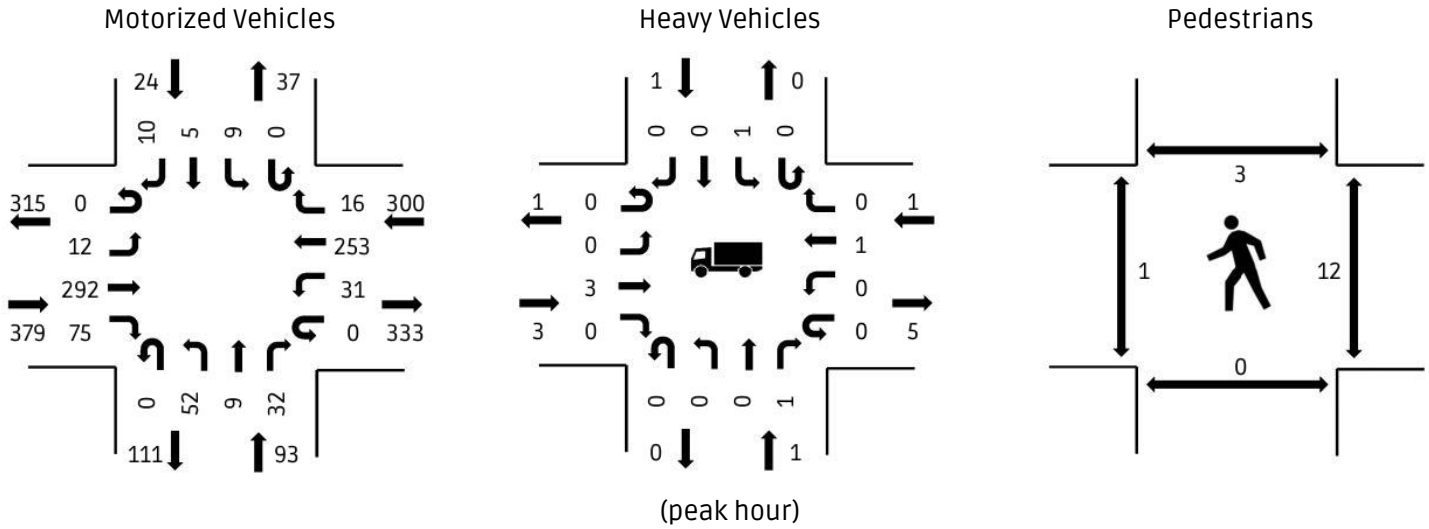
Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Washington St)					WB (W Washington St)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	
	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	0	0	
07:45:00 AM	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0
08:15:00 AM	2	0	0	2	4	4
08:30:00 AM	0	0	0	0	0	4
08:45:00 AM	0	0	0	0	0	4



Location: Shaff Road SE & North Gardner Ave
 Date: 2025-03-12
 Peak Hour Start: 08:00 AM
 Peak 15 Minute Start: 08:15 AM
 Peak Hour Factor: 0.97



All Vehicle Volumes

Time	NB (Shaff Road SE)					SB (Shaff Road SE)					EB (North Gardner Ave)					WB (North Gardner 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	12	5	9	0	0	4	5	5	0	0	1	89	13	0	0	7	62	0	0	0	212	
07:15:00 AM	8	0	10	0	0	0	0	3	0	0	0	81	7	0	0	6	73	0	0	0	188	
07:30:00 AM	8	0	9	0	0	1	2	0	0	0	1	68	17	0	0	4	70	1	0	0	181	
07:45:00 AM	11	0	10	0	0	0	3	4	0	0	1	61	14	0	0	5	56	1	0	0	166	747
08:00:00 AM	12	0	5	0	0	1	0	1	0	0	4	79	12	0	0	7	72	2	0	0	195	730
08:15:00 AM	7	2	3	0	0	0	1	2	0	0	4	77	27	0	0	9	65	8	0	0	205	747
08:30:00 AM	18	5	13	0	0	7	4	7	0	0	4	67	17	0	0	5	52	5	0	0	204	770
08:45:00 AM	15	2	11	0	0	1	0	0	0	0	0	69	19	0	0	10	64	1	0	0	192	796

Car Volumes

Time	NB (Shaff Road SE)					SB (Shaff Road SE)					EB (North Gardner Ave)					WB (North Gardner 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	11	5	9	0	0	4	5	5	0	0	1	89	13	0	0	7	61	0	0	0	210	
07:15:00 AM	8	0	10	0	0	0	0	3	0	0	0	80	7	0	0	6	70	0	0	0	184	
07:30:00 AM	8	0	9	0	0	1	2	0	0	0	1	67	17	0	0	4	66	1	0	0	176	
07:45:00 AM	11	0	10	0	0	0	3	4	0	0	1	61	14	0	0	5	56	1	0	0	166	736
08:00:00 AM	12	0	5	0	0	1	0	1	0	0	4	79	12	0	0	7	72	2	0	0	195	721
08:15:00 AM	7	2	3	0	0	0	1	2	0	0	4	76	27	0	0	9	65	8	0	0	204	741
08:30:00 AM	18	5	12	0	0	7	4	7	0	0	4	67	17	0	0	5	51	5	0	0	202	767
08:45:00 AM	15	2	11	0	0	0	0	0	0	0	0	67	19	0	0	10	64	1	0	0	189	790

Truck Volumes

Time	NB (Shaff Road SE)					SB (Shaff Road SE)					EB (North Gardner Ave)					WB (North Gardner 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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	4	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	5	
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	11
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	9
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	6
08:30:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
08:45:00 AM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	6

Bike Volumes

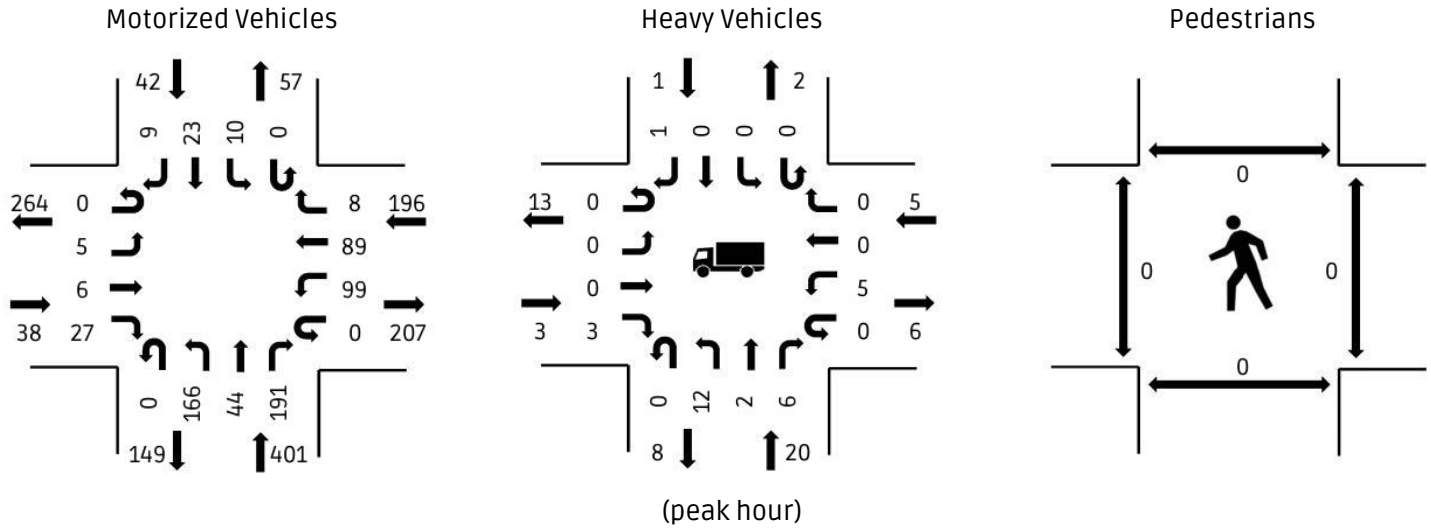
Time	NB (Shaff Road SE)					SB (Shaff Road SE)					EB (North Gardner Ave)					WB (North Gardner Ave)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	
	North	South	East	West	15min	1hr
07:00:00 AM	2	0	3	3	8	
07:15:00 AM	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	
07:45:00 AM	0	1	0	0	1	9
08:00:00 AM	1	0	3	1	5	6
08:15:00 AM	0	0	0	0	0	6
08:30:00 AM	2	0	7	0	9	15
08:45:00 AM	0	0	2	0	2	16



Location: Golf Club Road SE & Sublimity Road SE
 Date: 2025-03-18
 Peak Hour Start: 04:00 PM
 Peak 15 Minute Start: 04:30 PM
 Peak Hour Factor: 0.91



All Vehicle Volumes

Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (Sublimity Road SE)					WB (Sublimity Road SE)					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
04:00:00 PM	39	12	51	0	0	3	4	5	0	0	1	1	9	0	0	23	27	1	0	0	176	
04:15:00 PM	35	10	56	0	0	2	4	0	0	0	0	2	1	0	0	32	21	3	0	0	166	
04:30:00 PM	51	11	44	0	0	3	5	2	0	0	1	3	10	0	0	21	32	3	0	0	186	
04:45:00 PM	41	11	40	0	0	2	10	2	0	0	3	0	7	0	0	23	9	1	0	0	149	677
05:00:00 PM	48	12	43	0	0	3	6	5	0	0	3	0	7	0	0	22	23	2	0	0	174	675
05:15:00 PM	41	14	45	0	0	3	4	3	0	0	2	1	6	0	0	13	14	4	0	0	150	659
05:30:00 PM	45	16	39	0	0	0	6	4	0	0	2	0	4	0	0	20	22	1	0	0	159	632
05:45:00 PM	27	15	42	0	0	3	8	1	0	0	0	0	4	0	0	13	7	1	0	0	121	604

Car Volumes

Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (Sublimity Road SE)					WB (Sublimity Road SE)					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
04:00:00 PM	35	12	47	0	0	3	4	5	0	0	1	1	9	0	0	23	27	1	0	0	168	
04:15:00 PM	31	8	55	0	0	2	4	0	0	0	0	2	1	0	0	31	21	3	0	0	158	
04:30:00 PM	51	11	43	0	0	3	5	2	0	0	1	3	8	0	0	17	32	3	0	0	179	
04:45:00 PM	37	11	40	0	0	2	10	1	0	0	3	0	6	0	0	23	9	1	0	0	143	648
05:00:00 PM	47	12	41	0	0	3	6	5	0	0	3	0	6	0	0	22	23	2	0	0	170	650
05:15:00 PM	40	13	45	0	0	3	4	3	0	0	2	1	4	0	0	13	14	4	0	0	146	638
05:30:00 PM	44	16	37	0	0	0	6	4	0	0	2	0	4	0	0	20	22	1	0	0	156	615
05:45:00 PM	27	15	42	0	0	3	8	1	0	0	0	0	4	0	0	12	7	1	0	0	120	592

Truck Volumes

Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (Sublimity Road SE)					WB (Sublimity Road SE)					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
04:00:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
04:15:00 PM	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	8	
04:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	4	0	0	0	0	7	
04:45:00 PM	4	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	6	29
05:00:00 PM	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	25
05:15:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	21
05:30:00 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	12

Bike Volumes

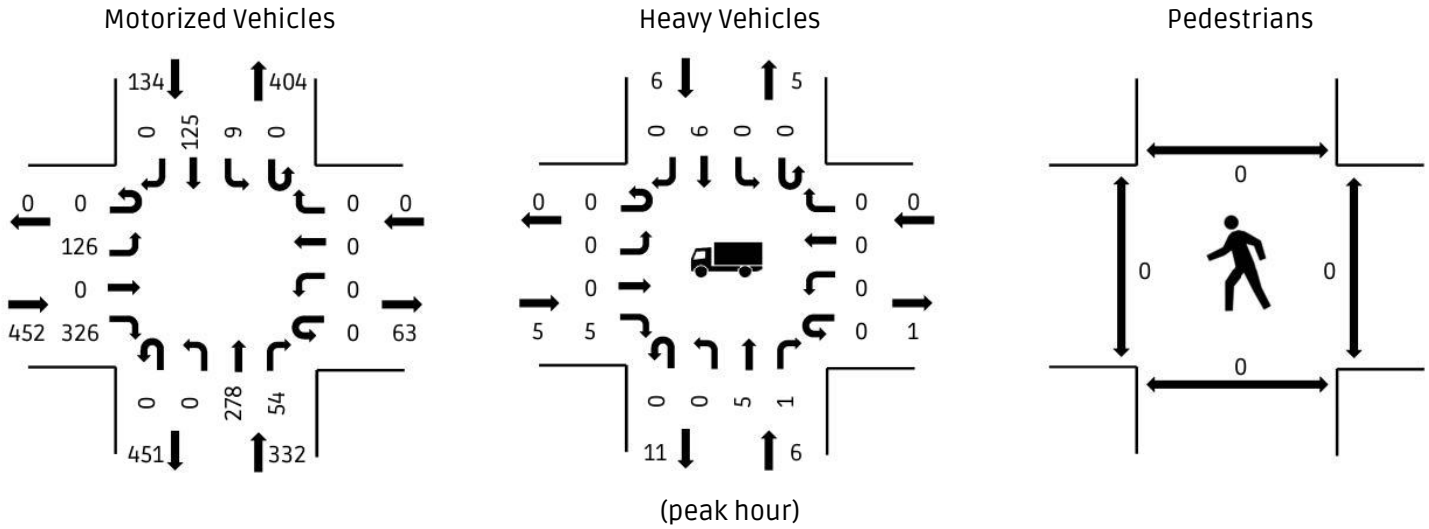
Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (Sublimity Road SE)					WB (Sublimity Road SE)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0



Location: Golf Club Road SE & OR 22 EB Ramps
 Date: 2025-03-18
 Peak Hour Start: 04:30 PM
 Peak 15 Minute Start: 04:45 PM
 Peak Hour Factor: 0.94



All Vehicle Volumes

Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (OR 22 EB Ramps)					WB (OR 22 EB Ramps)					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
04:00:00 PM	0	69	4	0	0	6	30	0	0	0	35	1	64	0	0	0	0	0	0	0	209	
04:15:00 PM	0	59	11	0	0	3	34	0	0	0	38	0	80	0	0	0	0	0	0	0	225	
04:30:00 PM	0	75	13	0	0	5	31	0	0	0	31	0	69	0	0	0	0	0	0	0	224	
04:45:00 PM	0	67	9	0	0	0	40	0	0	0	27	0	101	0	0	0	0	0	0	0	244	902
05:00:00 PM	0	74	16	0	0	3	31	0	0	0	29	0	64	0	0	0	0	0	0	0	217	910
05:15:00 PM	0	62	16	0	0	1	23	0	0	0	39	0	92	0	0	0	0	0	0	0	233	918
05:30:00 PM	0	63	7	0	0	1	19	0	0	0	45	0	82	0	0	0	0	0	0	0	217	911
05:45:00 PM	0	55	9	0	0	0	18	0	0	0	36	0	72	0	0	0	0	0	0	0	190	857

Car Volumes

Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (OR 22 EB Ramps)					WB (OR 22 EB Ramps)					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
04:00:00 PM	0	66	4	0	0	6	30	0	0	0	34	1	63	0	0	0	0	0	0	0	204	
04:15:00 PM	0	56	11	0	0	3	33	0	0	0	36	0	77	0	0	0	0	0	0	0	216	
04:30:00 PM	0	74	12	0	0	5	28	0	0	0	31	0	67	0	0	0	0	0	0	0	217	
04:45:00 PM	0	66	9	0	0	0	39	0	0	0	27	0	101	0	0	0	0	0	0	0	242	879
05:00:00 PM	0	73	16	0	0	3	30	0	0	0	29	0	63	0	0	0	0	0	0	0	214	889
05:15:00 PM	0	60	16	0	0	1	22	0	0	0	39	0	90	0	0	0	0	0	0	0	228	901
05:30:00 PM	0	63	7	0	0	1	19	0	0	0	45	0	82	0	0	0	0	0	0	0	217	901
05:45:00 PM	0	55	9	0	0	0	18	0	0	0	36	0	71	0	0	0	0	0	0	0	189	848

Truck Volumes

Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (OR 22 EB Ramps)					WB (OR 22 EB Ramps)					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
04:00:00 PM	0	3	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5	
04:15:00 PM	0	3	0	0	0	0	1	0	0	0	2	0	3	0	0	0	0	0	0	0	9	
04:30:00 PM	0	1	1	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	7	
04:45:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23
05:00:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	21
05:15:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	5	17
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	9

Bike Volumes

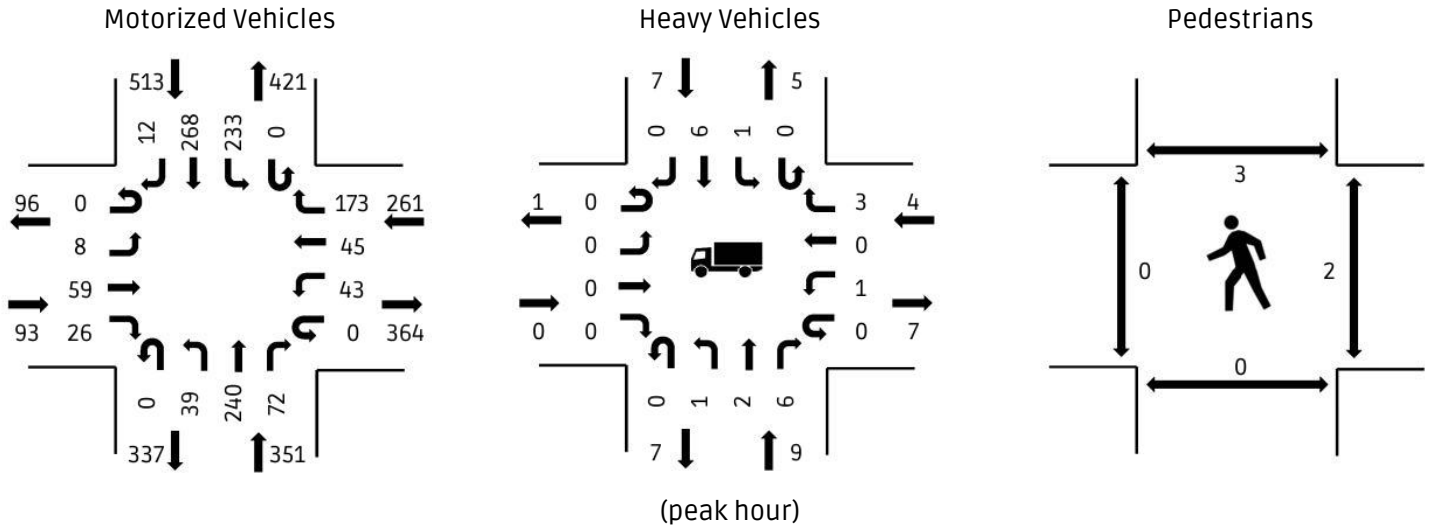
Time	NB (Golf Club Road SE)					SB (Golf Club Road SE)					EB (OR 22 EB Ramps)					WB (OR 22 EB Ramps)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0



Location: Golf Club Road SE or Wilco Road & Shaff Rd
 Date: 2025-03-12
 Peak Hour Start: 04:30 PM
 Peak 15 Minute Start: 04:30 PM
 Peak Hour Factor: 0.97



All Vehicle Volumes

Time	NB (Golf Club Road SE or Wilco Road)					SB (Golf Club Road SE or Wilco Road)					EB (Shaff Rd)					WB (Shaff Rd)					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
04:00:00 PM	9	63	14	0	0	44	63	1	0	0	2	11	10	0	0	17	7	41	0	0	282	
04:15:00 PM	3	63	24	0	0	43	73	6	0	0	0	12	5	0	0	11	8	36	0	0	284	
04:30:00 PM	3	67	20	0	0	65	58	2	0	0	4	8	8	0	0	13	16	51	0	0	315	
04:45:00 PM	10	54	16	0	0	62	77	4	0	0	1	17	5	0	0	8	7	40	0	0	301	1182
05:00:00 PM	13	72	18	0	0	44	63	3	0	0	2	15	5	0	0	10	6	38	0	0	289	1189
05:15:00 PM	13	47	18	0	0	62	70	3	0	0	1	19	8	0	0	12	16	44	0	0	313	1218
05:30:00 PM	4	45	13	0	0	52	61	4	0	0	1	23	7	0	0	13	7	41	0	0	271	1174
05:45:00 PM	6	43	13	0	0	62	52	1	0	0	3	16	5	0	0	8	8	31	0	0	248	1121

Car Volumes

Time	NB (Golf Club Road SE or Wilco Road)					SB (Golf Club Road SE or Wilco Road)					EB (Shaff Rd)					WB (Shaff Rd)					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
04:00:00 PM	9	61	14	0	0	44	61	1	0	0	2	11	10	0	0	14	7	41	0	0	275	
04:15:00 PM	3	57	24	0	0	43	69	6	0	0	0	12	5	0	0	11	8	35	0	0	273	
04:30:00 PM	3	67	17	0	0	65	55	2	0	0	4	8	8	0	0	13	16	51	0	0	309	
04:45:00 PM	10	54	15	0	0	61	76	4	0	0	1	17	5	0	0	8	7	39	0	0	297	1154
05:00:00 PM	13	70	17	0	0	44	61	3	0	0	2	15	5	0	0	9	6	37	0	0	282	1161
05:15:00 PM	12	47	17	0	0	62	70	3	0	0	1	19	8	0	0	12	16	43	0	0	310	1198
05:30:00 PM	4	45	13	0	0	51	61	3	0	0	1	22	7	0	0	13	7	41	0	0	268	1157
05:45:00 PM	6	42	13	0	0	62	52	1	0	0	3	16	5	0	0	7	8	31	0	0	246	1106

Truck Volumes

Time	NB (Golf Club Road SE or Wilco Road)					SB (Golf Club Road SE or Wilco Road)					EB (Shaff Rd)					WB (Shaff Rd)					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
04:00:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	7	
04:15:00 PM	0	6	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	11	
04:30:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
04:45:00 PM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	4	28
05:00:00 PM	0	2	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	7	28
05:15:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	20
05:30:00 PM	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	17
05:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	15

Bike Volumes

Time	NB (Golf Club Road SE or Wilco Road)					SB (Golf Club Road SE or Wilco Road)					EB (Shaff Rd)					WB (Shaff Rd)					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
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	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Pedestrian Volumes

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

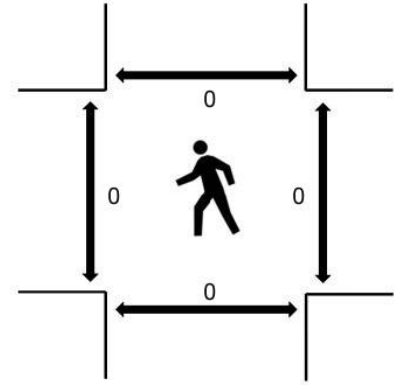
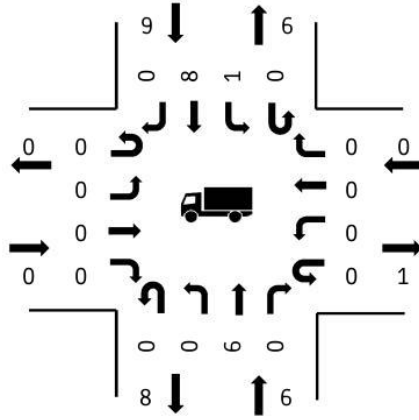
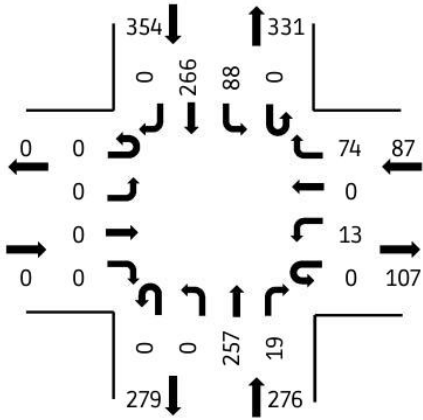


Location: Wilco Rd & W Locust St
 Date: 2025-03-12
 Peak Hour Start: 04:15 PM
 Peak 15 Minute Start: 04:15 PM
 Peak Hour Factor: 0.96

Motorized Vehicles

Heavy Vehicles

Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Locust St)					WB (W Locust St)					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
04:00:00 PM	0	63	7	0	0	10	78	0	0	0	0	0	0	0	0	2	0	15	0	0	175	
04:15:00 PM	0	75	5	0	0	18	77	0	0	0	0	0	0	0	0	2	0	9	0	0	186	
04:30:00 PM	0	59	3	0	0	19	75	0	0	0	0	0	0	0	0	5	0	19	0	0	180	
04:45:00 PM	0	58	5	0	0	25	60	0	0	0	0	0	0	0	0	4	0	19	0	0	171	712
05:00:00 PM	0	65	6	0	0	26	54	0	0	0	0	0	0	0	0	2	0	27	0	0	180	717
05:15:00 PM	0	52	5	0	0	22	62	0	0	0	0	0	0	0	0	4	0	16	0	0	161	692
05:30:00 PM	0	45	6	0	0	19	63	0	0	0	0	0	0	0	0	0	0	14	0	0	147	659
05:45:00 PM	0	49	5	0	0	14	42	0	0	0	0	0	0	0	0	6	0	12	0	0	128	616

Car Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Locust St)					WB (W Locust St)					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
04:00:00 PM	0	60	7	0	0	10	75	0	0	0	0	0	0	0	0	2	0	13	0	0	167	
04:15:00 PM	0	73	5	0	0	18	76	0	0	0	0	0	0	0	0	2	0	9	0	0	183	
04:30:00 PM	0	57	3	0	0	19	73	0	0	0	0	0	0	0	0	5	0	19	0	0	176	
04:45:00 PM	0	56	5	0	0	24	57	0	0	0	0	0	0	0	0	4	0	19	0	0	165	691
05:00:00 PM	0	65	6	0	0	26	52	0	0	0	0	0	0	0	0	2	0	27	0	0	178	702
05:15:00 PM	0	51	5	0	0	22	62	0	0	0	0	0	0	0	0	3	0	16	0	0	159	678
05:30:00 PM	0	44	5	0	0	19	63	0	0	0	0	0	0	0	0	0	0	14	0	0	145	647
05:45:00 PM	0	47	5	0	0	14	42	0	0	0	0	0	0	0	0	6	0	11	0	0	125	607

Truck Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Locust St)					WB (W Locust St)					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
04:00:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	8	
04:15:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:45:00 PM	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21
05:00:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
05:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	14
05:30:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
05:45:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	9

Bike Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Locust St)					WB (W Locust St)					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
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	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	1	1	
04:15:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	1
05:00:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0

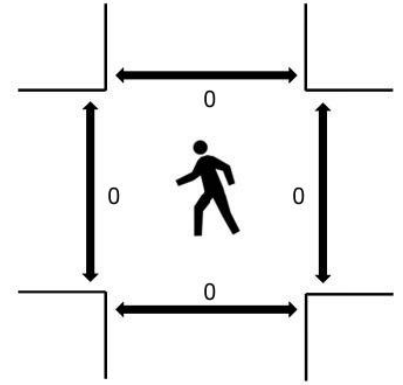
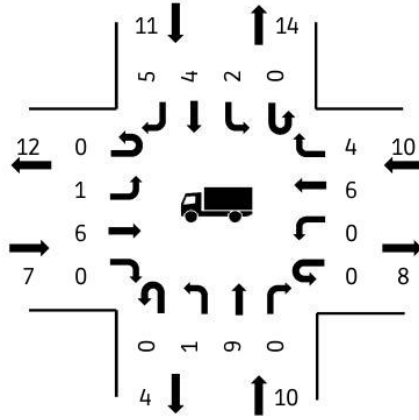
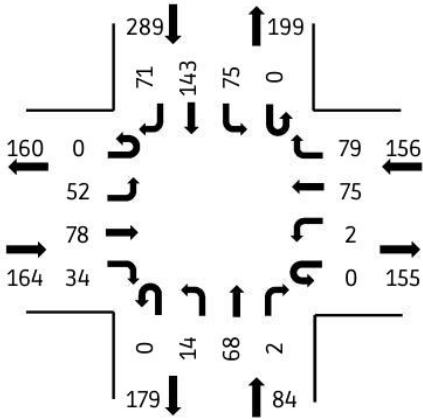


Location: Wilco Rd & W Washington St
 Date: 2025-03-12
 Peak Hour Start: 04:00 PM
 Peak 15 Minute Start: 04:15 PM
 Peak Hour Factor: 0.89

Motorized Vehicles

Heavy Vehicles

Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Washington St)					WB (W Washington St)					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
04:00:00 PM	2	21	0	0	0	25	32	19	0	0	8	21	11	0	0	1	21	22	0	0	183	
04:15:00 PM	5	18	0	0	0	17	41	19	0	0	18	23	12	0	0	0	18	23	0	0	194	
04:30:00 PM	3	14	1	0	0	17	36	20	0	0	13	19	4	0	0	1	16	17	0	0	161	
04:45:00 PM	4	15	1	0	0	16	34	13	0	0	13	15	7	0	0	0	20	17	0	0	155	693
05:00:00 PM	5	23	5	0	0	16	31	17	0	0	23	15	4	0	0	0	18	17	0	0	174	684
05:15:00 PM	3	17	2	0	0	13	32	19	0	0	12	15	3	0	0	1	20	19	0	0	156	646
05:30:00 PM	4	9	1	0	0	11	42	21	0	0	14	19	10	0	0	1	17	21	0	0	170	655
05:45:00 PM	6	15	2	0	0	6	29	7	0	0	15	16	6	0	0	0	13	11	0	0	126	626

Car Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Washington St)					WB (W Washington St)					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
04:00:00 PM	2	16	0	0	0	25	31	18	0	0	8	19	11	0	0	1	19	19	0	0	169	
04:15:00 PM	4	17	0	0	0	16	39	17	0	0	18	21	12	0	0	0	17	23	0	0	184	
04:30:00 PM	3	12	1	0	0	16	35	18	0	0	12	18	4	0	0	1	16	17	0	0	153	
04:45:00 PM	4	14	1	0	0	16	34	13	0	0	13	14	7	0	0	0	17	16	0	0	149	655
05:00:00 PM	5	23	4	0	0	14	30	16	0	0	19	15	4	0	0	0	16	17	0	0	163	649
05:15:00 PM	3	17	1	0	0	13	30	18	0	0	12	14	2	0	0	1	20	19	0	0	150	615
05:30:00 PM	4	9	1	0	0	11	41	21	0	0	13	19	10	0	0	1	17	21	0	0	168	630
05:45:00 PM	6	15	2	0	0	6	29	7	0	0	12	16	6	0	0	0	13	11	0	0	123	604

Truck Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Washington St)					WB (W Washington St)					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
04:00:00 PM	0	5	0	0	0	0	1	1	0	0	0	2	0	0	0	0	2	3	0	0	14	
04:15:00 PM	1	1	0	0	0	1	2	2	0	0	0	2	0	0	0	0	1	0	0	0	10	
04:30:00 PM	0	2	0	0	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	8	
04:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	6	38
05:00:00 PM	0	0	1	0	0	2	1	1	0	0	4	0	0	0	0	0	2	0	0	0	11	35
05:15:00 PM	0	0	1	0	0	0	2	1	0	0	0	1	1	0	0	0	0	0	0	0	6	31
05:30:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	25
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	22

Bike Volumes

Time	NB (Wilco Rd)					SB (Wilco Rd)					EB (W Washington St)					WB (W Washington St)					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
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	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

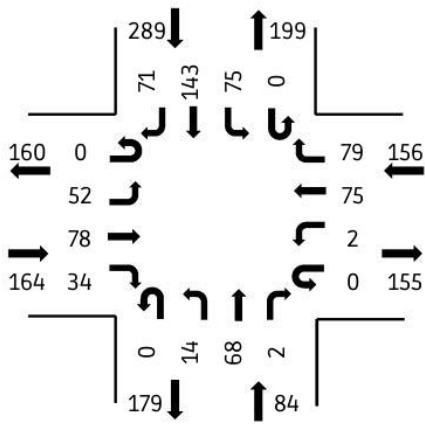
Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0

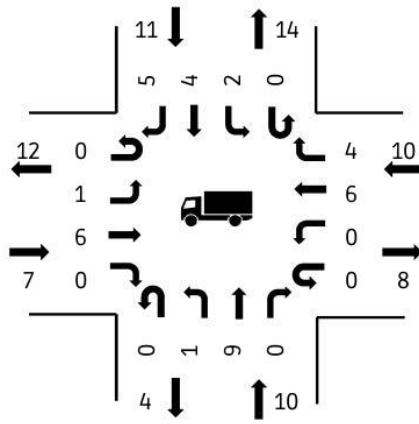


Location: Shaff Road SE & North Gardner Ave
 Date: 2025-03-12
 Peak Hour Start: 04:00 PM
 Peak 15 Minute Start: 04:15 PM
 Peak Hour Factor: 0.89

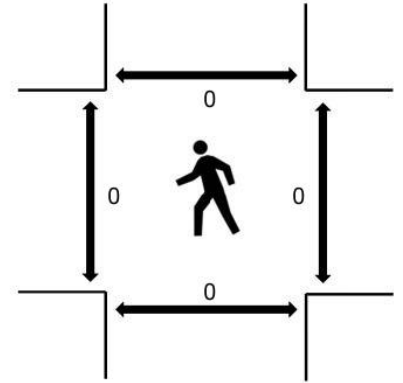
Motorized Vehicles



Heavy Vehicles



Pedestrians



(peak hour)

All Vehicle Volumes

Time	NB (Shaff Road SE)					SB (Shaff Road SE)					EB (North Gardner Ave)					WB (North Gardner 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
04:00:00 PM	2	21	0	0	0	25	32	19	0	0	8	21	11	0	0	1	21	22	0	0	183	
04:15:00 PM	5	18	0	0	0	17	41	19	0	0	18	23	12	0	0	0	18	23	0	0	194	
04:30:00 PM	3	14	1	0	0	17	36	20	0	0	13	19	4	0	0	1	16	17	0	0	161	
04:45:00 PM	4	15	1	0	0	16	34	13	0	0	13	15	7	0	0	0	20	17	0	0	155	693
05:00:00 PM	5	23	5	0	0	16	31	17	0	0	23	15	4	0	0	0	18	17	0	0	174	684
05:15:00 PM	3	17	2	0	0	13	32	19	0	0	12	15	3	0	0	1	20	19	0	0	156	646
05:30:00 PM	4	9	1	0	0	11	42	21	0	0	14	19	10	0	0	1	17	21	0	0	170	655
05:45:00 PM	6	15	2	0	0	6	29	7	0	0	15	16	6	0	0	0	13	11	0	0	126	626

Car Volumes

Time	NB (Shaff Road SE)					SB (Shaff Road SE)					EB (North Gardner Ave)					WB (North Gardner 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
04:00:00 PM	2	16	0	0	0	25	31	18	0	0	8	19	11	0	0	1	19	19	0	0	169	
04:15:00 PM	4	17	0	0	0	16	39	17	0	0	18	21	12	0	0	0	17	23	0	0	184	
04:30:00 PM	3	12	1	0	0	16	35	18	0	0	12	18	4	0	0	1	16	17	0	0	153	
04:45:00 PM	4	14	1	0	0	16	34	13	0	0	13	14	7	0	0	0	17	16	0	0	149	655
05:00:00 PM	5	23	4	0	0	14	30	16	0	0	19	15	4	0	0	0	16	17	0	0	163	649
05:15:00 PM	3	17	1	0	0	13	30	18	0	0	12	14	2	0	0	1	20	19	0	0	150	615
05:30:00 PM	4	9	1	0	0	11	41	21	0	0	13	19	10	0	0	1	17	21	0	0	168	630
05:45:00 PM	6	15	2	0	0	6	29	7	0	0	12	16	6	0	0	0	13	11	0	0	123	604

Truck Volumes

Time	NB (Shaff Road SE)					SB (Shaff Road SE)					EB (North Gardner Ave)					WB (North Gardner 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
04:00:00 PM	0	5	0	0	0	0	1	1	0	0	0	2	0	0	0	0	2	3	0	0	14	
04:15:00 PM	1	1	0	0	0	1	2	2	0	0	0	2	0	0	0	0	1	0	0	0	10	
04:30:00 PM	0	2	0	0	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	8	
04:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	6	38
05:00:00 PM	0	0	1	0	0	2	1	1	0	0	4	0	0	0	0	0	2	0	0	0	11	35
05:15:00 PM	0	0	1	0	0	0	2	1	0	0	0	1	1	0	0	0	0	0	0	0	6	31
05:30:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	25
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	22

Bike Volumes

Time	NB (Shaff Road SE)					SB (Shaff Road SE)					EB (North Gardner Ave)					WB (North Gardner 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
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	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

Time	Pedestrians				Totals	
	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0

Site Code: 427
 Station ID:
 Location 1: Golf Club Road Road SE
 Location 2: (South of Bear Place SE)
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:

Latitude: 44.819080
 Longitude: -122.820793

3/12/2025		NB		SB		Combined		3/13/25		NB		SB		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00		*	104	*	75	0	179		4	72	7	88	11	160	
12:15		*	63	*	68	0	131		8	83	6	93	14	176	
12:30		*	60	*	83	0	143		5	80	6	82	11	162	
12:45		1	83	2	61	3	144		1	68	5	91	6	159	
01:00		4	61	2	76	6	137		2	77	3	85	5	162	
01:15		2	71	2	79	4	150		3	82	3	69	6	151	
01:30		2	78	1	100	3	178		0	87	2	87	2	174	
01:45		0	72	2	72	2	144		3	85	2	72	5	157	
02:00		3	100	0	66	3	166		5	87	3	94	8	181	
02:15		1	88	1	91	2	179		2	77	3	76	5	153	
02:30		2	97	2	94	4	191		3	79	0	87	3	166	
02:45		2	89	3	112	5	201		1	93	0	105	1	198	
03:00		6	134	2	101	8	235		5	112	2	87	7	199	
03:15		6	123	3	101	9	224		2	138	0	86	2	224	
03:30		4	134	3	116	7	250		5	117	2	112	7	229	
03:45		4	98	5	119	9	217		6	104	2	116	8	220	
04:00		8	98	3	102	11	200		10	105	7	89	17	194	
04:15		13	99	18	122	31	221		14	98	14	119	28	217	
04:30		23	118	20	123	43	241		18	98	21	103	39	201	
04:45		19	95	22	148	41	243		12	97	16	116	28	213	
05:00		35	117	23	116	58	233		39	113	21	139	60	252	
05:15		30	87	33	129	63	216		37	96	31	137	68	233	
05:30		48	84	45	117	93	201		37	85	35	120	72	205	
05:45		41	71	40	102	81	173		35	85	50	100	85	185	
06:00		39	81	26	78	65	159		38	84	22	96	60	180	
06:15		48	61	22	75	70	136		63	60	33	109	96	169	
06:30		97	52	29	75	126	127		83	60	27	80	110	140	
06:45		64	48	39	76	103	124		53	49	48	78	101	127	
07:00		65	56	45	63	110	119		78	61	46	65	124	126	
07:15		85	43	62	58	147	101		84	48	79	56	163	104	
07:30		92	45	104	54	196	99		114	40	87	74	201	114	
07:45		120	37	73	54	193	91		110	30	71	59	181	89	
08:00		105	35	48	40	153	75		93	30	66	47	159	77	
08:15		78	30	69	54	147	84		78	39	65	36	143	75	
08:30		57	33	58	44	115	77		61	33	54	26	115	59	
08:45		66	27	59	28	125	55		58	26	70	32	128	58	
09:00		61	27	38	28	99	55		76	24	38	31	114	55	
09:15		58	25	62	25	120	50		58	27	45	30	103	57	
09:30		69	19	50	28	119	47		59	24	47	23	106	47	
09:45		56	9	60	16	116	25		64	19	53	24	117	43	
10:00		64	18	54	25	118	43		68	10	55	18	123	28	
10:15		64	8	54	17	118	25		62	17	51	19	113	36	
10:30		72	10	60	4	132	14		64	16	67	24	131	40	
10:45		59	6	50	18	109	24		71	15	76	18	147	33	
11:00		59	4	53	11	112	15		70	9	67	20	137	29	
11:15		52	4	70	22	122	26		70	9	63	23	133	32	
11:30		67	8	72	3	139	11		83	9	74	11	157	20	
11:45		81	0	76	3	157	3		80	5	70	13	150	18	
Total		1932	2910	1565	3272	3497	6182		1995	2962	1615	3365	3610	6327	
Day Total		4842		4837		9679			4957		4980		9937		
% Total		20.0%	30.1%	16.2%	33.8%				20.1%	29.8%	16.3%	33.9%			
Peak		07:15	03:00	07:30	04:30	07:15	04:15		07:15	03:00	07:15	04:45	07:15	04:45	
Volume		402	489	294	516	689	938		401	471	303	512	704	903	
Peak Factor		0.838	0.912	0.707	0.872	0.879	0.965		0.879	0.853	0.871	0.921	0.876	0.896	

Appendix E



Intersection												
Int Delay, s/veh	16.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Vol, veh/h	2	22	28	81	176	17	273	23	193	14	38	26
Future Vol, veh/h	2	22	28	81	176	17	273	23	193	14	38	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	210	-	-	165	-	-	150	-	210	190	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	26	33	94	205	20	317	27	224	16	44	30

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	850	737	44	767	737	27	44	0	0	27	0	0
Stage 1	76	76	-	661	661	-	-	-	-	-	-	-
Stage 2	774	661	-	106	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	346	1026	319	346	1048	1564	-	-	1587	-	-
Stage 1	933	832	-	452	460	-	-	-	-	-	-	-
Stage 2	391	460	-	900	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	92	273	1026	241	273	1048	1564	-	-	1587	-	-
Mov Cap-2 Maneuver	92	273	-	241	273	-	-	-	-	-	-	-
Stage 1	744	824	-	360	367	-	-	-	-	-	-	-
Stage 2	135	367	-	836	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	43	4.4	1.3
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1564	-	-	92	463	241	292	1587	-	-
HCM Lane V/C Ratio	0.203	-	-	0.025	0.126	0.391	0.769	0.01	-	-
HCM Control Delay (s)	7.9	-	-	45.1	13.9	29.2	48.8	7.3	-	-
HCM Lane LOS	A	-	-	E	B	D	E	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	0.4	1.8	5.9	0	-	-

HCM 6th TWSC
2: Golf Club Road SE & OR 22 EB Ramps

04/14/2025

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗	↖	↑	
Traffic Vol, veh/h	89	0	151	0	0	0	0	398	24	25	118	0
Future Vol, veh/h	89	0	151	0	0	0	0	398	24	25	118	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	240	-	-	-	-	-	250	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	94	0	159	0	0	0	0	419	25	26	124	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	595	595	124	-	0	0	419	0	0
Stage 1	176	176	-	-	-	-	-	-	-
Stage 2	419	419	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	467	417	927	0	-	-	1140	-	0
Stage 1	855	753	-	0	-	-	-	-	0
Stage 2	664	590	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	456	0	927	-	-	-	1140	-	-
Mov Cap-2 Maneuver	456	0	-	-	-	-	-	-	-
Stage 1	855	0	-	-	-	-	-	-	-
Stage 2	649	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	456	927	1140	-
HCM Lane V/C Ratio	-	-	0.205	0.171	0.023	-
HCM Control Delay (s)	-	-	14.9	9.7	8.2	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.6	0.1	-

HCM 6th TWSC
 3: Golf Club Road SE & Site Access

04/14/2025

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	0	0	395	0	0	292
Future Vol, veh/h	0	0	395	0	0	292
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	459	0	0	340

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	799	459	0	0	459
Stage 1	459	-	-	-	-
Stage 2	340	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	355	602	-	-	1102
Stage 1	636	-	-	-	-
Stage 2	721	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	355	602	-	-	1102
Mov Cap-2 Maneuver	355	-	-	-	-
Stage 1	636	-	-	-	-
Stage 2	721	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1102	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	
Traffic Vol, veh/h	15	40	25	46	49	141	20	228	40	100	203	14
Future Vol, veh/h	15	40	25	46	49	141	20	228	40	100	203	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	49	30	56	60	172	24	278	49	122	248	17
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	12	13	16.8	13.6
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	19%	100%	0%	100%	0%
Vol Thru, %	0%	85%	50%	0%	26%	0%	94%
Vol Right, %	0%	15%	31%	0%	74%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	268	80	46	190	100	217
LT Vol	20	0	15	46	0	100	0
Through Vol	0	228	40	0	49	0	203
RT Vol	0	40	25	0	141	0	14
Lane Flow Rate	24	327	98	56	232	122	265
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.047	0.572	0.196	0.115	0.406	0.233	0.464
Departure Headway (Hd)	6.916	6.3	7.25	7.351	6.313	6.867	6.312
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	514	569	498	485	565	520	566
Service Time	4.702	4.086	5.25	5.142	4.103	4.653	4.098
HCM Lane V/C Ratio	0.047	0.575	0.197	0.115	0.411	0.235	0.468
HCM Control Delay	10	17.3	12	11.1	13.4	11.8	14.5
HCM Lane LOS	A	C	B	B	B	B	B
HCM 95th-tile Q	0.1	3.6	0.7	0.4	2	0.9	2.4

HCM 6th TWSC
5: Wilco Road & W Locust Street

04/14/2025

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	109	180	9	61	194
Future Vol, veh/h	20	109	180	9	61	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	131	217	11	73	234

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	603	223	0	0	228
Stage 1	223	-	-	-	-
Stage 2	380	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	462	817	-	-	1340
Stage 1	814	-	-	-	-
Stage 2	691	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	433	817	-	-	1340
Mov Cap-2 Maneuver	433	-	-	-	-
Stage 1	814	-	-	-	-
Stage 2	647	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	718	1340
HCM Lane V/C Ratio	-	-	0.216	0.055
HCM Control Delay (s)	-	-	11.4	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2

HCM 6th AWSC
6: W Ida Street/Wilco Road & Washington Street

04/14/2025

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	50	79	14	6	57	59	10	69	3	63	53	48
Future Vol, veh/h	50	79	14	6	57	59	10	69	3	63	53	48
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	95	17	7	69	71	12	83	4	76	64	58
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.5	8.8	9.2	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	13%	0%	35%	5%	54%	0%
Vol Thru, %	87%	0%	55%	47%	46%	0%
Vol Right, %	0%	100%	10%	48%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	3	143	122	116	48
LT Vol	10	0	50	6	63	0
Through Vol	69	0	79	57	53	0
RT Vol	0	3	14	59	0	48
Lane Flow Rate	95	4	172	147	140	58
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.148	0.005	0.234	0.19	0.221	0.076
Departure Headway (Hd)	5.585	4.814	4.893	4.646	5.682	4.701
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	638	736	731	767	629	756
Service Time	3.361	2.589	2.95	2.703	3.449	2.468
HCM Lane V/C Ratio	0.149	0.005	0.235	0.192	0.223	0.077
HCM Control Delay	9.3	7.6	9.5	8.8	10.1	7.9
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0	0.9	0.7	0.8	0.2

HCM 6th TWSC
7: N Gardner Avenue & Shaff Road SE

04/14/2025

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
Traffic Vol, veh/h	10	285	70	25	263	12	38	2	27	2	6	7
Future Vol, veh/h	10	285	70	25	263	12	38	2	27	2	6	7
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	100	-	-	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	313	77	27	289	13	42	2	30	2	7	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	302	0	0	390	0	0	731	730	352	740	762	296
Stage 1	-	-	-	-	-	-	374	374	-	350	350	-
Stage 2	-	-	-	-	-	-	357	356	-	390	412	-
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	1259	-	-	1169	-	-	337	349	692	333	335	743
Stage 1	-	-	-	-	-	-	647	618	-	666	633	-
Stage 2	-	-	-	-	-	-	661	629	-	634	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1259	-	-	1169	-	-	320	338	692	309	324	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	320	338	-	309	324	-
Stage 1	-	-	-	-	-	-	641	612	-	660	618	-
Stage 2	-	-	-	-	-	-	632	615	-	599	589	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.7			15.7			13.5		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	409	1259	-	-	1169	-	-	320	743
HCM Lane V/C Ratio	0.18	0.009	-	-	0.024	-	-	0.027	0.01
HCM Control Delay (s)	15.7	7.9	-	-	8.2	-	-	16.6	9.9
HCM Lane LOS		C	A	-	-	A	-	C	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.1	0

HCM 6th TWSC

1: Golf Club Road SE & OR 22 WB Ramps/Sublimity Road SE

04/14/2025

Intersection												
Int Delay, s/veh	16.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Vol, veh/h	2	22	28	81	176	17	273	23	193	14	38	26
Future Vol, veh/h	2	22	28	81	176	17	273	23	193	14	38	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	210	-	-	165	-	-	150	-	210	190	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	26	33	94	205	20	317	27	224	16	44	30

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	850	737	44	767	737	27	44	0	0	27	0	0
Stage 1	76	76	-	661	661	-	-	-	-	-	-	-
Stage 2	774	661	-	106	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	346	1026	319	346	1048	1564	-	-	1587	-	-
Stage 1	933	832	-	452	460	-	-	-	-	-	-	-
Stage 2	391	460	-	900	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	92	273	1026	241	273	1048	1564	-	-	1587	-	-
Mov Cap-2 Maneuver	92	273	-	241	273	-	-	-	-	-	-	-
Stage 1	744	824	-	360	367	-	-	-	-	-	-	-
Stage 2	135	367	-	836	824	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.1		43		4.4		1.3	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1564	-	-	92	463	241	292	1587	-	-
HCM Lane V/C Ratio	0.203	-	-	0.025	0.126	0.391	0.769	0.01	-	-
HCM Control Delay (s)	7.9	-	-	45.1	13.9	29.2	48.8	7.3	-	-
HCM Lane LOS	A	-	-	E	B	D	E	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	0.4	1.8	5.9	0	-	-

HCM 6th TWSC
 2: Golf Club Road SE & OR 22 EB Ramps

04/14/2025

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗	↖	↑	
Traffic Vol, veh/h	89	0	151	0	0	0	0	398	24	25	118	0
Future Vol, veh/h	89	0	151	0	0	0	0	398	24	25	118	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	240	-	-	-	-	-	250	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	94	0	159	0	0	0	0	419	25	26	124	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	595	595	124	-	0	0	419	0	0
Stage 1	176	176	-	-	-	-	-	-	-
Stage 2	419	419	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	467	417	927	0	-	-	1140	-	0
Stage 1	855	753	-	0	-	-	-	-	0
Stage 2	664	590	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	456	0	927	-	-	-	1140	-	-
Mov Cap-2 Maneuver	456	0	-	-	-	-	-	-	-
Stage 1	855	0	-	-	-	-	-	-	-
Stage 2	649	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	456	927	1140	-
HCM Lane V/C Ratio	-	-	0.205	0.171	0.023	-
HCM Control Delay (s)	-	-	14.9	9.7	8.2	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.6	0.1	-

HCM 6th TWSC
 3: Golf Club Road SE & Site Access

04/14/2025

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	0	0	395	0	0	292
Future Vol, veh/h	0	0	395	0	0	292
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	459	0	0	340

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	799	459	0	0	459
Stage 1	459	-	-	-	-
Stage 2	340	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	355	602	-	-	1102
Stage 1	636	-	-	-	-
Stage 2	721	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	355	602	-	-	1102
Mov Cap-2 Maneuver	355	-	-	-	-
Stage 1	636	-	-	-	-
Stage 2	721	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1102	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	15	40	25	46	49	141	20	228	40	100	203	14
Future Vol, veh/h	15	40	25	46	49	141	20	228	40	100	203	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	49	30	56	60	172	24	278	49	122	248	17
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	12	13	16.8	13.6
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	19%	100%	0%	100%	0%
Vol Thru, %	0%	85%	50%	0%	26%	0%	94%
Vol Right, %	0%	15%	31%	0%	74%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	268	80	46	190	100	217
LT Vol	20	0	15	46	0	100	0
Through Vol	0	228	40	0	49	0	203
RT Vol	0	40	25	0	141	0	14
Lane Flow Rate	24	327	98	56	232	122	265
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.047	0.572	0.196	0.115	0.406	0.233	0.464
Departure Headway (Hd)	6.916	6.3	7.25	7.351	6.313	6.867	6.312
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	514	569	498	485	565	520	566
Service Time	4.702	4.086	5.25	5.142	4.103	4.653	4.098
HCM Lane V/C Ratio	0.047	0.575	0.197	0.115	0.411	0.235	0.468
HCM Control Delay	10	17.3	12	11.1	13.4	11.8	14.5
HCM Lane LOS	A	C	B	B	B	B	B
HCM 95th-tile Q	0.1	3.6	0.7	0.4	2	0.9	2.4

HCM 6th TWSC
5: Wilco Road & W Locust Street

04/14/2025

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	109	180	9	61	194
Future Vol, veh/h	20	109	180	9	61	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	131	217	11	73	234

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	603	223	0	0	228
Stage 1	223	-	-	-	-
Stage 2	380	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	462	817	-	-	1340
Stage 1	814	-	-	-	-
Stage 2	691	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	433	817	-	-	1340
Mov Cap-2 Maneuver	433	-	-	-	-
Stage 1	814	-	-	-	-
Stage 2	647	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	718	1340
HCM Lane V/C Ratio	-	-	0.216	0.055
HCM Control Delay (s)	-	-	11.4	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2

HCM 6th AWSC
6: W Ida Street/Wilco Road & Washington Street

04/14/2025

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	50	79	14	6	57	59	10	69	3	63	53	48
Future Vol, veh/h	50	79	14	6	57	59	10	69	3	63	53	48
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	95	17	7	69	71	12	83	4	76	64	58
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.5	8.8	9.2	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	13%	0%	35%	5%	54%	0%
Vol Thru, %	87%	0%	55%	47%	46%	0%
Vol Right, %	0%	100%	10%	48%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	3	143	122	116	48
LT Vol	10	0	50	6	63	0
Through Vol	69	0	79	57	53	0
RT Vol	0	3	14	59	0	48
Lane Flow Rate	95	4	172	147	140	58
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.148	0.005	0.234	0.19	0.221	0.076
Departure Headway (Hd)	5.585	4.814	4.893	4.646	5.682	4.701
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	638	736	731	767	629	756
Service Time	3.361	2.589	2.95	2.703	3.449	2.468
HCM Lane V/C Ratio	0.149	0.005	0.235	0.192	0.223	0.077
HCM Control Delay	9.3	7.6	9.5	8.8	10.1	7.9
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0	0.9	0.7	0.8	0.2

HCM 6th TWSC
7: N Gardner Avenue & Shaff Road SE

04/14/2025

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
Traffic Vol, veh/h	10	285	70	25	263	12	38	2	27	2	6	7
Future Vol, veh/h	10	285	70	25	263	12	38	2	27	2	6	7
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	100	-	-	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	313	77	27	289	13	42	2	30	2	7	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	302	0	0	390	0	0	731	730	352	740	762	296
Stage 1	-	-	-	-	-	-	374	374	-	350	350	-
Stage 2	-	-	-	-	-	-	357	356	-	390	412	-
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	1259	-	-	1169	-	-	337	349	692	333	335	743
Stage 1	-	-	-	-	-	-	647	618	-	666	633	-
Stage 2	-	-	-	-	-	-	661	629	-	634	594	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1259	-	-	1169	-	-	320	338	692	309	324	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	320	338	-	309	324	-
Stage 1	-	-	-	-	-	-	641	612	-	660	618	-
Stage 2	-	-	-	-	-	-	632	615	-	599	589	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.7			15.7			13.5		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	409	1259	-	-	1169	-	-	320	743
HCM Lane V/C Ratio	0.18	0.009	-	-	0.024	-	-	0.027	0.01
HCM Control Delay (s)	15.7	7.9	-	-	8.2	-	-	16.6	9.9
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.1	0

Intersection												
Int Delay, s/veh	19.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Vol, veh/h	2	22	29	83	176	17	290	26	204	14	39	26
Future Vol, veh/h	2	22	29	83	176	17	290	26	204	14	39	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	210	-	-	165	-	-	150	-	210	190	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	26	34	97	205	20	337	30	237	16	45	30

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	885	783	45	795	783	30	45	0	0	30	0	0
Stage 1	78	78	-	705	705	-	-	-	-	-	-	-
Stage 2	807	705	-	91	78	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	266	326	1024	305	326	1044	1563	-	-	1583	-	-
Stage 1	931	830	-	427	439	-	-	-	-	-	-	-
Stage 2	375	439	-	917	830	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	47	253	1024	211	253	1044	1563	-	-	1583	-	-
Mov Cap-2 Maneuver	47	253	-	211	253	-	-	-	-	-	-	-
Stage 1	921	822	-	335	344	-	-	-	-	-	-	-
Stage 2	117	344	-	850	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.09	52.72	4.43	1.29
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	47	442	211	271	1583	-	-
HCM Lane V/C Ratio	0.216	-	-	0.049	0.134	0.458	0.829	0.01	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	85.6	14.4	35.7	60	7.3	-	-
HCM Lane LOS	A	-	-	F	B	E	F	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	0.5	2.2	6.7	0	-	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↑	↗	↖	↑	
Traffic Vol, veh/h	89	0	156	0	0	0	0	430	27	25	122	0
Future Vol, veh/h	89	0	156	0	0	0	0	430	27	25	122	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	240	-	-	-	-	-	250	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	94	0	164	0	0	0	0	453	28	26	128	0

Major/Minor	Minor2		Minor1		Major1			Major2			
Conflicting Flow All	634	634	128	-	-	-	0	0	453	0	0
Stage 1	181	181	-	-	-	-	-	-	-	-	-
Stage 2	453	453	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	392	397	922	0	0	0	0	-	1108	-	0
Stage 1	821	750	-	0	0	0	0	-	-	-	0
Stage 2	587	570	-	0	0	0	0	-	-	-	0
Platoon blocked, %											
Mov Cap-1 Maneuver	383	387	922	-	-	-	-	-	1108	-	-
Mov Cap-2 Maneuver	383	387	-	-	-	-	-	-	-	-	-
Stage 1	801	732	-	-	-	-	-	-	-	-	-
Stage 2	587	570	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.54		0	1.42
HCM LOS	B	-		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	383	922	1108	-
HCM Lane V/C Ratio	-	-	0.245	0.178	0.024	-
HCM Ctrl Dly (s/v)	-	-	17.4	9.8	8.3	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.6	0.1	-

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	24	35	395	13	9	292
Future Vol, veh/h	24	35	395	13	9	292
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	41	459	15	10	340

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	827	467	0	0	474
Stage 1	467	-	-	-	-
Stage 2	360	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	341	596	-	-	1088
Stage 1	631	-	-	-	-
Stage 2	706	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	337	596	-	-	1088
Mov Cap-2 Maneuver	337	-	-	-	-
Stage 1	624	-	-	-	-
Stage 2	706	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.33	0	0.25
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	454	54
HCM Lane V/C Ratio	-	-	0.151	0.01
HCM Ctrl Dly (s/v)	-	-	14.3	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	
Traffic Vol, veh/h	15	40	25	46	49	146	20	235	40	109	218	14
Future Vol, veh/h	15	40	25	46	49	146	20	235	40	109	218	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	49	30	56	60	178	24	287	49	133	266	17
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	12.3	13.4	17.8	14.4
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	19%	100%	0%	100%	0%
Vol Thru, %	0%	85%	50%	0%	25%	0%	94%
Vol Right, %	0%	15%	31%	0%	75%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	275	80	46	195	109	232
LT Vol	20	0	15	46	0	109	0
Through Vol	0	235	40	0	49	0	218
RT Vol	0	40	25	0	146	0	14
Lane Flow Rate	24	335	98	56	238	133	283
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.047	0.596	0.201	0.116	0.424	0.256	0.501
Departure Headway (Hd)	7.007	6.394	7.407	7.464	6.42	6.93	6.378
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	560	488	477	556	514	560
Service Time	4.805	4.191	5.407	5.264	4.219	4.728	4.175
HCM Lane V/C Ratio	0.047	0.598	0.201	0.117	0.428	0.259	0.505
HCM Control Delay, s/veh	10.2	18.3	12.3	11.3	13.9	12.1	15.5
HCM Lane LOS	B	C	B	B	B	B	C
HCM 95th-tile Q	0.1	3.9	0.7	0.4	2.1	1	2.8

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	20	112	184	9	64	206
Future Vol, veh/h	20	112	184	9	64	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	135	222	11	77	248

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	630	227	0	0	233
Stage 1	227	-	-	-	-
Stage 2	402	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	446	812	-	-	1335
Stage 1	811	-	-	-	-
Stage 2	675	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	416	812	-	-	1335
Mov Cap-2 Maneuver	416	-	-	-	-
Stage 1	756	-	-	-	-
Stage 2	675	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.53	0	1.86
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	710	427
HCM Lane V/C Ratio	-	-	0.224	0.058
HCM Ctrl Dly (s/v)	-	-	11.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	51	79	14	6	57	60	10	71	3	69	56	51
Future Vol, veh/h	51	79	14	6	57	60	10	71	3	69	56	51
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	95	17	7	69	72	12	86	4	83	67	61
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	9.6	8.9	9.3	9.6
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	12%	0%	35%	5%	55%	0%
Vol Thru, %	88%	0%	55%	46%	45%	0%
Vol Right, %	0%	100%	10%	49%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	3	144	123	125	51
LT Vol	10	0	51	6	69	0
Through Vol	71	0	79	57	56	0
RT Vol	0	3	14	60	0	51
Lane Flow Rate	98	4	173	148	151	61
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.152	0.005	0.238	0.193	0.238	0.08
Departure Headway (Hd)	5.611	4.841	4.939	4.688	5.699	4.714
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	634	732	723	760	627	753
Service Time	3.392	2.621	2.998	2.749	3.471	2.485
HCM Lane V/C Ratio	0.155	0.005	0.239	0.195	0.241	0.081
HCM Control Delay, s/veh	9.4	7.6	9.6	8.9	10.3	7.9
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0	0.9	0.7	0.9	0.3

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
Traffic Vol, veh/h	10	291	73	25	267	12	39	2	27	2	6	7
Future Vol, veh/h	10	291	73	25	267	12	39	2	27	2	6	7
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	100	-	-	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	320	80	27	293	13	43	2	30	2	7	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	307	0	0	400	0	0	734	743	360	698	777	300
Stage 1	-	-	-	-	-	-	382	382	-	355	355	-
Stage 2	-	-	-	-	-	-	352	362	-	343	422	-
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	1254	-	-	1159	-	-	336	343	685	355	328	740
Stage 1	-	-	-	-	-	-	641	613	-	662	630	-
Stage 2	-	-	-	-	-	-	665	625	-	672	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1254	-	-	1159	-	-	315	332	685	327	317	740
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	332	-	327	317	-
Stage 1	-	-	-	-	-	-	635	607	-	647	615	-
Stage 2	-	-	-	-	-	-	636	611	-	635	583	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.21			0.67			15.99			13.47		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	402	1254	-	-	1159	-	-	320	740
HCM Lane V/C Ratio	0.186	0.009	-	-	0.024	-	-	0.027	0.01
HCM Ctrl Dly (s/v)	16	7.9	-	-	8.2	-	-	16.6	9.9
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.1	0

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↶	↶	↶	↶	↶
Traffic Vol, veh/h	8	6	29	113	98	10	201	51	210	12	29	10
Future Vol, veh/h	8	6	29	113	98	10	201	51	210	12	29	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	210	-	-	165	-	-	150	-	210	190	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	7	32	124	108	11	221	56	231	13	32	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	616	556	32	576	556	56	32	0	0	56	0	0
Stage 1	58	58	-	498	498	-	-	-	-	-	-	-
Stage 2	558	498	-	78	58	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	403	439	1042	428	439	1011	1580	-	-	1549	-	-
Stage 1	954	847	-	554	544	-	-	-	-	-	-	-
Stage 2	514	544	-	931	847	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	276	374	1042	363	374	1011	1580	-	-	1549	-	-
Mov Cap-2 Maneuver	276	374	-	363	374	-	-	-	-	-	-	-
Stage 1	820	840	-	476	468	-	-	-	-	-	-	-
Stage 2	337	468	-	888	840	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	19	3.3	1.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1580	-	-	276	798	363	397	1549	-	-
HCM Lane V/C Ratio	0.14	-	-	0.032	0.048	0.342	0.299	0.009	-	-
HCM Control Delay (s)	7.6	-	-	18.5	9.7	20	17.9	7.3	-	-
HCM Lane LOS	A	-	-	C	A	C	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	0.2	1.5	1.2	0	-	-

HCM 6th TWSC
 2: Golf Club Road SE & OR 22 EB Ramps

04/14/2025

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗	↖	↑	
Traffic Vol, veh/h	144	0	361	0	0	0	0	316	56	13	156	0
Future Vol, veh/h	144	0	361	0	0	0	0	316	56	13	156	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	240	-	-	-	-	-	250	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	155	0	388	0	0	0	0	340	60	14	168	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	536	536	168	-	0	0	340	0	0
Stage 1	196	196	-	-	-	-	-	-	-
Stage 2	340	340	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	505	451	876	0	-	-	1219	-	0
Stage 1	837	739	-	0	-	-	-	-	0
Stage 2	721	639	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	499	0	876	-	-	-	1219	-	-
Mov Cap-2 Maneuver	499	0	-	-	-	-	-	-	-
Stage 1	837	0	-	-	-	-	-	-	-
Stage 2	713	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	499	876	1219	-
HCM Lane V/C Ratio	-	-	0.31	0.443	0.011	-
HCM Control Delay (s)	-	-	15.4	12.3	8	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	2.3	0	-

HCM 6th TWSC
3: Golf Club Road SE & Site Access

04/14/2025

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	418	0	0	494
Future Vol, veh/h	0	0	418	0	0	494
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	445	0	0	526

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	971	445	0	0	445	0
Stage 1	445	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	280	613	-	-	1115	-
Stage 1	646	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	280	613	-	-	1115	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1115
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	7	52	23	42	37	165	29	256	78	214	271	15
Future Vol, veh/h	7	52	23	42	37	165	29	256	78	214	271	15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	55	24	45	39	176	31	272	83	228	288	16
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	12.4	13.5	18.9	15.6
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	9%	100%	0%	100%	0%
Vol Thru, %	0%	77%	63%	0%	18%	0%	95%
Vol Right, %	0%	23%	28%	0%	82%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	334	82	42	202	214	286
LT Vol	29	0	7	42	0	214	0
Through Vol	0	256	52	0	37	0	271
RT Vol	0	78	23	0	165	0	15
Lane Flow Rate	31	355	87	45	215	228	304
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.06	0.63	0.185	0.097	0.402	0.433	0.533
Departure Headway (Hd)	7.174	6.497	7.627	7.822	6.727	6.963	6.416
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	558	473	461	539	521	566
Service Time	4.874	4.197	5.64	5.522	4.427	4.663	4.116
HCM Lane V/C Ratio	0.062	0.636	0.184	0.098	0.399	0.438	0.537
HCM Control Delay	10.3	19.6	12.4	11.4	13.9	14.9	16.2
HCM Lane LOS	B	C	B	B	B	B	C
HCM 95th-tile Q	0.2	4.4	0.7	0.3	1.9	2.2	3.1

HCM 6th TWSC
5: Wilco Road & W Locust Street

04/14/2025

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	13	74	257	19	88	266
Future Vol, veh/h	13	74	257	19	88	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	77	268	20	92	277

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	739	278	0	0	288
Stage 1	278	-	-	-	-
Stage 2	461	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	385	761	-	-	1274
Stage 1	769	-	-	-	-
Stage 2	635	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	352	761	-	-	1274
Mov Cap-2 Maneuver	352	-	-	-	-
Stage 1	769	-	-	-	-
Stage 2	581	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	648	1274
HCM Lane V/C Ratio	-	-	0.14	0.072
HCM Control Delay (s)	-	-	11.5	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2

HCM 6th AWSC
6: W Ida Street/Wilco Road & Washington Street

04/14/2025

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	67	72	27	1	72	74	17	70	7	66	142	69
Future Vol, veh/h	67	72	27	1	72	74	17	70	7	66	142	69
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	82	31	1	82	84	19	80	8	75	161	78
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	10.4	9.7	9.8	11.2
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	20%	0%	40%	1%	32%	0%
Vol Thru, %	80%	0%	43%	49%	68%	0%
Vol Right, %	0%	100%	16%	50%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	7	166	147	208	69
LT Vol	17	0	67	1	66	0
Through Vol	70	0	72	72	142	0
RT Vol	0	7	27	74	0	69
Lane Flow Rate	99	8	189	167	236	78
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.165	0.012	0.28	0.236	0.381	0.108
Departure Headway (Hd)	6.023	5.213	5.342	5.078	5.809	4.941
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	596	686	677	707	619	726
Service Time	3.756	2.947	3.342	3.108	3.536	2.667
HCM Lane V/C Ratio	0.166	0.012	0.279	0.236	0.381	0.107
HCM Control Delay	9.9	8	10.4	9.7	12.1	8.3
HCM Lane LOS	A	A	B	A	B	A
HCM 95th-tile Q	0.6	0	1.1	0.9	1.8	0.4

HCM 6th TWSC
7: N Gardner Avenue & Shaff Road SE

04/14/2025

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	72	27	1	72	74	17	70	7	66	142	69
Future Vol, veh/h	67	72	27	1	72	74	17	70	7	66	142	69
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	100	-	-	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	82	31	1	82	84	19	80	8	75	161	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	113	0	0	496	418	98	420	391	124
Stage 1	-	-	-	-	-	-	250	250	-	126	126	-
Stage 2	-	-	-	-	-	-	246	168	-	294	265	-
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	1412	-	-	1476	-	-	484	526	958	544	545	927
Stage 1	-	-	-	-	-	-	754	700	-	878	792	-
Stage 2	-	-	-	-	-	-	758	759	-	714	689	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1412	-	-	1476	-	-	322	497	958	454	515	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	322	497	-	454	515	-
Stage 1	-	-	-	-	-	-	713	662	-	831	791	-
Stage 2	-	-	-	-	-	-	552	758	-	589	652	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.1			0.1			15			16.4		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	468	1412	-	-	1476	-	-	494	927
HCM Lane V/C Ratio	0.228	0.054	-	-	0.001	-	-	0.478	0.085
HCM Control Delay (s)	15	7.7	-	-	7.4	-	-	18.8	9.2
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.9	0.2	-	-	0	-	-	2.5	0.3

HCM 6th TWSC

1: Golf Club Road SE & OR 22 WB Ramps/Sublimity Road SE

04/18/2025

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Vol, veh/h	8	6	29	113	98	10	213	51	210	12	29	10
Future Vol, veh/h	8	6	29	113	98	10	213	51	210	12	29	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	210	-	-	165	-	-	150	-	210	190	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	7	32	124	108	11	234	56	231	13	32	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	642	582	32	602	582	56	32	0	0	56	0	0
Stage 1	58	58	-	524	524	-	-	-	-	-	-	-
Stage 2	584	524	-	78	58	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	387	425	1042	412	425	1011	1580	-	-	1549	-	-
Stage 1	954	847	-	537	530	-	-	-	-	-	-	-
Stage 2	498	530	-	931	847	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	261	359	1042	347	359	1011	1580	-	-	1549	-	-
Mov Cap-2 Maneuver	261	359	-	347	359	-	-	-	-	-	-	-
Stage 1	813	840	-	458	452	-	-	-	-	-	-	-
Stage 2	320	452	-	888	840	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.6		19.8		3.4		1.7	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1580	-	-	261	786	347	382	1549	-	-
HCM Lane V/C Ratio	0.148	-	-	0.034	0.049	0.358	0.311	0.009	-	-
HCM Control Delay (s)	7.7	-	-	19.3	9.8	21	18.6	7.3	-	-
HCM Lane LOS	A	-	-	C	A	C	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	0.2	1.6	1.3	0	-	-

HCM 6th TWSC
2: Golf Club Road SE & OR 22 EB Ramps

04/18/2025

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗	↖	↑	
Traffic Vol, veh/h	144	0	369	0	0	0	0	328	58	13	156	0
Future Vol, veh/h	144	0	369	0	0	0	0	328	58	13	156	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	240	-	-	-	-	-	250	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	155	0	397	0	0	0	0	353	62	14	168	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	549	549	168	-	0	0	353	0	0
Stage 1	196	196	-	-	-	-	-	-	-
Stage 2	353	353	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	497	443	876	0	-	-	1206	-	0
Stage 1	837	739	-	0	-	-	-	-	0
Stage 2	711	631	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	491	0	876	-	-	-	1206	-	-
Mov Cap-2 Maneuver	491	0	-	-	-	-	-	-	-
Stage 1	837	0	-	-	-	-	-	-	-
Stage 2	702	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	491	876	1206	-
HCM Lane V/C Ratio	-	-	0.315	0.453	0.012	-
HCM Control Delay (s)	-	-	15.7	12.5	8	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	2.4	0	-

HCM 6th TWSC
3: Golf Club Road SE & Site Access

04/18/2025

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	432	0	0	502
Future Vol, veh/h	0	0	432	0	0	502
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	460	0	0	534

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	994	460	0	0	460	0
Stage 1	460	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	272	601	-	-	1101	-
Stage 1	636	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	272	601	-	-	1101	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1101	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	7	52	23	80	45	165	29	264	106	223	274	15
Future Vol, veh/h	7	52	23	80	45	165	29	264	106	223	274	15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	55	24	85	48	176	31	281	113	237	291	16
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	13	14.3	24.7	17.4
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	9%	100%	0%	100%	0%
Vol Thru, %	0%	71%	63%	0%	21%	0%	95%
Vol Right, %	0%	29%	28%	0%	79%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	370	82	80	210	223	289
LT Vol	29	0	7	80	0	223	0
Through Vol	0	264	52	0	45	0	274
RT Vol	0	106	23	0	165	0	15
Lane Flow Rate	31	394	87	85	223	237	307
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.064	0.733	0.195	0.19	0.432	0.478	0.573
Departure Headway (Hd)	7.425	6.708	8.028	8.034	6.958	7.255	6.706
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	483	539	447	447	518	496	538
Service Time	5.167	4.45	6.087	5.775	4.699	4.997	4.449
HCM Lane V/C Ratio	0.064	0.731	0.195	0.19	0.431	0.478	0.571
HCM Control Delay	10.7	25.8	13	12.7	14.9	16.5	18.1
HCM Lane LOS	B	D	B	B	B	C	C
HCM 95th-tile Q	0.2	6.1	0.7	0.7	2.2	2.5	3.6

HCM 6th TWSC
5: Wilco Road & W Locust Street

04/18/2025

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	74	282	24	98	281
Future Vol, veh/h	23	74	282	24	98	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	77	294	25	102	293

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	804	307	0	0	319
Stage 1	307	-	-	-	-
Stage 2	497	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	352	733	-	-	1241
Stage 1	746	-	-	-	-
Stage 2	611	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	318	733	-	-	1241
Mov Cap-2 Maneuver	318	-	-	-	-
Stage 1	746	-	-	-	-
Stage 2	551	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	560	1241
HCM Lane V/C Ratio	-	-	0.18	0.082
HCM Control Delay (s)	-	-	12.8	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.3

HCM 6th AWSC
6: W Ida Street/Wilco Road & Washington Street

04/18/2025

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	78	81	28	1	85	78	18	74	7	70	145	74
Future Vol, veh/h	78	81	28	1	85	78	18	74	7	70	145	74
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	92	32	1	97	89	20	84	8	80	165	84
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11	10.2	10.2	11.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	20%	0%	42%	1%	33%	0%
Vol Thru, %	80%	0%	43%	52%	67%	0%
Vol Right, %	0%	100%	15%	48%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	7	187	164	215	74
LT Vol	18	0	78	1	70	0
Through Vol	74	0	81	85	145	0
RT Vol	0	7	28	78	0	74
Lane Flow Rate	105	8	212	186	244	84
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.18	0.012	0.321	0.27	0.405	0.119
Departure Headway (Hd)	6.209	5.398	5.442	5.222	5.971	5.097
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	578	662	661	688	603	704
Service Time	3.948	3.136	3.476	3.258	3.701	2.826
HCM Lane V/C Ratio	0.182	0.012	0.321	0.27	0.405	0.119
HCM Control Delay	10.3	8.2	11	10.2	12.7	8.5
HCM Lane LOS	B	A	B	B	B	A
HCM 95th-tile Q	0.7	0	1.4	1.1	2	0.4

HCM 6th TWSC
7: N Gardner Avenue & Shaff Road SE

04/18/2025

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	159	81	1	72	74	19	70	7	66	142	69
Future Vol, veh/h	67	159	81	1	72	74	19	70	7	66	142	69
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	100	-	-	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	181	92	1	82	84	22	80	8	75	161	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	273	0	0	625	547	227	549	551	124
Stage 1	-	-	-	-	-	-	379	379	-	126	126	-
Stage 2	-	-	-	-	-	-	246	168	-	423	425	-
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	1412	-	-	1290	-	-	397	445	812	446	442	927
Stage 1	-	-	-	-	-	-	643	615	-	878	792	-
Stage 2	-	-	-	-	-	-	758	759	-	609	586	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1412	-	-	1290	-	-	244	421	812	362	418	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	421	-	362	418	-
Stage 1	-	-	-	-	-	-	608	582	-	831	791	-
Stage 2	-	-	-	-	-	-	552	758	-	493	554	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0.1			18.2			22.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	380	1412	-	-	1290	-	-	398	927
HCM Lane V/C Ratio	0.287	0.054	-	-	0.001	-	-	0.594	0.085
HCM Control Delay (s)	18.2	7.7	-	-	7.8	-	-	26.4	9.2
HCM Lane LOS	C	A	-	-	A	-	-	D	A
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0	-	-	3.7	0.3

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↑	↵	↵	↑	↵
Traffic Vol, veh/h	8	6	32	120	98	10	221	51	218	12	29	10
Future Vol, veh/h	8	6	32	120	98	10	221	51	218	12	29	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	210	-	-	165	-	-	150	-	210	190	-	260
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	7	35	132	108	11	243	56	240	13	32	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	654	600	32	603	600	56	32	0	0	56	0	0
Stage 1	58	58	-	542	542	-	-	-	-	-	-	-
Stage 2	596	542	-	62	58	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	380	415	1042	411	415	1011	1580	-	-	1549	-	-
Stage 1	953	846	-	525	520	-	-	-	-	-	-	-
Stage 2	490	520	-	950	846	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	229	348	1042	328	348	1011	1580	-	-	1549	-	-
Mov Cap-2 Maneuver	229	348	-	328	348	-	-	-	-	-	-	-
Stage 1	945	839	-	444	440	-	-	-	-	-	-	-
Stage 2	310	440	-	903	839	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.8		21.31		3.47		1.73	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1580	-	-	229	792	328	370	1549	-	-
HCM Lane V/C Ratio	0.154	-	-	0.038	0.053	0.402	0.32	0.009	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	21.3	9.8	23.2	19.2	7.3	-	-
HCM Lane LOS	A	-	-	C	A	C	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	0.2	1.9	1.4	0	-	-

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↑	↗	↖	↑	
Traffic Vol, veh/h	144	0	395	0	0	0	0	344	60	13	166	0
Future Vol, veh/h	144	0	395	0	0	0	0	344	60	13	166	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	240	-	-	-	-	-	250	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	155	0	425	0	0	0	0	370	65	14	178	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	576	576	178	-	-	-	-	0	0	370	0	0
Stage 1	206	206	-	-	-	-	-	-	-	-	-	-
Stage 2	370	370	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	-	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	428	428	864	0	0	0	0	-	-	1189	-	0
Stage 1	796	731	-	0	0	0	0	-	-	-	-	0
Stage 2	650	620	-	0	0	0	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	423	423	864	-	-	-	-	-	-	1189	-	-
Mov Cap-2 Maneuver	423	423	-	-	-	-	-	-	-	-	-	-
Stage 1	786	722	-	-	-	-	-	-	-	-	-	-
Stage 2	650	620	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.51		0	0.59
HCM LOS	B	-		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	423	864	1189	-
HCM Lane V/C Ratio	-	-	0.366	0.491	0.012	-
HCM Ctrl Dly (s/v)	-	-	18.3	13.1	8.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.7	2.8	0	-

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	18	432	30	36	502
Future Vol, veh/h	23	18	432	30	36	502
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	19	460	32	38	534

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1086	476	0	0	491	0
Stage 1	476	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	239	589	-	-	1072	-
Stage 1	625	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	227	589	-	-	1072	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.45	0	0.57
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	311	120
HCM Lane V/C Ratio	-	-	0.14	0.036
HCM Ctrl Dly (s/v)	-	-	18.4	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Intersection	
Intersection Delay, s/veh	20.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	
Traffic Vol, veh/h	7	52	23	80	45	178	29	281	106	234	286	15
Future Vol, veh/h	7	52	23	80	45	178	29	281	106	234	286	15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	55	24	85	48	189	31	299	113	249	304	16
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	13.4	15.1	28.8	18.8
HCM LOS	B	C	D	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	9%	100%	0%	100%	0%
Vol Thru, %	0%	73%	63%	0%	20%	0%	95%
Vol Right, %	0%	27%	28%	0%	80%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	387	82	80	223	234	301
LT Vol	29	0	7	80	0	234	0
Through Vol	0	281	52	0	45	0	286
RT Vol	0	106	23	0	178	0	15
Lane Flow Rate	31	412	87	85	237	249	320
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.065	0.783	0.2	0.193	0.467	0.511	0.608
Departure Headway (Hd)	7.556	6.848	8.249	8.17	7.084	7.388	6.84
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	474	527	434	439	508	488	528
Service Time	5.305	4.596	6.315	5.917	4.83	5.137	4.589
HCM Lane V/C Ratio	0.065	0.782	0.2	0.194	0.467	0.51	0.606
HCM Control Delay, s/veh	10.8	30.2	13.4	12.9	15.9	17.7	19.7
HCM Lane LOS	B	D	B	B	C	C	C
HCM 95th-tile Q	0.2	7.2	0.7	0.7	2.5	2.9	4

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	23	78	295	24	102	289
Future Vol, veh/h	23	78	295	24	102	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	81	307	25	106	301

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	833	320	0	0	332	0
Stage 1	320	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	338	721	-	-	1227	-
Stage 1	736	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	303	721	-	-	1227	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.11	0	2.14
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	549	470
HCM Lane V/C Ratio	-	-	0.192	0.087
HCM Ctrl Dly (s/v)	-	-	13.1	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.3

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	81	81	28	1	85	85	18	77	7	72	149	76
Future Vol, veh/h	81	81	28	1	85	85	18	77	7	72	149	76
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	92	32	1	97	97	20	88	8	82	169	86
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	11.2	10.4	10.3	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	43%	1%	33%	0%
Vol Thru, %	81%	0%	43%	50%	67%	0%
Vol Right, %	0%	100%	15%	50%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	7	190	171	221	76
LT Vol	18	0	81	1	72	0
Through Vol	77	0	81	85	149	0
RT Vol	0	7	28	85	0	76
Lane Flow Rate	108	8	216	194	251	86
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.188	0.012	0.33	0.284	0.42	0.123
Departure Headway (Hd)	6.267	5.459	5.503	5.261	6.019	5.144
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	654	652	682	598	697
Service Time	4.011	3.203	3.542	3.302	3.753	2.878
HCM Lane V/C Ratio	0.189	0.012	0.331	0.284	0.42	0.123
HCM Control Delay, s/veh	10.5	8.3	11.2	10.4	13.1	8.6
HCM Lane LOS	B	A	B	B	B	A
HCM 95th-tile Q	0.7	0	1.4	1.2	2.1	0.4

Intersection												
Int Delay, s/veh	10.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	168	83	1	82	74	22	70	7	66	142	69
Future Vol, veh/h	67	168	83	1	82	74	22	70	7	66	142	69
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	100	-	-	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	191	94	1	93	84	25	80	8	75	161	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	285	0	0	566	570	238	520	575	135
Stage 1	-	-	-	-	-	-	390	390	-	138	138	-
Stage 2	-	-	-	-	-	-	176	180	-	383	438	-
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	1399	-	-	1277	-	-	435	431	801	466	429	914
Stage 1	-	-	-	-	-	-	634	607	-	866	783	-
Stage 2	-	-	-	-	-	-	826	751	-	640	579	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1399	-	-	1277	-	-	231	408	801	355	405	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	408	-	355	405	-
Stage 1	-	-	-	-	-	-	599	574	-	865	782	-
Stage 2	-	-	-	-	-	-	599	750	-	516	547	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.63			0.05			19.54			23.18		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	359	1399	-	-	1277	-	-	388	914
HCM Lane V/C Ratio	0.313	0.054	-	-	0.001	-	-	0.61	0.086
HCM Ctrl Dly (s/v)	19.5	7.7	-	-	7.8	-	-	27.8	9.3
HCM Lane LOS	C	A	-	-	A	-	-	D	A
HCM 95th %tile Q(veh)	1.3	0.2	-	-	0	-	-	3.9	0.3

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	1847	1891	1833	1873	1828	1855
Vehs Exited	1879	1929	1853	1884	1846	1878
Starting Vehs	102	97	111	84	82	93
Ending Vehs	70	59	91	73	64	62
Travel Distance (mi)	2629	2755	2647	2614	2554	2640
Travel Time (hr)	79.5	84.1	80.8	79.8	77.5	80.3
Total Delay (hr)	9.4	10.0	9.9	9.4	9.0	9.5
Total Stops	2263	2369	2324	2278	2217	2289
Fuel Used (gal)	80.9	83.7	80.0	79.4	78.1	80.4

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	530	531	538	537	506	535
Vehs Exited	542	546	543	525	493	529
Starting Vehs	102	97	111	84	82	93
Ending Vehs	90	82	106	96	95	90
Travel Distance (mi)	742	801	757	727	698	745
Travel Time (hr)	22.7	24.8	23.6	22.4	21.4	23.0
Total Delay (hr)	2.8	3.3	3.2	2.8	2.6	2.9
Total Stops	667	706	704	653	627	672
Fuel Used (gal)	23.2	24.4	22.9	22.1	21.3	22.8

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	1317	1360	1295	1336	1322	1329
Vehs Exited	1337	1383	1310	1359	1353	1348
Starting Vehs	90	82	106	96	95	90
Ending Vehs	70	59	91	73	64	62
Travel Distance (mi)	1887	1954	1890	1887	1856	1895
Travel Time (hr)	56.8	59.3	57.2	57.4	56.1	57.4
Total Delay (hr)	6.6	6.7	6.7	6.6	6.4	6.6
Total Stops	1596	1663	1620	1625	1590	1615
Fuel Used (gal)	57.7	59.3	57.1	57.3	56.7	57.6

Queuing and Blocking Report
Baseline

04/14/2025

Intersection: 1: Golf Club Road SE & OR 22 WB Ramps/Sublimity Road SE

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	R	L	T
Maximum Queue (ft)	23	73	91	104	84	48	11	5
Average Queue (ft)	1	28	35	51	18	2	0	0
95th Queue (ft)	11	55	66	87	54	20	6	4
Link Distance (ft)		603		1304				1519
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	210		165		150	210	190	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 2: Golf Club Road SE & OR 22 EB Ramps

Movement	EB	EB	SB
Directions Served	LT	R	L
Maximum Queue (ft)	71	76	34
Average Queue (ft)	35	38	9
95th Queue (ft)	55	58	31
Link Distance (ft)	1465		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		240	115
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Golf Club Road SE & Site Access

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report
Baseline

04/14/2025

Intersection: 4: Wilco Road/Golf Club Road SE & Shaff Road SE

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	64	50	110	50	115	62	102
Average Queue (ft)	22	25	51	14	61	27	54
95th Queue (ft)	45	48	86	43	101	51	84
Link Distance (ft)	934		2626		2580		4621
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		90		170	
Storage Blk Time (%)			0	0	1		
Queuing Penalty (veh)			0	0	0		

Intersection: 5: Wilco Road & W Locust Street

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	88	4	61
Average Queue (ft)	47	0	12
95th Queue (ft)	73	3	42
Link Distance (ft)	2480	1873	2580
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: W Ida Street/Wilco Road & Washington Street

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	78	67	60	56	26
Average Queue (ft)	40	33	27	21	3
95th Queue (ft)	64	53	47	43	14
Link Distance (ft)	869	1293	1063	1873	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					75
Storage Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	

Queuing and Blocking Report

Baseline

04/14/2025

Intersection: 7: N Gardner Avenue & Shaff Road SE

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	23	37	91	35	35
Average Queue (ft)	2	8	36	6	7
95th Queue (ft)	13	32	62	27	30
Link Distance (ft)			1206	288	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			100
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	1833	1941	1887	1898	1943	1900
Vehs Exited	1863	1961	1914	1909	1963	1921
Starting Vehs	97	98	110	82	99	94
Ending Vehs	67	78	83	71	79	70
Travel Distance (mi)	2658	2769	2734	2674	2765	2720
Travel Time (hr)	81.0	84.3	83.2	81.7	84.3	82.9
Total Delay (hr)	9.7	10.3	9.9	9.9	10.1	10.0
Total Stops	2267	2383	2345	2304	2355	2332
Fuel Used (gal)	81.2	84.1	83.8	81.4	83.8	82.9

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	556	555	538	539	536	545
Vehs Exited	557	542	546	541	553	549
Starting Vehs	97	98	110	82	99	94
Ending Vehs	96	111	102	80	82	91
Travel Distance (mi)	843	828	825	743	763	800
Travel Time (hr)	26.3	25.4	25.4	23.1	23.6	24.8
Total Delay (hr)	3.7	3.2	3.4	3.0	3.1	3.3
Total Stops	750	711	729	682	666	704
Fuel Used (gal)	26.0	24.6	25.2	22.9	23.1	24.3

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	1277	1386	1349	1359	1407	1354
Vehs Exited	1306	1419	1368	1368	1410	1373
Starting Vehs	96	111	102	80	82	91
Ending Vehs	67	78	83	71	79	70
Travel Distance (mi)	1815	1941	1909	1931	2002	1920
Travel Time (hr)	54.7	58.9	57.8	58.6	60.7	58.1
Total Delay (hr)	6.0	7.1	6.5	6.8	7.0	6.7
Total Stops	1517	1672	1616	1622	1689	1622
Fuel Used (gal)	55.3	59.5	58.6	58.6	60.6	58.5

Intersection: 1: Golf Club Road SE & OR 22 WB Ramps/Sublimity Road SE

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	R	L
Maximum Queue (ft)	30	64	77	116	53	60	15
Average Queue (ft)	2	26	36	57	16	2	1
95th Queue (ft)	13	51	62	95	47	25	7
Link Distance (ft)		603		1304			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	210		165		150	210	190
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: Golf Club Road SE & OR 22 EB Ramps

Movement	EB	EB	SB	SB
Directions Served	LT	R	L	T
Maximum Queue (ft)	79	73	32	7
Average Queue (ft)	36	38	7	0
95th Queue (ft)	64	57	27	5
Link Distance (ft)	1465			969
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		240	115	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Golf Club Road SE & Site Access

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: Wilco Road/Golf Club Road SE & Shaff Road SE

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	62	58	96	40	157	70	114
Average Queue (ft)	23	26	50	15	64	29	57
95th Queue (ft)	45	53	81	43	106	55	93
Link Distance (ft)	934		2626		2580		4621
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		90		170	
Storage Blk Time (%)			0		2		
Queuing Penalty (veh)			0		0		

Intersection: 5: Wilco Road & W Locust Street

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	123	52
Average Queue (ft)	52	12
95th Queue (ft)	88	40
Link Distance (ft)	2480	2580
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: W Ida Street/Wilco Road & Washington Street

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	70	77	59	57	27
Average Queue (ft)	40	34	28	21	2
95th Queue (ft)	63	57	47	41	14
Link Distance (ft)	869	1293	1063	1873	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					75
Storage Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	

Intersection: 7: N Gardner Avenue & Shaff Road SE

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	23	40	66	35	35
Average Queue (ft)	3	8	37	9	9
95th Queue (ft)	16	32	61	33	33
Link Distance (ft)			1206	288	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 1

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	1935	1899	1946	2053	1954	1958
Vehs Exited	1969	1924	1977	2081	1986	1988
Starting Vehs	119	102	102	98	107	104
Ending Vehs	85	77	71	70	75	73
Travel Distance (mi)	2781	2701	2733	3000	2754	2794
Travel Time (hr)	84.7	82.3	83.6	92.1	84.1	85.4
Total Delay (hr)	10.0	9.5	10.0	11.7	10.1	10.3
Total Stops	2434	2325	2361	2630	2413	2432
Fuel Used (gal)	85.0	82.6	83.7	92.2	83.2	85.3

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	595	539	579	548	563	568
Vehs Exited	602	538	588	531	565	565
Starting Vehs	119	102	102	98	107	104
Ending Vehs	112	103	93	115	105	101
Travel Distance (mi)	866	763	820	786	786	804
Travel Time (hr)	27.0	23.6	25.6	24.3	24.2	24.9
Total Delay (hr)	3.8	3.0	3.3	3.1	3.2	3.3
Total Stops	789	678	728	687	698	715
Fuel Used (gal)	26.7	23.0	25.3	24.1	24.0	24.6

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	1340	1360	1367	1505	1391	1392
Vehs Exited	1367	1386	1389	1550	1421	1424
Starting Vehs	112	103	93	115	105	101
Ending Vehs	85	77	71	70	75	73
Travel Distance (mi)	1915	1938	1913	2214	1967	1990
Travel Time (hr)	57.7	58.7	58.1	67.8	59.8	60.4
Total Delay (hr)	6.2	6.5	6.7	8.6	6.9	7.0
Total Stops	1645	1647	1633	1943	1715	1715
Fuel Used (gal)	58.3	59.6	58.4	68.0	59.3	60.7

Intersection: 1: Golf Club Road SE & OR 22 WB Ramps/Sublimity Road SE

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	R	L
Maximum Queue (ft)	24	74	94	157	60	65	16
Average Queue (ft)	1	28	37	56	18	3	1
95th Queue (ft)	10	54	66	104	49	27	7
Link Distance (ft)		603		1304			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	210		165		150	210	190
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

Intersection: 2: Golf Club Road SE & OR 22 EB Ramps

Movement	EB	EB	SB
Directions Served	LT	R	L
Maximum Queue (ft)	81	79	33
Average Queue (ft)	36	38	6
95th Queue (ft)	64	58	25
Link Distance (ft)	1465		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		240	115
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Golf Club Road SE & Site Access

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	60	50
Average Queue (ft)	22	4
95th Queue (ft)	44	28
Link Distance (ft)	1636	2825
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Wilco Road/Golf Club Road SE & Shaff Road SE

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	53	66	86	46	129	62	109
Average Queue (ft)	23	27	51	17	60	31	53
95th Queue (ft)	42	55	79	46	101	55	87
Link Distance (ft)	934		2626		2580		4621
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		90		170	
Storage Blk Time (%)		0	0		2		
Queuing Penalty (veh)		0	0		0		

Intersection: 5: Wilco Road & W Locust Street

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	121	55
Average Queue (ft)	52	12
95th Queue (ft)	89	39
Link Distance (ft)	2480	2580
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: W Ida Street/Wilco Road & Washington Street

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	77	66	63	51	18
Average Queue (ft)	40	33	26	19	2
95th Queue (ft)	63	55	48	40	9
Link Distance (ft)	869	1293	1063	1873	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					75
Storage Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	

Intersection: 7: N Gardner Avenue & Shaff Road SE

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	29	44	81	35	35
Average Queue (ft)	2	7	37	6	7
95th Queue (ft)	15	30	64	27	30
Link Distance (ft)			1206	288	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 1

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	2124	2120	2084	2211	2162	2139
Vehs Exited	2144	2134	2114	2230	2181	2161
Starting Vehs	110	92	116	108	111	106
Ending Vehs	90	78	86	89	92	87
Travel Distance (mi)	3126	3045	3062	3157	3055	3089
Travel Time (hr)	96.2	94.5	95.2	98.1	94.7	95.7
Total Delay (hr)	13.6	13.4	13.5	13.8	13.5	13.5
Total Stops	3188	3122	3142	3304	3146	3178
Fuel Used (gal)	96.8	94.1	94.4	97.2	94.1	95.3

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	573	578	549	605	573	574
Vehs Exited	577	560	574	602	593	580
Starting Vehs	110	92	116	108	111	106
Ending Vehs	106	110	91	111	91	101
Travel Distance (mi)	827	785	801	896	812	824
Travel Time (hr)	25.5	24.6	25.4	28.1	25.4	25.8
Total Delay (hr)	3.7	3.6	3.9	4.2	3.6	3.8
Total Stops	864	857	821	941	839	863
Fuel Used (gal)	25.6	24.5	25.0	27.5	25.3	25.6

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	1551	1542	1535	1606	1589	1564
Vehs Exited	1567	1574	1540	1628	1588	1578
Starting Vehs	106	110	91	111	91	101
Ending Vehs	90	78	86	89	92	87
Travel Distance (mi)	2300	2260	2261	2261	2242	2265
Travel Time (hr)	70.7	69.9	69.8	70.0	69.3	69.9
Total Delay (hr)	9.9	9.7	9.7	9.6	9.9	9.8
Total Stops	2324	2265	2321	2363	2307	2315
Fuel Used (gal)	71.2	69.6	69.4	69.6	68.8	69.7

Intersection: 1: Golf Club Road SE & OR 22 WB Ramps/Sublimity Road SE

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	R	L
Maximum Queue (ft)	24	48	79	83	48	57	12
Average Queue (ft)	5	21	37	42	10	2	0
95th Queue (ft)	23	45	62	69	36	20	6
Link Distance (ft)	603		1304				
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	210	165		150		210	190
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: Golf Club Road SE & OR 22 EB Ramps

Movement	EB	EB	SB
Directions Served	LT	R	L
Maximum Queue (ft)	107	162	30
Average Queue (ft)	48	61	2
95th Queue (ft)	81	109	15
Link Distance (ft)	1465		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	240		115
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Golf Club Road SE & Site Access

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: Wilco Road/Golf Club Road SE & Shaff Road SE

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	70	70	114	58	173	104	127
Average Queue (ft)	25	27	54	20	82	47	62
95th Queue (ft)	49	54	93	50	143	83	95
Link Distance (ft)	934		2626		2580		4621
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		90		170	
Storage Blk Time (%)		0	1	0	7		0
Queuing Penalty (veh)		0	0	0	2		0

Intersection: 5: Wilco Road & W Locust Street

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	77	68
Average Queue (ft)	41	19
95th Queue (ft)	68	55
Link Distance (ft)	2480	2580
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: W Ida Street/Wilco Road & Washington Street

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	113	80	63	96	29
Average Queue (ft)	47	37	29	34	3
95th Queue (ft)	80	60	51	68	16
Link Distance (ft)	869	1293	1063	1873	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					75
Storage Blk Time (%)			1	0	
Queuing Penalty (veh)			0	0	

Intersection: 7: N Gardner Avenue & Shaff Road SE

Movement	EB	NB	SB	SB
Directions Served	L	LTR	LT	R
Maximum Queue (ft)	43	81	112	58
Average Queue (ft)	11	40	58	34
95th Queue (ft)	35	70	94	52
Link Distance (ft)		1206	288	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			100
Storage Blk Time (%)			1	
Queuing Penalty (veh)			0	

Network Summary

Network wide Queuing Penalty: 3

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	2279	2228	2310	2229	2273	2266
Vehs Exited	2311	2241	2314	2249	2262	2274
Starting Vehs	115	113	113	96	112	111
Ending Vehs	83	100	109	76	123	100
Travel Distance (mi)	3381	3273	3373	3210	3274	3302
Travel Time (hr)	105.7	102.0	106.2	99.8	102.0	103.1
Total Delay (hr)	15.3	14.7	15.7	14.2	14.3	14.8
Total Stops	3457	3326	3468	3288	3358	3381
Fuel Used (gal)	104.8	102.2	104.7	99.0	100.8	102.3

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	636	656	623	599	578	619
Vehs Exited	646	646	612	565	584	611
Starting Vehs	115	113	113	96	112	111
Ending Vehs	105	123	124	130	106	117
Travel Distance (mi)	921	920	892	839	826	879
Travel Time (hr)	29.4	28.9	28.3	26.2	25.8	27.7
Total Delay (hr)	4.5	4.4	4.3	3.8	3.5	4.1
Total Stops	968	966	955	857	849	917
Fuel Used (gal)	29.0	28.5	27.8	25.7	25.3	27.3

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	1643	1572	1687	1630	1695	1646
Vehs Exited	1665	1595	1702	1684	1678	1665
Starting Vehs	105	123	124	130	106	117
Ending Vehs	83	100	109	76	123	100
Travel Distance (mi)	2460	2354	2481	2371	2448	2423
Travel Time (hr)	76.4	73.0	77.9	73.6	76.2	75.4
Total Delay (hr)	10.8	10.3	11.4	10.4	10.8	10.7
Total Stops	2489	2360	2513	2431	2509	2461
Fuel Used (gal)	75.8	73.7	76.9	73.3	75.5	75.0

Intersection: 1: Golf Club Road SE & OR 22 WB Ramps/Sublimity Road SE

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	R	L
Maximum Queue (ft)	31	59	79	76	61	36	17
Average Queue (ft)	9	22	36	40	9	2	1
95th Queue (ft)	31	47	59	64	39	17	9
Link Distance (ft)		603		1304			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	210		165		150	210	190
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: Golf Club Road SE & OR 22 EB Ramps

Movement	EB	EB	SB
Directions Served	LT	R	L
Maximum Queue (ft)	101	129	32
Average Queue (ft)	49	62	3
95th Queue (ft)	83	103	18
Link Distance (ft)	1465		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		240	115
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Golf Club Road SE & Site Access

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: Wilco Road/Golf Club Road SE & Shaff Road SE

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	72	80	104	112	200	108	126
Average Queue (ft)	26	35	52	22	98	53	67
95th Queue (ft)	52	61	83	67	171	90	107
Link Distance (ft)	934		2626		2580		4621
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		90		170	
Storage Blk Time (%)		0	0	0	12		0
Queuing Penalty (veh)		0	0	0	3		0

Intersection: 5: Wilco Road & W Locust Street

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	102	83
Average Queue (ft)	48	25
95th Queue (ft)	80	64
Link Distance (ft)	2480	2580
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: W Ida Street/Wilco Road & Washington Street

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	98	94	71	6	72	48
Average Queue (ft)	47	43	30	0	34	5
95th Queue (ft)	78	78	54	5	61	24
Link Distance (ft)	869	1293	1063		1873	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				50		75
Storage Blk Time (%)			1		0	0
Queuing Penalty (veh)			0		0	0

Intersection: 7: N Gardner Avenue & Shaff Road SE

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	TR	LTR	LT	R
Maximum Queue (ft)	39	6	11	96	125	67
Average Queue (ft)	8	0	0	43	62	35
95th Queue (ft)	29	4	6	71	98	56
Link Distance (ft)			2205	1206	288	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100				100
Storage Blk Time (%)					1	0
Queuing Penalty (veh)					0	0

Network Summary

Network wide Queuing Penalty: 4

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	2278	2392	2312	2396	2361	2344
Vehs Exited	2299	2407	2364	2426	2388	2376
Starting Vehs	112	109	148	130	135	125
Ending Vehs	91	94	96	100	108	95
Travel Distance (mi)	3350	3515	3404	3525	3487	3456
Travel Time (hr)	105.1	110.9	107.2	111.1	109.5	108.8
Total Delay (hr)	15.2	16.5	15.7	16.5	16.4	16.1
Total Stops	3427	3634	3509	3649	3551	3553
Fuel Used (gal)	103.8	109.4	105.3	109.4	108.0	107.2

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	590	673	665	662	660	651
Vehs Exited	596	664	703	673	685	667
Starting Vehs	112	109	148	130	135	125
Ending Vehs	106	118	110	119	110	116
Travel Distance (mi)	878	975	985	955	962	951
Travel Time (hr)	27.7	31.2	32.2	30.5	30.8	30.5
Total Delay (hr)	4.0	5.1	5.5	4.7	5.0	4.9
Total Stops	904	1037	1041	1000	1005	999
Fuel Used (gal)	27.0	30.6	30.7	29.7	29.8	29.6

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	1688	1719	1647	1734	1701	1698
Vehs Exited	1703	1743	1661	1753	1703	1713
Starting Vehs	106	118	110	119	110	116
Ending Vehs	91	94	96	100	108	95
Travel Distance (mi)	2472	2540	2419	2570	2525	2505
Travel Time (hr)	77.5	79.7	75.1	80.6	78.7	78.3
Total Delay (hr)	11.2	11.4	10.3	11.8	11.4	11.2
Total Stops	2523	2597	2468	2649	2546	2556
Fuel Used (gal)	76.8	78.8	74.6	79.6	78.2	77.6

Intersection: 1: Golf Club Road SE & OR 22 WB Ramps/Sublimity Road SE

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	R	L
Maximum Queue (ft)	32	56	83	68	53	53	18
Average Queue (ft)	7	22	38	37	11	2	1
95th Queue (ft)	26	47	64	57	42	22	8
Link Distance (ft)	603		1304				
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	210	165		150		210	190
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: Golf Club Road SE & OR 22 EB Ramps

Movement	EB	EB	SB
Directions Served	LT	R	L
Maximum Queue (ft)	92	134	31
Average Queue (ft)	46	68	4
95th Queue (ft)	77	113	22
Link Distance (ft)	1465		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	240		115
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Golf Club Road SE & Site Access

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	56	78
Average Queue (ft)	19	17
95th Queue (ft)	42	55
Link Distance (ft)	1636	2825
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Wilco Road/Golf Club Road SE & Shaff Road SE

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	57	68	111	107	196	119	147
Average Queue (ft)	24	36	55	27	98	52	74
95th Queue (ft)	47	61	91	74	174	93	119
Link Distance (ft)	934		2626		2580		4621
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		90		170	
Storage Blk Time (%)		0	0		14	0	0
Queuing Penalty (veh)		0	0		4	0	0

Intersection: 5: Wilco Road & W Locust Street

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	100	88
Average Queue (ft)	44	26
95th Queue (ft)	77	66
Link Distance (ft)	2480	2580
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: W Ida Street/Wilco Road & Washington Street

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	98	84	58	7	81	28
Average Queue (ft)	50	40	28	0	33	4
95th Queue (ft)	81	67	49	7	64	17
Link Distance (ft)	869	1293	1063		1873	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				50		75
Storage Blk Time (%)			0	0	0	
Queuing Penalty (veh)			0	0	0	

Intersection: 7: N Gardner Avenue & Shaff Road SE

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	40	3	13	4	90	140	71
Average Queue (ft)	10	0	0	0	42	63	34
95th Queue (ft)	34	2	7	3	71	108	58
Link Distance (ft)		2626		2205	1206	288	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100				100
Storage Blk Time (%)						2	0
Queuing Penalty (veh)						1	0

Network Summary

Network wide Queuing Penalty: 6
