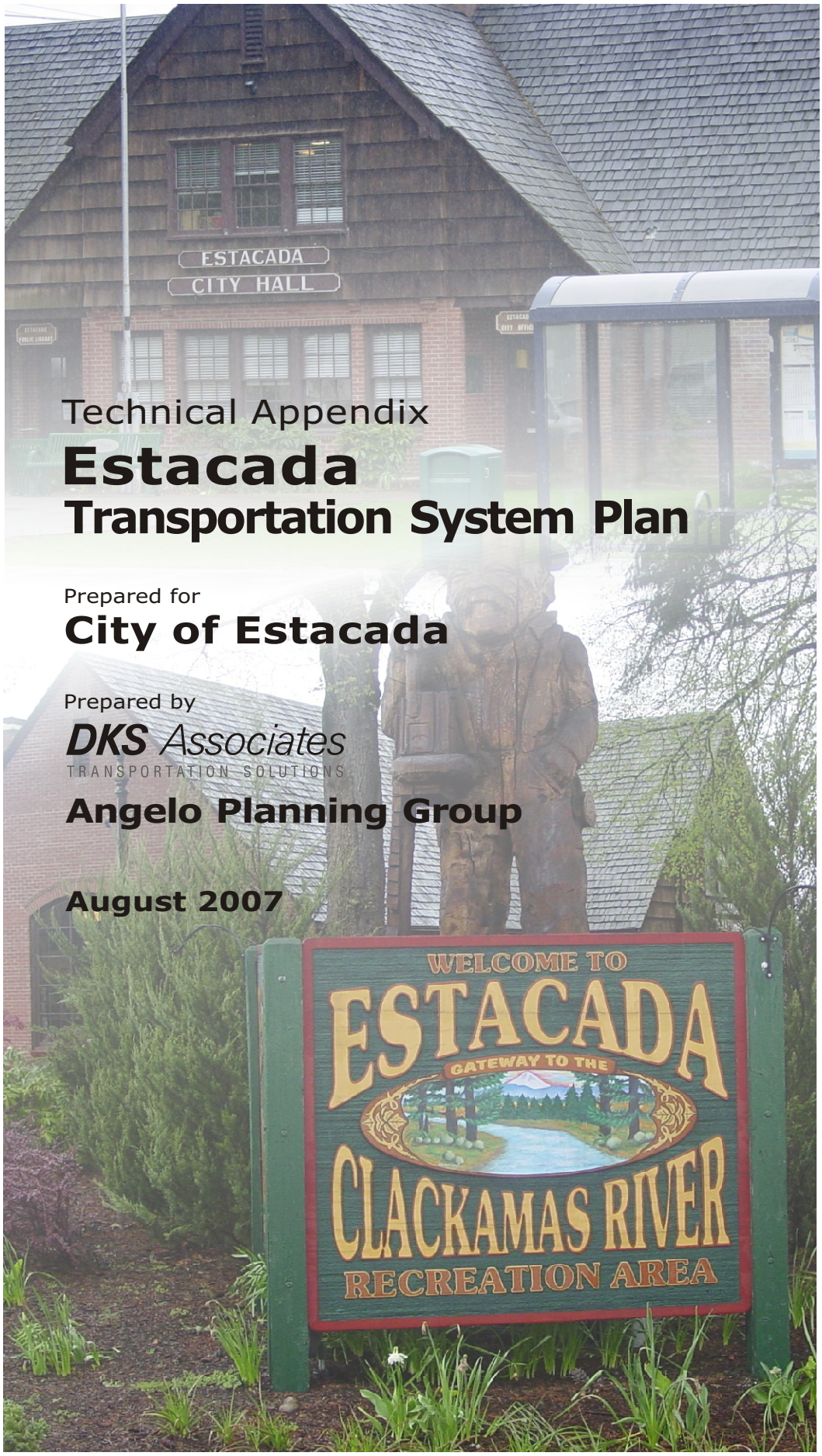


Technical Appendix

Estacada
Transportation System Plan

Prepared for

City of Estacada

Prepared by

DKS *Associates*
TRANSPORTATION SOLUTIONS

Angelo Planning Group

August 2007

Final Report

Estacada Transportation System Plan

Technical Appendix

Prepared for

City of Estacada

Prepared by

DKS Associates
TRANSPORTATION SOLUTIONS

Angelo planning group

Adopted August 27, 2007

TABLE OF CONTENTS

Appendix A – Traffic Counts

Appendix B – Capacity Analysis Worksheets

Appendix C – Existing Lane Configurations

Appendix D – Turn Lane and Signal Warrant Worksheets

Appendix E – Future Forecasting Memo

Appendix F – Metro TAZ System

APPENDIX A: Traffic Counts

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 17.91 .01 ml n of
Info 1 : eagle crk-sandy hwy
Info 2 : ore211 (eb)

Data Starts : 05:30 on 06/15/04
Data Ends : 06:30 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info : mach 391
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	179	265	232	249	264	320	291	358	437	494	651	710	502	319	245	214	128	84	5942
W 16	42	36	20	17	44	122	181	214	262	231	286	297	320	378	392	563	673	666	519	359	231	227	157	99	6336
T 17	55	32	28	33	38	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	305
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	97	68	48	50	82	241	360	479	494	480	550	617	611	736	829	1057	1324	1376	1021	678	476	441	285	183	12583
Prcnt	1%	1%	0%	0%	1%	2%	3%	4%	4%	4%	4%	5%	5%	6%	7%	8%	11%	11%	8%	5%	4%	4%	2%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	5942	6336	305	0	0
Number Of Days	0.0	0.0	0.8	1.0	0.3	0.0	0.0
Daily Average	0	0	7427	6336	1016	0	0

Monthly Totals		# Days	ADT
Month Total	12583	2.0	6291
Weekday Total	12583	2.1	5991
Weekend Total	0	0.0	0

07/29/04
04:21:41

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****
Site ID : hwy 171 mp 17.91 .01 ml n of
Info 1 : eagle crk-sandy hwy
Info 2 : ore211 (wb)

Data Starts : 05:30 on 06/15/04
Data Ends : 06:30 on 06/17/04
Adj. Factor : 1.000%

****
Lane #1 Info : mach 375
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	646	560	421	392	348	325	326	321	355	378	368	322	302	182	173	189	79	39	5726
W 16	35	16	22	42	132	340	670	584	414	382	316	322	342	355	313	409	350	334	304	215	196	157	106	39	6395
T 17	27	11	25	43	129	332	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	567
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	62	27	47	85	261	672	1316	1144	835	774	664	647	668	676	668	787	718	656	606	397	369	346	185	78	12688
Prcnt	0%	0%	0%	1%	2%	5%	10%	9%	7%	6%	5%	5%	5%	5%	5%	6%	6%	5%	5%	3%	3%	3%	1%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	5726	6395	567	0	0
Number Of Days	0.0	0.0	0.8	1.0	0.3	0.0	0.0
Daily Average	0	0	7157	6395	1889	0	0

Monthly Totals		# Days	ADT
Month Total	12688	2.0	6344
Weekday Total	12688	2.1	6041
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 18.02 .10 ml s of
Info 1 : eagle crk-sandy hwy
Info 2 : ore211 (eb)

Data Starts : 05:45 on 06/15/04
Data Ends : 05:45 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info : mach 390
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	189	231	244	225	255	317	278	327	401	435	531	582	428	266	201	184	109	83	5286
W 16	39	32	16	14	38	120	185	207	271	237	260	307	298	366	399	486	578	538	441	319	208	192	134	74	5759
T 17	52	28	22	33	33	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	286
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	91	60	38	47	71	238	374	438	515	462	515	624	576	693	800	921	1109	1120	869	585	409	376	243	157	11331
Prcnt	1%	1%	0%	0%	1%	2%	3%	4%	5%	4%	5%	6%	5%	6%	7%	8%	10%	10%	8%	5%	4%	3%	2%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	5286	5759	286	0	0
Number Of Days	0.0	0.0	0.8	1.0	0.3	0.0	0.0
Daily Average	0	0	6607	5759	953	0	0

Monthly Totals		# Days	ADT
Month Total	11331	2.0	5665
Weekday Total	11331	2.1	5395
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 18.02 .10 ml s of
Info 1 : eagle crk-sandy hwy
Info 2 : ore211 (wb)

Data Starts : 05:45 on 06/15/04
Data Ends : 05:45 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info : mach 376
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	559	481	374	354	343	296	294	308	330	383	346	314	276	182	139	171	62	38	5250
W 16	28	15	15	39	107	295	586	462	385	339	303	314	337	329	335	401	352	309	286	200	166	151	88	46	5888
T 17	31	8	17	42	113	295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	506
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	59	23	32	81	220	590	1145	943	759	693	646	610	631	637	665	784	698	623	562	382	305	322	150	84	11644
Prcnt	1%	0%	0%	1%	2%	5%	10%	8%	7%	6%	6%	5%	5%	5%	6%	7%	6%	5%	5%	3%	3%	3%	1%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	5250	5888	506	0	0
Number Of Days	0.0	0.0	0.8	1.0	0.3	0.0	0.0
Daily Average	0	0	6562	5888	1686	0	0

Monthly Totals		# Days	ADT
Month Total	11644	2.0	5822
Weekday Total	11644	2.1	5544
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 20.34 .01 ml n of
Info 1 : heiple rd (eb)
Info 2 : mach 378

Data Starts : 06:00 on 06/15/04
Data Ends : 06:00 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info :
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	196	233	231	220	260	308	282	316	382	420	482	526	355	221	187	152	105	66	4942
W 16	38	30	17	14	33	117	190	208	263	245	256	316	301	334	376	439	527	496	391	298	170	166	116	60	5401
T 17	50	26	23	27	31	103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	260
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	88	56	40	41	64	220	386	441	494	465	516	624	583	650	758	859	1009	1022	746	519	357	318	221	126	10603
Prcnt	1%	1%	0%	0%	1%	2%	4%	4%	5%	4%	5%	6%	5%	6%	7%	8%	10%	10%	7%	5%	3%	3%	2%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	4942	5401	260	0	0
Number Of Days	0.0	0.0	0.8	1.0	0.3	0.0	0.0
Daily Average	0	0	6177	5401	866	0	0

Monthly Totals		# Days	ADT
Month Total	10603	2.0	5301
Weekday Total	10603	2.1	5049
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 20.34 .01 ml n of
Info 1 : heiple rd (wb)
Info 2 : mach 387

Data Starts : 06:00 on 06/15/04
Data Ends : 06:00 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info :
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	456	393	333	332	306	296	302	301	333	375	364	318	278	179	143	171	63	39	4982
W 16	24	12	15	33	96	246	486	359	357	298	286	329	347	329	328	380	363	311	276	213	169	148	92	46	5543
T 17	30	9	19	39	95	247	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	439
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	54	21	34	72	191	493	942	752	690	630	592	625	649	630	661	755	727	629	554	392	312	319	155	85	10964
Prcnt	0%	0%	0%	1%	2%	4%	9%	7%	6%	6%	5%	6%	6%	6%	6%	7%	7%	6%	5%	4%	3%	3%	1%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	4982	5543	439	0	0
Number Of Days	0.0	0.0	0.8	1.0	0.3	0.0	0.0
Daily Average	0	0	6227	5543	1463	0	0

Monthly Totals		# Days	ADT
Month Total	10964	2.0	5482
Weekday Total	10964	2.1	5220
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 21.67 .01 ml s of
Info 1 : river mill rd (eb)
Info 2 : mach 388

Data Starts : 06:15 on 06/15/04
Data Ends : 07:15 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info :
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	-	220	207	213	238	296	259	286	330	340	406	435	282	187	132	123	75	43	4072
W 16	31	23	15	12	26	89	181	198	248	233	242	311	293	322	323	361	429	402	332	232	142	131	81	39	4696
T 17	36	16	14	20	24	83	196	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	389
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	67	39	29	32	50	172	377	418	455	446	480	607	552	608	653	701	835	837	614	419	274	254	156	82	9157
Prcnt	1%	0%	0%	0%	1%	2%	4%	5%	5%	5%	5%	7%	6%	7%	7%	8%	9%	9%	7%	5%	3%	3%	2%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	4072	4696	389	0	0
Number Of Days	0.0	0.0	0.7	1.0	0.3	0.0	0.0
Daily Average	0	0	5817	4696	1296	0	0

Monthly Totals		# Days	ADT
Month Total	9157	2.0	4578
Weekday Total	9157	2.0	4578
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 21.67 .01 ml s of
Info 1 : river mill rd (wb)
Info 2 : mach 348

Data Starts : 06:15 on 06/15/04
Data Ends : 07:15 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info :
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	-	294	289	264	283	277	273	292	289	342	340	319	241	165	136	135	53	31	4023
W 16	18	18	12	20	66	163	339	274	279	248	238	314	316	316	302	342	338	302	258	202	148	145	82	41	4781
T 17	23	10	13	25	67	163	321	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	622
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	41	28	25	45	133	326	660	568	568	512	521	591	589	608	591	684	678	621	499	367	284	280	135	72	9426
Prcnt	0%	0%	0%	0%	1%	3%	7%	6%	6%	5%	6%	6%	6%	6%	6%	7%	7%	7%	5%	4%	3%	3%	1%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	4023	4781	622	0	0
Number Of Days	0.0	0.0	0.7	1.0	0.3	0.0	0.0
Daily Average	0	0	5747	4781	2073	0	0

Monthly Totals		# Days	ADT
Month Total	9426	2.0	4713
Weekday Total	9426	2.0	4713
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 22.88 .11 ml nw of
Info 1 : wade street (eb)
Info 2 : mach 374

Data Starts : 06:30 on 06/15/04
Data Ends : 07:30 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info :
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	-	148	156	157	186	253	220	230	245	258	328	347	241	161	134	128	72	45	3309
W 16	29	20	11	8	14	64	128	133	185	195	202	246	267	241	271	288	366	348	309	196	144	125	74	35	3899
T 17	36	12	12	15	21	55	134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	285
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	65	32	23	23	35	119	262	281	341	352	388	499	487	471	516	546	694	695	550	357	278	253	146	80	7493
Prcnt	1%	0%	0%	0%	0%	2%	3%	4%	5%	5%	5%	7%	6%	6%	7%	7%	9%	9%	7%	5%	4%	3%	2%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	3309	3899	285	0	0
Number Of Days	0.0	0.0	0.7	1.0	0.3	0.0	0.0
Daily Average	0	0	4727	3899	949	0	0

Monthly Totals		# Days	ADT
Month Total	7493	2.0	3746
Weekday Total	7493	2.0	3746
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

***** Single Channel Monthly (by hour) *****

Site ID : hwy 171 mp 22.88 .11 ml nw of
Info 1 : wade street (wb)
Info 2 : mach 0908

Data Starts : 07:15 on 06/21/04
Data Ends : 08:15 on 06/23/04
Adj. Factor : 1.000%

Lane #1 Info :
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	247	198	226	250	265	237	223	274	258	252	233	172	142	134	75	32	3218
T 22	13	10	9	23	57	163	281	275	240	184	221	218	228	236	222	273	266	219	179	140	131	111	46	22	3767
W 23	11	11	14	20	72	145	251	240	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	764
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	24	21	23	43	129	308	532	515	487	382	447	468	493	473	445	547	524	471	412	312	273	245	121	54	7749
Prcnt	0%	0%	0%	1%	2%	4%	7%	7%	6%	5%	6%	6%	6%	6%	6%	7%	7%	6%	5%	4%	4%	3%	2%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	3218	3767	764	0	0	0
Number Of Days	0.0	0.7	1.0	0.3	0.0	0.0	0.0
Daily Average	0	4597	3767	2546	0	0	0

Monthly Totals		# Days	ADT
Month Total	7749	2.0	3874
Weekday Total	7749	2.0	3874
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 23.17 .01 ml nw of
Info 1 : main street (eb)
Info 2 : mach 55611

Data Starts : 06:45 on 06/15/04
Data Ends : 06:45 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info :
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	-	197	226	273	312	373	392	311	323	339	411	437	292	192	169	153	76	47	4523
W 16	33	23	7	11	17	62	142	151	206	218	249	323	334	310	318	359	426	455	371	248	186	133	80	38	4700
T 17	45	11	11	17	25	49	143	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	301
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	78	34	18	28	42	111	285	348	432	491	561	696	726	621	641	698	837	892	663	440	355	286	156	85	9524
Prcnt	1%	0%	0%	0%	0%	1%	3%	4%	5%	5%	6%	7%	8%	7%	7%	7%	9%	9%	7%	5%	4%	3%	2%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	4523	4700	301	0	0
Number Of Days	0.0	0.0	0.7	1.0	0.3	0.0	0.0
Daily Average	0	0	6461	4700	1003	0	0

Monthly Totals		# Days	ADT
Month Total	9524	2.0	4762
Weekday Total	9524	2.0	4762
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 23.17 .01 ml nw of
Info 1 : main street (wb)
Info 2 : mach 55622

Data Starts : 06:45 on 06/15/04
Data Ends : 06:45 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info :
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	-	294	296	256	294	264	348	292	297	312	303	331	228	181	132	135	54	27	4044
W 16	16	17	13	18	55	130	301	267	254	226	252	303	314	281	317	325	336	326	262	221	180	146	85	31	4676
T 17	23	9	10	23	53	152	279	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	549
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	39	26	23	41	108	282	580	561	550	482	546	567	662	573	614	637	639	657	490	402	312	281	139	58	9269
Prcnt	0%	0%	0%	0%	1%	3%	6%	6%	6%	5%	6%	6%	7%	6%	7%	7%	7%	7%	5%	4%	3%	3%	1%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	4044	4676	549	0	0
Number Of Days	0.0	0.0	0.7	1.0	0.3	0.0	0.0
Daily Average	0	0	5777	4676	1829	0	0

Monthly Totals		# Days	ADT
Month Total	9269	2.0	4634
Weekday Total	9269	2.0	4634
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 23.28 .01 ml w of
Info 1 : Acacia rd (eb)
Info 2 : mach 55659

Data Starts : 07:00 on 06/15/04
Data Ends : 07:00 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info :
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	-	223	214	263	296	319	335	331	387	431	470	508	392	251	252	213	115	49	5049
W 16	34	20	8	14	19	95	190	183	268	256	306	374	366	379	369	429	485	553	441	335	236	197	111	50	5718
T 17	41	13	11	20	29	89	213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	416
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	75	33	19	34	48	184	403	406	482	519	602	693	701	710	756	860	955	1061	833	586	488	410	226	99	11183
Prcnt	1%	0%	0%	0%	0%	2%	4%	4%	4%	5%	5%	6%	6%	6%	7%	8%	9%	9%	7%	5%	4%	4%	2%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	5049	5718	416	0	0
Number Of Days	0.0	0.0	0.7	1.0	0.3	0.0	0.0
Daily Average	0	0	7212	5718	1386	0	0

Monthly Totals		# Days	ADT
Month Total	11183	2.0	5591
Weekday Total	11183	2.0	5591
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****

Site ID : hwy 171 mp 23.28 .01 ml e of
Info 1 : Acacia rd (wb)
Info 2 : mach 55806

Data Starts : 07:00 on 06/15/04
Data Ends : 07:00 on 06/17/04
Adj. Factor : 1.000%

****

Lane #1 Info : 1
Lane Mode : Normal

Sensor Used : Axle
Divide By 2 : Yes

****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	-	294	308	275	307	259	315	316	352	409	431	456	351	246	183	185	81	32	4800
W 16	21	20	11	20	49	148	293	277	311	260	283	331	346	333	344	411	453	402	375	284	213	192	88	40	5505
T 17	31	9	9	29	57	163	261	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	559
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	52	29	20	49	106	311	554	571	619	535	590	590	661	649	696	820	884	858	726	530	396	377	169	72	10864
Prcnt	0%	0%	0%	0%	1%	3%	5%	5%	6%	5%	5%	5%	6%	6%	6%	8%	8%	8%	7%	5%	4%	3%	2%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	4800	5505	559	0	0
Number Of Days	0.0	0.0	0.7	1.0	0.3	0.0	0.0
Daily Average	0	0	6857	5505	1863	0	0

Monthly Totals		# Days	ADT
Month Total	10864	2.0	5432
Weekday Total	10864	2.0	5432
Weekend Total	0	0.0	0

Oregon Dept of Transportation
123 NW Flanders
Portland Oregon 97209
503-731-8546

*** Single Channel Monthly (by hour) ***

****
Site ID : hwy 171 mp 23.49 E city limits — Data Starts : 07:15 on 06/15/04
Info 1 : of Estacada .13 ml e — Data Ends : 08:15 on 06/17/04
Info 2 : of Woodburn-estacada — Adj. Factor : 1.000%
****
Lane #1 Info : hwy ore211 mach 55661 — Sensor Used : Axle
Lane Mode : Normal — Divide By 2 : Yes
****

June, 2004, Hourly Totals For 24 Hour Period

Day	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
T 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 15	-	-	-	-	-	-	-	-	203	212	235	238	263	271	319	323	333	334	323	216	180	172	81	36	3739
W 16	20	21	8	21	32	115	244	181	199	198	207	287	270	286	287	376	387	389	341	233	196	150	83	43	4574
T 17	32	14	12	27	40	111	243	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	680
F 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	52	35	20	48	72	226	487	382	402	410	442	525	533	557	606	699	720	723	664	449	376	322	164	79	8993
Prcnt	1%	0%	0%	1%	1%	3%	5%	4%	4%	5%	5%	6%	6%	6%	7%	8%	8%	8%	7%	5%	4%	4%	2%	1%	

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Total Volume	0	0	3739	4574	680	0	0
Number Of Days	0.0	0.0	0.7	1.0	0.3	0.0	0.0
Daily Average	0	0	5341	4574	2266	0	0

Monthly Totals		# Days	ADT
Month Total	8993	2.0	4496
Weekday Total	8993	2.0	4496
Weekend Total	0	0.0	0

ODOT
3700 SE 92nd Ave
Portland OR 97266-1951
(503)731-8546

*** Axle Bin Classification (#202) ***

****

Site ID : 10653 NB On Clack hwy 171 mp
Info 1 : 17.87
Info 2 : mach 391

Data Starts : 07:30 on 06/20/05
Data Ends : 07:45 on 06/22/05
Adj. Factor : 1.000%

****

Lane #1 Info :
Modes : AXLE,LENGTH
Sensors : Axle-Axle Sensor Spacing: 10.0'

****

********** Lane 1 Axle Bin Classification **********

Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Error	Total
06/20/05	07:00	2	153	63	0	1	2	1	2	1	1	0	0	0	1	227
Mon	08:00	0	241	105	2	1	11	2	2	6	3	0	0	1	0	374
	09:00	5	192	98	1	4	9	1	6	3	1	0	0	4	0	324
	10:00	2	148	100	1	2	8	0	3	3	2	0	2	2	0	273
	11:00	1	202	93	1	4	6	2	4	2	1	0	0	4	0	320
	12:00	2	197	71	2	5	4	0	4	3	5	0	0	2	0	295
	13:00	4	188	73	1	5	5	1	11	2	0	0	0	2	1	293
	14:00	5	186	92	1	9	4	0	1	3	1	0	0	2	0	304
	15:00	9	230	115	2	2	6	1	3	1	1	0	0	0	4	374
	16:00	5	223	86	2	4	3	0	2	2	0	0	0	0	1	328
	17:00	6	186	96	2	4	1	0	3	2	0	0	0	1	0	301
	18:00	6	170	66	3	2	0	0	3	1	0	0	0	0	0	251
	19:00	6	137	41	2	0	0	0	2	0	0	0	0	0	0	188
	20:00	4	103	50	1	1	1	0	2	0	0	0	0	0	0	162
	21:00	2	102	32	0	0	0	0	2	0	0	0	0	0	0	138
	22:00	1	72	18	0	0	0	0	0	0	0	0	0	0	2	93
	23:00	1	37	13	0	2	0	0	0	0	0	0	0	0	0	53
Daily Totals		61	2767	1212	21	46	60	8	50	29	15	0	2	18	9	4298
Percent		1.4%	64.4%	28.2%	0.5%	1.1%	1.4%	0.2%	1.2%	0.7%	0.3%	0.0%	0.0%	0.4%	0.2%	
Average Hour		3	162	71	1	2	3	0	2	1	0	0	0	1	0	252

ODOT
3700 SE 92nd Ave
Portland OR 97266-1951
(503)731-8546

********** Lane 1 Axle Bin Classification **********

	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Error	Total
06/21/05 00:00	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
Tue 01:00	0	9	6	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	12	4	0	2	1	0	0	0	0	0	0	0	0	19
03:00	1	30	12	0	0	0	0	0	0	1	0	0	0	0	44
04:00	0	90	34	1	0	0	0	1	0	0	0	0	0	0	126
05:00	3	228	112	1	2	2	0	1	1	1	0	0	0	0	351
06:00	7	416	201	2	0	6	0	1	3	0	0	0	3	0	639
07:00	2	363	153	2	1	1	1	1	4	1	0	0	0	0	529
08:00	2	239	92	2	3	6	2	2	4	2	0	0	1	0	355
09:00	2	227	90	1	3	5	0	3	6	1	0	0	2	1	341
10:00	3	168	90	1	3	8	1	5	2	1	0	0	2	0	284
11:00	3	191	100	1	5	8	1	2	4	1	0	0	1	0	317
12:00	2	195	81	1	4	4	0	5	2	1	0	0	4	0	299
13:00	2	188	79	1	4	6	1	5	7	2	0	0	1	0	296
14:00	3	211	85	2	5	3	0	6	3	1	0	0	0	0	319
15:00	4	202	125	1	4	7	1	5	1	0	0	0	0	0	350
16:00	4	218	88	2	3	4	0	4	3	0	0	0	1	0	327
17:00	3	202	100	2	2	3	0	3	1	3	0	0	1	0	320
18:00	4	183	69	3	4	1	0	2	0	0	0	0	0	3	269
19:00	3	125	53	2	1	0	0	1	0	0	0	0	0	0	185
20:00	2	132	30	1	0	0	0	1	0	0	0	0	0	0	166
21:00	9	122	43	0	1	0	0	1	0	0	0	0	0	0	176
22:00	2	71	24	0	0	0	0	0	0	0	0	0	0	0	97
23:00	0	25	10	0	0	0	0	1	0	0	0	0	0	0	36
Daily Totals	61	3867	1685	26	47	65	7	50	41	15	0	0	16	4	5884
Percent	1.0%	65.7%	28.6%	0.4%	0.8%	1.1%	0.1%	0.8%	0.7%	0.3%	0.0%	0.0%	0.3%	0.1%	
Average Hour	2	161	70	1	1	2	0	2	1	0	0	0	0	0	245

ODOT
3700 SE 92nd Ave
Portland OR 97266-1951
(503)731-8546

********** Lane 1 Axle Bin Classification **********

	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Error	Total
06/22/05 00:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
Wed 01:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
02:00	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
03:00	2	23	10	0	0	0	0	0	0	1	0	0	0	0	36
04:00	0	95	36	1	0	1	0	0	0	0	0	0	0	0	133
05:00	3	216	112	1	2	1	0	0	0	2	0	0	0	0	337
06:00	2	390	196	1	2	5	0	1	1	1	0	0	3	0	602
07:00	1	368	144	2	5	7	2	0	0	2	0	0	0	0	531
Daily Totals	8	1146	507	5	10	14	2	1	1	6	0	0	3	0	1703
Percent	0.5%	67.3%	29.8%	0.3%	0.6%	0.8%	0.1%	0.1%	0.1%	0.4%	0.0%	0.0%	0.2%	0.0%	
Average Hour	1	143	63	0	1	1	0	0	0	0	0	0	0	0	212

ODOT
3700 SE 92nd Ave
Portland OR 97266-1951
(503)731-8546

GRAND TOTALS

********** LANE 1 FINAL **********

	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Error	Total
Grand Totals	130	7780	3404	52	103	139	17	101	71	36	0	2	37	13	11885
Percent	1.1%	65.5%	28.6%	0.4%	0.9%	1.2%	0.1%	0.8%	0.6%	0.3%	0.0%	0.0%	0.3%	0.1%	
Average Hour	2	158	69	1	2	2	0	2	1	0	0	0	0	0	242

Lane 1 Total : 11885
Of Days : 2.04
ADT : 5821

ODOT
3700 SE 92nd Ave
Portland OR 97266-1951
(503)731-8546

*** Axle Bin Classification (#202) ***

****

Site ID : 10653 SB On Clack hwy 171 mp
Info 1 : 17.87
Info 2 : mach 388

Data Starts : 08:00 on 06/20/05
Data Ends : 08:15 on 06/22/05
Adj. Factor : 1.000%

****

Lane #1 Info :
Modes : AXLE,LENGTH
Sensors : Axle-Axle Sensor Spacing: 10.0'

****

********** Lane 1 Axle Bin Classification **********

Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Error	Total
06/20/05	08:00	2	108	71	1	3	6	0	1	6	4	0	0	4	0	206
Mon	09:00	2	114	72	0	3	5	0	2	5	3	0	1	1	1	209
	10:00	5	126	68	1	3	6	0	3	5	2	0	0	3	2	224
	11:00	4	176	72	1	7	6	0	4	4	0	0	0	0	0	274
	12:00	3	169	73	0	4	3	0	2	4	4	0	0	1	3	266
	13:00	8	183	58	1	1	6	0	0	2	3	0	0	1	3	266
	14:00	3	238	78	0	4	3	0	2	3	2	1	0	1	0	335
	15:00	3	298	108	2	3	0	1	3	4	3	0	0	1	0	426
	16:00	7	407	140	2	6	4	1	5	2	1	0	0	1	0	576
	17:00	2	441	138	1	1	0	0	3	1	0	1	0	0	0	588
	18:00	5	342	115	2	3	1	0	0	0	0	0	0	0	1	469
	19:00	4	208	58	1	3	0	0	1	0	1	0	0	0	0	276
	20:00	5	170	46	1	1	0	0	1	0	0	0	0	0	0	224
	21:00	3	140	47	1	2	0	0	3	2	1	0	0	0	0	199
	22:00	1	116	18	0	0	0	0	0	0	1	0	0	0	1	137
	23:00	2	63	12	0	1	0	0	0	0	0	0	0	0	0	78
Daily Totals		59	3299	1174	14	45	40	2	30	38	25	2	1	13	11	4753
Percent		1.2%	69.4%	24.7%	0.3%	0.9%	0.8%	0.0%	0.6%	0.8%	0.5%	0.0%	0.0%	0.3%	0.2%	
Average Hour		3	206	73	0	2	2	0	1	2	1	0	0	0	0	297

ODOT
3700 SE 92nd Ave
Portland OR 97266-1951
(503)731-8546

********** Lane 1 Axle Bin Classification **********

	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Error	Total
06/21/05 00:00	0	42	1	0	0	0	0	0	0	0	0	0	0	0	43
Tue 01:00	0	14	10	0	1	0	0	0	0	0	0	0	0	0	25
02:00	0	8	5	0	0	1	0	0	1	0	0	0	0	0	15
03:00	0	13	6	0	1	0	0	1	0	0	0	0	0	0	21
04:00	0	24	13	0	3	2	0	0	0	0	0	0	0	2	44
05:00	1	63	18	0	3	1	1	1	1	2	0	0	3	2	96
06:00	2	109	51	2	3	0	0	0	2	1	0	0	0	2	172
07:00	0	115	45	0	2	3	0	1	5	1	0	0	0	0	172
08:00	2	113	79	1	6	6	0	1	6	5	0	0	3	0	222
09:00	4	114	66	0	6	7	0	2	7	1	0	0	1	1	209
10:00	2	133	78	0	8	7	0	2	5	4	0	0	0	3	242
11:00	6	164	69	1	2	6	0	4	5	3	0	0	4	1	265
12:00	2	183	80	1	0	1	0	0	4	3	0	0	1	2	277
13:00	3	196	69	0	3	4	0	4	5	3	0	0	0	1	288
14:00	3	224	93	0	6	3	0	5	3	3	0	0	2	0	342
15:00	1	341	112	1	3	6	1	0	4	1	0	0	0	0	470
16:00	9	446	165	2	3	5	1	2	1	3	0	0	1	2	640
17:00	9	500	168	2	4	3	0	2	3	0	0	0	0	1	692
18:00	6	405	126	1	4	0	0	0	0	0	0	0	0	0	542
19:00	5	260	64	1	3	2	0	3	0	0	0	0	0	0	338
20:00	0	164	40	1	0	0	0	0	0	1	0	0	0	0	206
21:00	4	187	53	1	3	1	0	0	2	0	0	0	0	0	251
22:00	0	87	27	0	0	0	0	0	0	0	0	0	0	0	114
23:00	3	55	11	0	0	0	0	0	0	0	0	0	0	0	69
Daily Totals	62	3960	1449	14	64	58	3	28	54	31	0	0	15	17	5755
Percent	1.1%	68.8%	25.2%	0.2%	1.1%	1.0%	0.1%	0.5%	0.9%	0.5%	0.0%	0.0%	0.3%	0.3%	
Average Hour	2	165	60	0	2	2	0	1	2	1	0	0	0	0	239

ODOT
3700 SE 92nd Ave
Portland OR 97266-1951
(503)731-8546

********** Lane 1 Axle Bin Classification **********

	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Error	Total
06/22/05 00:00	0	51	11	0	1	0	0	0	0	1	0	0	0	0	64
Wed 01:00	0	23	6	0	0	1	0	0	0	0	0	0	0	0	30
02:00	0	22	5	0	0	1	0	0	0	1	0	0	0	0	29
03:00	0	16	4	0	0	0	0	0	0	0	0	0	0	1	21
04:00	0	20	10	0	2	0	0	0	0	0	0	0	1	2	35
05:00	1	65	23	0	4	2	0	0	1	1	1	0	2	2	102
06:00	1	86	38	2	1	2	0	1	3	4	0	0	1	2	141
07:00	1	106	47	0	3	4	0	0	5	2	0	0	3	15	186
08:00	1	53	12	0	1	2	1	0	2	2	1	0	1	4	80
Daily Totals	4	442	156	2	12	12	1	1	11	11	2	0	8	26	688
Percent	0.6%	64.2%	22.7%	0.3%	1.7%	1.7%	0.1%	0.1%	1.6%	1.6%	0.3%	0.0%	1.2%	3.8%	
Average Hour	0	49	17	0	1	1	0	0	1	1	0	0	0	2	76

ODOT
3700 SE 92nd Ave
Portland OR 97266-1951
(503)731-8546

GRAND TOTALS

LANE 1 FINAL

	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Error	Total
Grand Totals	125	7701	2779	30	121	110	6	59	103	67	4	1	36	54	11196
Percent	1.1%	68.8%	24.8%	0.3%	1.1%	1.0%	0.1%	0.5%	0.9%	0.6%	0.0%	0.0%	0.3%	0.5%	
Average Hour	2	157	56	0	2	2	0	1	2	1	0	0	0	1	228

Lane 1 Total : 11196
Of Days : 2.04
ADT : 5484

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 2

NE Main St N/O NW 3rd Ave

Start Time	14-Mar-06 Tue	NB	SB	Total
12:00 AM		2	2	4
12:15		3	1	4
12:30		1	1	2
12:45		2	1	3
01:00		0	0	0
01:15		1	2	3
01:30		1	1	2
01:45		1	1	2
02:00		1	1	2
02:15		0	2	2
02:30		0	0	0
02:45		0	1	1
03:00		1	2	3
03:15		0	1	1
03:30		0	0	0
03:45		2	1	3
04:00		0	4	4
04:15		0	6	6
04:30		0	9	9
04:45		2	6	8
05:00		1	11	12
05:15		4	9	13
05:30		2	20	22
05:45		10	20	30
06:00		9	30	39
06:15		9	26	35
06:30		18	**42**	60
06:45		**43**	**34**	**77**
07:00		**22**	**32**	**54**
07:15		**58**	**44**	**102**
07:30		**49**	41	**90**
07:45		36	33	69
08:00		26	34	60
08:15		14	32	46
08:30		21	28	49
08:45		35	36	71
09:00		34	50	84
09:15		23	23	46
09:30		16	24	40
09:45		23	26	49
10:00		27	33	60
10:15		28	29	57
10:30		31	22	53
10:45		28	20	48
11:00		21	28	49
11:15		35	26	61
11:30		34	26	60
11:45		38	32	70
Total		712	853	1565
Percent		45.5%	54.5%	
Peak		06:45	06:30	06:45
Vol.		172	152	323
P.H.F.		0.741	0.760	0.792

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 2

NE Main St N/O NW 3rd Ave

Start Time	14-Mar-06 Tue	NB	SB	Total
12:00 PM		41	26	67
12:15		40	32	72
12:30		22	30	52
12:45		31	31	62
01:00		33	28	61
01:15		28	24	52
01:30		33	28	61
01:45		24	29	53
02:00		35	29	64
02:15		33	18	51
02:30		32	52	84
02:45		32	38	70
03:00		56	**47**	**103**
03:15		52	**38**	**90**
03:30		65	**68**	**133**
03:45		**54**	**42**	**96**
04:00		**64**	38	102
04:15		**55**	29	84
04:30		**70**	39	109
04:45		51	50	101
05:00		57	40	97
05:15		49	44	93
05:30		46	38	84
05:45		64	28	92
06:00		53	42	95
06:15		36	46	82
06:30		41	24	65
06:45		36	21	57
07:00		34	26	60
07:15		22	14	36
07:30		27	11	38
07:45		18	16	34
08:00		19	16	35
08:15		24	11	35
08:30		13	13	26
08:45		11	16	27
09:00		7	17	24
09:15		16	17	33
09:30		11	11	22
09:45		8	5	13
10:00		5	10	15
10:15		10	4	14
10:30		10	5	15
10:45		3	3	6
11:00		3	2	5
11:15		7	1	8
11:30		6	4	10
11:45		4	3	7
Total		1491	1204	2695
Percent		55.3%	44.7%	
Peak		15:45	15:00	15:00
Vol.		243	195	422
P.H.F.		0.868	0.717	0.793
Grand Total		2203	2057	4260
Percent		51.7%	48.3%	
ADT	Not Calculated			

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 3

NE 6th Ave E/O NE Main St

Start Time	14-Mar-06 Tue	EB	WB	Total
12:00 AM		3	4	7
12:15		2	1	3
12:30		2	0	2
12:45		0	0	0
01:00		0	0	0
01:15		1	3	4
01:30		0	1	1
01:45		1	2	3
02:00		0	0	0
02:15		1	2	3
02:30		0	0	0
02:45		0	2	2
03:00		1	1	2
03:15		1	1	2
03:30		2	2	4
03:45		1	3	4
04:00		0	4	4
04:15		0	4	4
04:30		2	8	10
04:45		2	6	8
05:00		0	10	10
05:15		2	8	10
05:30		1	19	20
05:45		10	22	32
06:00		6	39	45
06:15		6	24	30
06:30		15	28	43
06:45		**48**	31	**79**
07:00		**32**	**44**	**76**
07:15		**80**	**84**	**164**
07:30		**88**	**99**	**187**
07:45		44	**35**	79
08:00		15	41	56
08:15		15	37	52
08:30		26	30	56
08:45		42	64	106
09:00		33	52	85
09:15		22	30	52
09:30		18	24	42
09:45		19	35	54
10:00		14	30	44
10:15		20	25	45
10:30		30	28	58
10:45		24	32	56
11:00		21	23	44
11:15		27	36	63
11:30		54	54	108
11:45		45	44	89
Total		776	1072	1848
Percent		42.0%	58.0%	
Peak		06:45	07:00	06:45
Vol.		248	262	506
P.H.F.		0.705	0.662	0.676

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 3

NE 6th Ave E/O NE Main St

Start Time	14-Mar-06 Tue	EB	WB	Total
12:00 PM		39	28	67
12:15		34	33	67
12:30		22	38	60
12:45		38	41	79
01:00		47	46	93
01:15		38	48	86
01:30		29	22	51
01:45		28	43	71
02:00		34	34	68
02:15		42	40	82
02:30		69	**97**	**166**
02:45		46	**58**	**104**
03:00		56	**54**	**110**
03:15		64	**56**	**120**
03:30		64	48	112
03:45		**79**	45	124
04:00		**74**	48	122
04:15		**66**	42	108
04:30		**70**	46	116
04:45		60	40	100
05:00		72	44	116
05:15		64	49	113
05:30		52	49	101
05:45		75	70	145
06:00		70	62	132
06:15		50	68	118
06:30		42	32	74
06:45		44	30	74
07:00		40	30	70
07:15		26	9	35
07:30		34	11	45
07:45		24	20	44
08:00		19	14	33
08:15		26	8	34
08:30		14	10	24
08:45		10	6	16
09:00		16	17	33
09:15		18	6	24
09:30		16	6	22
09:45		8	4	12
10:00		8	4	12
10:15		9	3	12
10:30		8	4	12
10:45		5	2	7
11:00		3	2	5
11:15		6	2	8
11:30		4	6	10
11:45		5	4	9
Total		1767	1479	3246
Percent		54.4%	45.6%	
Peak		15:45	14:30	14:30
Vol.		289	265	500
P.H.F.		0.915	0.683	0.753
Grand Total		2543	2551	5094
Percent		49.9%	50.1%	
ADT	Not Calculated			

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 1

N Broadway St N/O NW 1st Ave

Start Time	14-Mar-06 Tue	NB	SB	Total
12:00 AM		0	0	0
12:15		0	0	0
12:30		0	0	0
12:45		0	0	0
01:00		1	1	2
01:15		2	0	2
01:30		0	1	1
01:45		0	1	1
02:00		2	0	2
02:15		0	0	0
02:30		0	0	0
02:45		0	0	0
03:00		0	0	0
03:15		0	2	2
03:30		0	0	0
03:45		0	2	2
04:00		3	1	4
04:15		0	0	0
04:30		0	1	1
04:45		1	3	4
05:00		0	2	2
05:15		1	2	3
05:30		3	1	4
05:45		0	4	4
06:00		2	7	9
06:15		1	6	7
06:30		7	9	16
06:45		7	11	18
07:00		8	15	23
07:15		10	24	34
07:30		14	38	52
07:45		11	14	25
08:00		12	10	22
08:15		12	25	37
08:30		12	12	24
08:45		18	35	53
09:00		15	34	49
09:15		12	27	39
09:30		17	22	39
09:45		25	31	56
10:00		20	37	57
10:15		18	28	46
10:30		21	25	46
10:45		**22**	22	44
11:00		**31**	**26**	**57**
11:15		**16**	**28**	**44**
11:30		**26**	**38**	**64**
11:45		22	**44**	**66**
Total		372	589	961
Percent		38.7%	61.3%	
Peak		10:45	11:00	11:00
Vol.		95	136	231
P.H.F.		0.766	0.773	0.875

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 1

N Broadway St N/O NW 1st Ave

Start Time	14-Mar-06 Tue	NB	SB	Total
12:00 PM		32	42	74
12:15		33	32	65
12:30		15	32	47
12:45		28	30	58
01:00		32	31	63
01:15		33	28	61
01:30		34	29	63
01:45		25	24	49
02:00		32	32	64
02:15		25	23	48
02:30		31	44	75
02:45		29	36	65
03:00		40	40	80
03:15		33	**42**	**75**
03:30		38	**46**	**84**
03:45		**42**	**32**	**74**
04:00		**49**	**61**	**110**
04:15		**26**	34	60
04:30		**46**	46	92
04:45		42	37	79
05:00		39	28	67
05:15		34	34	68
05:30		34	30	64
05:45		32	28	60
06:00		31	32	63
06:15		34	32	66
06:30		30	21	51
06:45		37	21	58
07:00		24	28	52
07:15		16	10	26
07:30		15	9	24
07:45		18	6	24
08:00		14	9	23
08:15		7	8	15
08:30		9	8	17
08:45		6	14	20
09:00		7	10	17
09:15		4	3	7
09:30		6	3	9
09:45		0	1	1
10:00		2	6	8
10:15		3	3	6
10:30		3	0	3
10:45		4	2	6
11:00		0	1	1
11:15		1	1	2
11:30		0	0	0
11:45		0	2	2
Total		1075	1071	2146
Percent		50.1%	49.9%	
Peak		15:45	15:15	15:15
Vol.		163	181	343
P.H.F.		0.832	0.742	0.780
Grand Total		1447	1660	3107
Percent		46.6%	53.4%	
ADT	Not Calculated			

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

Site Code: 4

Eagle Creek Rd N/O NW 10th St

Start Time	14-Mar-06 Tue	NB	SB	Total
12:00 AM		3	2	5
12:15		0	2	2
12:30		1	1	2
12:45		1	0	1
01:00		0	0	0
01:15		1	0	1
01:30		0	0	0
01:45		0	0	0
02:00		0	1	1
02:15		0	1	1
02:30		0	0	0
02:45		1	0	1
03:00		0	0	0
03:15		0	2	2
03:30		2	0	2
03:45		3	1	4
04:00		4	2	6
04:15		0	0	0
04:30		3	4	7
04:45		3	2	5
05:00		3	2	5
05:15		5	4	9
05:30		13	5	18
05:45		7	6	13
06:00		15	8	23
06:15		10	10	20
06:30		18	14	32
06:45		20	**36**	**56**
07:00		**24**	**34**	**58**
07:15		**28**	**66**	**94**
07:30		**46**	**56**	**102**
07:45		**29**	27	56
08:00		21	13	34
08:15		18	16	34
08:30		16	36	52
08:45		39	51	90
09:00		28	36	64
09:15		26	13	39
09:30		14	17	31
09:45		28	15	43
10:00		16	12	28
10:15		13	22	35
10:30		16	11	27
10:45		18	14	32
11:00		30	19	49
11:15		26	20	46
11:30		32	39	71
11:45		18	26	44
Total		599	646	1245
Percent		48.1%	51.9%	
Peak		07:00	06:45	06:45
Vol.		127	192	310
P.H.F.		0.690	0.727	0.760

All Traffic Data Services, Inc.
3209 SE 147th PL # 97
Vancouver, WA. 98683
PH. 503-833-2740

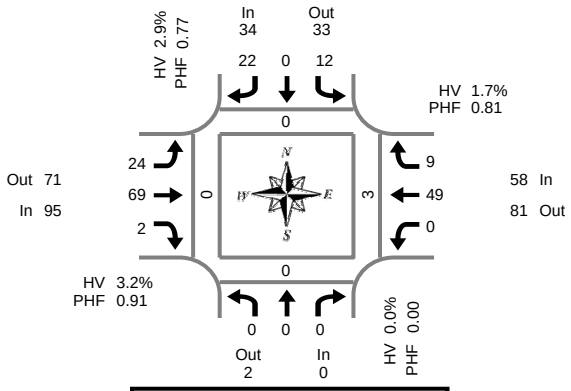
Site Code: 4

Eagle Creek Rd N/O NW 10th St

Start Time	14-Mar-06 Tue	NB	SB	Total
12:00 PM		28	15	43
12:15		22	25	47
12:30		24	28	52
12:45		32	32	64
01:00		30	20	50
01:15		26	24	50
01:30		16	22	38
01:45		12	20	32
02:00		24	16	40
02:15		30	40	70
02:30		51	48	99
02:45		38	27	65
03:00		30	38	68
03:15		31	**54**	85
03:30		40	**39**	79
03:45		34	**50**	84
04:00		30	**39**	69
04:15		39	40	**79**
04:30		46	51	**97**
04:45		30	36	**66**
05:00		46	46	**92**
05:15		31	30	61
05:30		30	24	54
05:45		**48**	40	88
06:00		**42**	52	94
06:15		**40**	29	69
06:30		**32**	13	45
06:45		18	40	58
07:00		24	21	45
07:15		16	15	31
07:30		12	19	31
07:45		14	14	28
08:00		13	5	18
08:15		11	11	22
08:30		8	10	18
08:45		2	11	13
09:00		5	15	20
09:15		9	13	22
09:30		1	6	7
09:45		1	8	9
10:00		7	5	12
10:15		2	2	4
10:30		1	2	3
10:45		1	1	2
11:00		2	2	4
11:15		2	1	3
11:30		1	3	4
11:45		1	1	2
Total		1033	1103	2136
Percent		48.4%	51.6%	
Peak		17:45	15:15	16:15
Vol.		162	182	334
P.H.F.		0.794	0.843	0.843
Grand Total		1632	1749	3381
Percent		48.3%	51.7%	
ADT	Not Calculated			

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

SE Shafford Ave & SE 4th Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound SE Shafford Ave				Southbound SE Shafford Ave				Eastbound SE 4th Ave				Westbound SE 4th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	0	0	0	3	0	10	0	7	10	0	0	0	7	9	0	46	1	0	2	0
3:15 PM	0	0	0	0	4	0	9	0	3	11	0	0	0	6	7	0	40	0	0	1	0
3:30 PM	0	0	0	0	3	0	5	0	2	21	0	0	0	9	3	0	43	8	0	1	0
3:45 PM	0	0	0	0	7	0	4	0	1	9	0	0	0	11	4	0	36	5	0	1	0
4:00 PM	0	1	0	0	3	0	7	0	4	15	0	0	0	7	2	0	39	2	0	0	0
4:15 PM	1	0	0	0	2	0	5	0	3	12	1	0	0	6	2	0	32	0	0	2	0
4:30 PM	0	0	0	0	2	0	5	0	9	17	0	0	0	14	4	0	51	0	0	0	0
4:45 PM	0	0	0	0	3	0	5	0	5	16	0	0	0	11	1	0	41	0	0	0	0
5:00 PM	0	0	0	0	4	0	4	0	9	16	0	0	0	12	3	0	48	0	0	2	0
5:15 PM	0	0	0	0	3	0	8	0	1	20	2	0	0	12	1	0	47	0	0	1	0
5:30 PM	1	0	0	0	4	0	3	0	4	17	0	0	0	9	2	0	40	0	0	0	0
5:45 PM	0	0	0	0	6	0	4	0	5	16	0	0	0	7	1	0	39	0	0	0	0
Total Survey	2	1	0	0	44	0	69	0	53	180	3	0	0	111	39	0	502	16	0	10	0

Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound SE Shafford Ave				Southbound SE Shafford Ave				Eastbound SE 4th Ave				Westbound SE 4th Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	0	2	2	0	34	33	67	0	95	71	166	0	58	81	139	0	187
%HV	0.0%				2.9%				3.2%				1.7%				2.7%
PHF	0.00				0.77				0.91				0.81				0.92

Pedestrians Crosswalk			
North	South	East	West
0	0	3	0

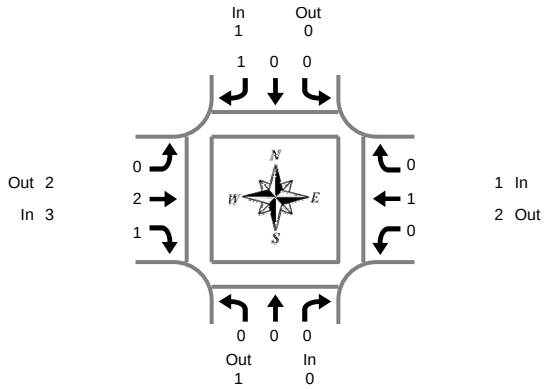
By Movement	Northbound SE Shafford Ave				Southbound SE Shafford Ave				Eastbound SE 4th Ave				Westbound SE 4th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	12	0	22	34	24	69	2	95	0	49	9	58	187
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	2.9%	0.0%	2.9%	50.0%	3.2%	0.0%	2.0%	0.0%	1.7%	2.7%
PHF	0.00	0.00	0.00	0.00	0.75	0.00	0.69	0.77	0.67	0.86	0.25	0.91	0.00	0.88	0.56	0.81	0.92

Rolling Hour Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound SE Shafford Ave				Southbound SE Shafford Ave				Eastbound SE 4th Ave				Westbound SE 4th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	0	0	0	17	0	28	0	13	51	0	0	0	33	23	0	165	14	0	5	0
3:15 PM	0	1	0	0	17	0	25	0	10	56	0	0	0	33	16	0	158	15	0	3	0
3:30 PM	1	1	0	0	15	0	21	0	10	57	1	0	0	33	11	0	150	15	0	4	0
3:45 PM	1	1	0	0	14	0	21	0	17	53	1	0	0	38	12	0	158	7	0	3	0
4:00 PM	1	1	0	0	10	0	22	0	21	60	1	0	0	38	9	0	163	2	0	2	0
4:15 PM	1	0	0	0	11	0	19	0	26	61	1	0	0	43	10	0	172	0	0	4	0
4:30 PM	0	0	0	0	12	0	22	0	24	69	2	0	0	49	9	0	187	0	0	3	0
4:45 PM	1	0	0	0	14	0	20	0	19	69	2	0	0	44	7	0	176	0	0	3	0
5:00 PM	1	0	0	0	17	0	19	0	19	69	2	0	0	40	7	0	174	0	0	3	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



SE Shafford Ave & SE 4th Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

Heavy Vehicle 15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound SE Shafford Ave				Southbound SE Shafford Ave				Eastbound SE 4th Ave				Westbound SE 4th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Survey	1	0	0	1	1	0	2	3	0	5	1	6	0	1	0	1	11

Heavy Vehicle Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound SE Shafford Ave			Southbound SE Shafford Ave			Eastbound SE 4th Ave			Westbound SE 4th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	1	1	1	0	1	3	2	5	1	2	3	5
PHF	0.00			0.13			0.25			0.25			0.31

By Movement	Northbound SE Shafford Ave				Southbound SE Shafford Ave				Eastbound SE 4th Ave				Westbound SE 4th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	1	1	0	2	1	3	0	1	0	1	5
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.13	0.00	0.25	0.25	0.25	0.00	0.25	0.00	0.25	0.31

Heavy Vehicle Rolling Hour Summary
3:00 PM to 6:00 PM

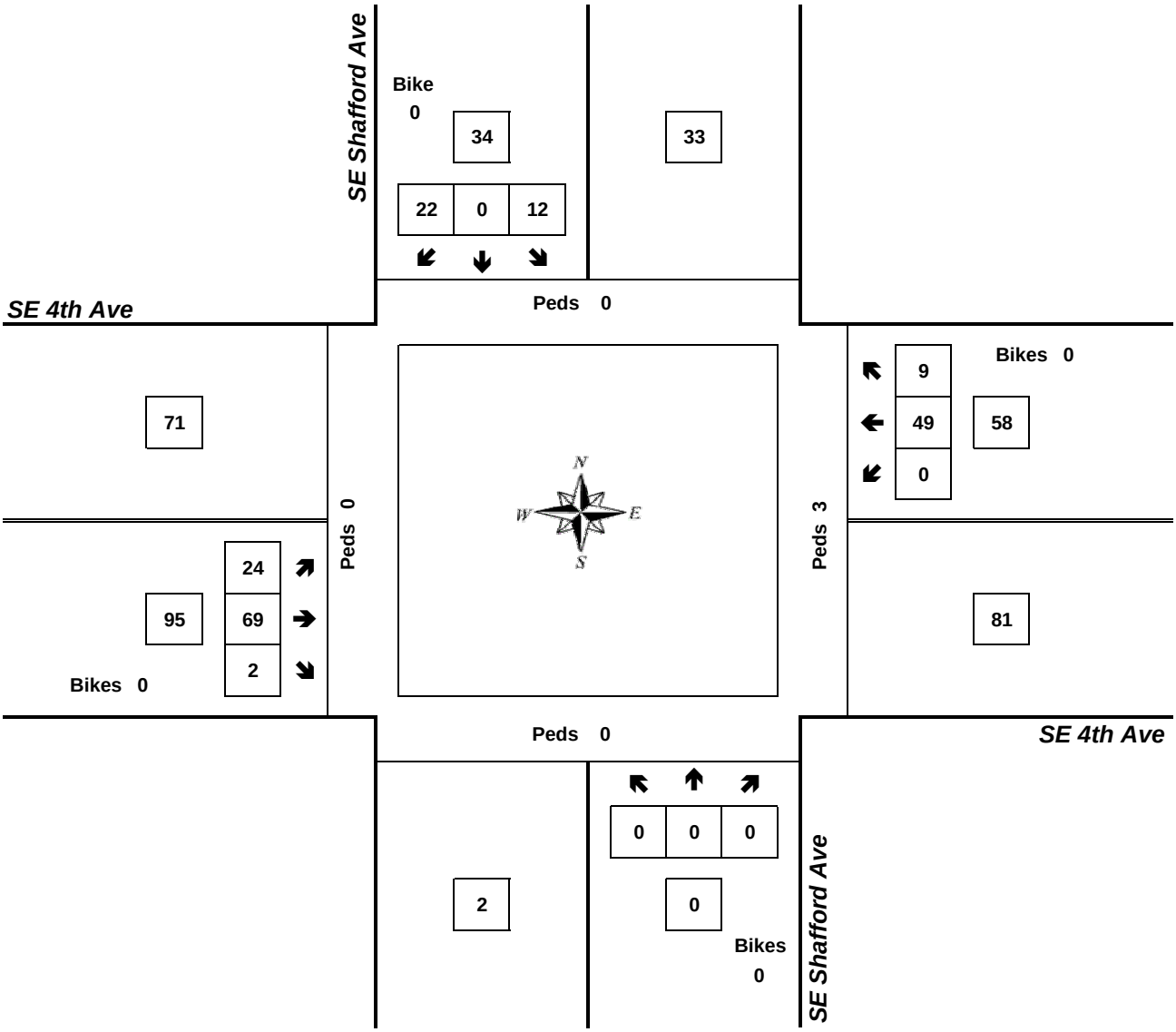
Interval Start Time	Northbound SE Shafford Ave				Southbound SE Shafford Ave				Eastbound SE 4th Ave				Westbound SE 4th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	1	0	1	3
4:00 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	1	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
4:30 PM	0	0	0	0	0	0	1	1	0	2	1	3	0	1	0	1	5
4:45 PM	1	0	0	1	0	0	1	1	0	2	1	3	0	0	0	0	5
5:00 PM	1	0	0	1	1	0	1	2	0	1	1	2	0	0	0	0	5

Peak Hour Summary

Clay Carney
(503) 833-2740

SE Shafford Ave & SE 4th Ave

4:30 PM to 5:30 PM
Tuesday, March 14, 2006

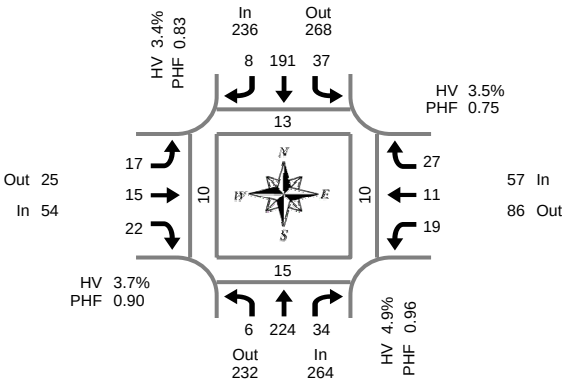


Approach	PHF	HV%	Volume
EB	0.91	3.2%	95
WB	0.81	1.7%	58
NB	0.00	0.0%	0
SB	0.77	2.9%	34
Intersection	0.92	2.7%	187

Count Period: 3:00 PM to 6:00 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:15 PM to 5:15 PM

SE Main St & SW 4th Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound SE Main St				Southbound SE Main St				Eastbound SW 4th Ave				Westbound SW 4th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	3	53	5	0	2	26	2	1	3	9	2	1	3	4	6	0	118	4	5	7	4
3:15 PM	1	48	9	1	9	60	2	0	6	7	6	1	7	0	9	1	164	4	1	6	1
3:30 PM	3	36	11	1	10	50	1	1	10	4	6	0	6	0	6	0	143	4	1	1	2
3:45 PM	2	46	8	0	6	39	3	1	2	5	1	1	6	2	5	1	125	7	5	8	0
4:00 PM	1	40	9	1	9	39	5	0	8	5	4	0	5	1	8	1	134	8	9	2	8
4:15 PM	1	55	12	1	6	46	1	3	6	2	5	2	3	0	6	0	143	3	6	3	1
4:30 PM	3	53	8	0	15	53	3	0	4	4	7	0	4	3	8	3	165	7	3	4	3
4:45 PM	1	60	8	1	6	36	2	2	3	6	5	0	5	4	5	0	141	0	0	2	3
5:00 PM	1	56	6	0	10	56	2	2	4	3	5	1	7	4	8	1	162	3	6	1	3
5:15 PM	1	28	8	1	10	37	2	0	4	2	4	0	4	3	4	0	107	4	0	3	1
5:30 PM	1	30	16	1	5	34	0	1	6	4	1	0	5	4	8	1	114	3	0	3	3
5:45 PM	2	40	8	0	4	61	4	0	2	4	4	1	6	2	2	1	139	5	6	1	10
Total Survey	20	545	108	7	92	537	27	11	58	55	50	7	61	27	75	9	1,655	52	42	41	39

Peak Hour Summary
4:15 PM to 5:15 PM

By Approach	Northbound SE Main St				Southbound SE Main St				Eastbound SW 4th Ave				Westbound SW 4th Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	264	232	496	2	236	268	504	7	54	25	79	3	57	86	143	4	611	13	15	10	10
%HV	4.9%				3.4%				3.7%				3.5%				4.1%				
PHF	0.96				0.83				0.90				0.75				0.93				

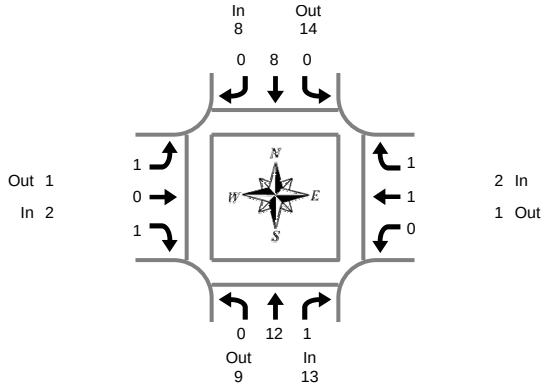
By Movement	Northbound SE Main St				Southbound SE Main St				Eastbound SW 4th Ave				Westbound SW 4th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	6	224	34	264	37	191	8	236	17	15	22	54	19	11	27	57	611
%HV	0.0%	5.4%	2.9%	4.9%	0.0%	4.2%	0.0%	3.4%	5.9%	0.0%	4.5%	3.7%	0.0%	9.1%	3.7%	3.5%	4.1%
PHF	0.50	0.93	0.71	0.96	0.62	0.85	0.67	0.83	0.71	0.63	0.79	0.90	0.68	0.69	0.84	0.75	0.93

Rolling Hour Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound SE Main St				Southbound SE Main St				Eastbound SW 4th Ave				Westbound SW 4th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	9	183	33	2	27	175	8	3	21	25	15	3	22	6	26	2	550	19	12	22	7
3:15 PM	7	170	37	3	34	188	11	2	26	21	17	2	24	3	28	3	566	23	16	17	11
3:30 PM	7	177	40	3	31	174	10	5	26	16	16	3	20	3	25	2	545	22	21	14	11
3:45 PM	7	194	37	2	36	177	12	4	20	16	17	3	18	6	27	5	567	25	23	17	12
4:00 PM	6	208	37	3	36	174	11	5	21	17	21	2	17	8	27	4	583	18	18	11	15
4:15 PM	6	224	34	2	37	191	8	7	17	15	22	3	19	11	27	4	611	13	15	10	10
4:30 PM	6	197	30	2	41	182	9	4	15	15	21	1	20	14	25	4	575	14	9	10	10
4:45 PM	4	174	38	3	31	163	6	5	17	15	15	1	21	15	25	2	524	10	6	9	10
5:00 PM	5	154	38	2	29	188	8	3	16	13	14	2	22	13	22	3	522	15	12	8	17

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



SE Main St & SW 4th Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

Peak Hour Summary
4:15 PM to 5:15 PM

Heavy Vehicle 15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound SE Main St				Southbound SE Main St				Eastbound SW 4th Ave				Westbound SW 4th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	5	0	5	0	1	0	1	0	0	0	0	0	0	0	0	6
3:15 PM	0	2	0	2	0	4	0	4	0	0	1	1	0	0	0	0	7
3:30 PM	0	1	0	1	1	6	0	7	0	0	0	0	0	0	0	0	8
3:45 PM	0	2	1	3	1	0	0	1	0	0	0	0	0	0	0	0	4
4:00 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
4:15 PM	0	3	1	4	0	1	0	1	1	0	1	2	0	0	1	1	8
4:30 PM	0	4	0	4	0	5	0	5	0	0	0	0	0	1	0	1	10
4:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
5:15 PM	0	3	0	3	1	0	0	1	0	0	0	0	1	0	0	1	5
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
5:45 PM	1	3	0	4	0	1	0	1	0	0	0	0	0	0	0	0	5
Total Survey	1	31	2	34	3	21	0	24	2	0	2	4	2	1	1	4	66

Heavy Vehicle Peak Hour Summary
4:15 PM to 5:15 PM

By Approach	Northbound SE Main St			Southbound SE Main St			Eastbound SW 4th Ave			Westbound SW 4th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	13	9	22	8	14	22	2	1	3	2	1	3	25
PHF	0.30			0.17			0.25			0.25			0.28

By Movement	Northbound SE Main St				Southbound SE Main St				Eastbound SW 4th Ave				Westbound SW 4th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	12	1	13	0	8	0	8	1	0	1	2	0	1	1	2	25
PHF	0.00	0.30	0.13	0.30	0.00	0.18	0.00	0.17	0.25	0.00	0.25	0.25	0.00	0.25	0.25	0.25	0.28

Heavy Vehicle Rolling Hour Summary
3:00 PM to 6:00 PM

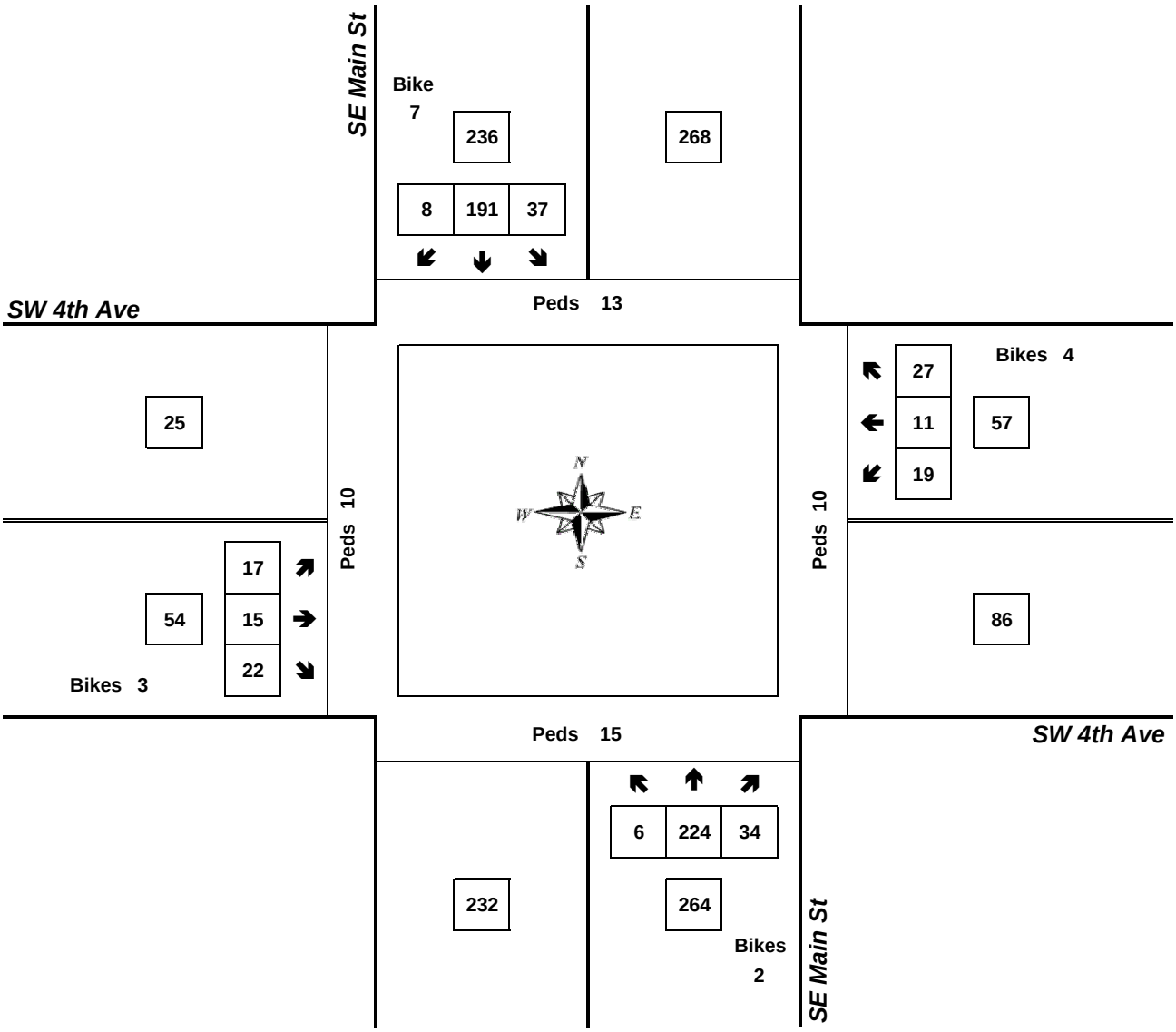
Interval Start Time	Northbound SE Main St				Southbound SE Main St				Eastbound SW 4th Ave				Westbound SW 4th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	10	1	11	2	11	0	13	0	0	1	1	0	0	0	0	25
3:15 PM	0	8	1	9	2	11	0	13	0	0	1	1	0	0	0	0	23
3:30 PM	0	9	2	11	2	8	0	10	1	0	1	2	0	0	1	1	24
3:45 PM	0	12	2	14	1	7	0	8	1	0	1	2	0	1	1	2	26
4:00 PM	0	13	1	14	0	7	0	7	1	0	1	2	0	1	1	2	25
4:15 PM	0	12	1	13	0	8	0	8	1	0	1	2	0	1	1	2	25
4:30 PM	0	12	0	12	1	7	0	8	0	0	0	0	1	1	0	2	22
4:45 PM	0	8	0	8	1	2	0	3	1	0	0	1	2	0	0	2	14
5:00 PM	1	8	0	9	1	3	0	4	1	0	0	1	2	0	0	2	16

Peak Hour Summary

Clay Carney
(503) 833-2740

SE Main St & SW 4th Ave

4:15 PM to 5:15 PM
Tuesday, March 14, 2006

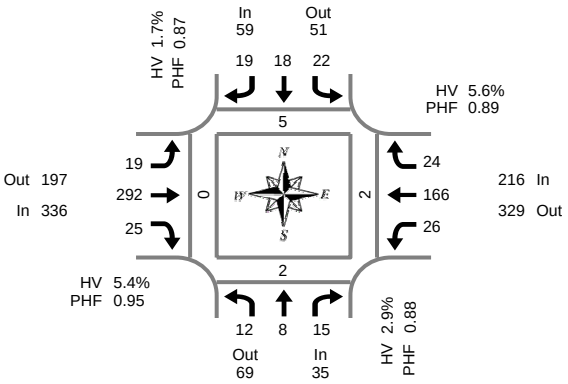


Approach	PHF	HV%	Volume
EB	0.90	3.7%	54
WB	0.75	3.5%	57
NB	0.96	4.9%	264
SB	0.83	3.4%	236
Intersection	0.93	4.1%	611

Count Period: 3:00 PM to 6:00 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:15 PM to 5:15 PM

SW Wade St & Hwy 224

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound SW Wade St				Southbound SW Wade St				Eastbound Hwy 224				Westbound Hwy 224				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	2	1	2	0	7	1	3	0	1	44	0	0	4	38	8	0	111	0	3	0	0
3:15 PM	3	0	2	0	6	2	3	0	4	59	3	0	4	46	5	0	137	0	0	0	1
3:30 PM	0	2	5	0	8	2	4	0	3	64	8	1	3	58	6	0	163	1	0	1	1
3:45 PM	3	4	3	0	2	1	6	0	5	68	1	1	4	35	9	0	141	0	0	0	0
4:00 PM	4	4	1	2	5	1	9	0	8	63	8	0	7	40	5	0	155	0	0	2	3
4:15 PM	0	3	3	0	8	5	4	0	6	70	6	0	8	38	5	1	156	2	1	0	0
4:30 PM	3	3	4	0	8	3	4	0	6	68	8	0	4	40	9	0	160	0	0	0	0
4:45 PM	3	1	5	0	3	6	5	0	2	79	7	0	8	48	5	1	172	0	0	0	0
5:00 PM	6	1	3	0	3	4	6	0	5	75	4	0	6	40	5	0	158	3	1	2	0
5:15 PM	1	0	5	0	0	3	4	0	6	63	3	0	4	46	4	1	139	0	2	1	0
5:30 PM	1	1	5	0	2	3	3	0	6	52	2	0	4	38	8	1	125	0	0	0	0
5:45 PM	2	4	5	0	2	2	1	0	4	51	1	0	5	41	4	0	122	0	1	0	0
Total Survey	28	24	43	2	54	33	52	0	56	756	51	2	61	508	73	4	1,739	6	8	6	5

Peak Hour Summary
4:15 PM to 5:15 PM

By Approach	Northbound SW Wade St				Southbound SW Wade St				Eastbound Hwy 224				Westbound Hwy 224				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	35	69	104	0	59	51	110	0	336	197	533	0	216	329	545	2	646
%HV	2.9%				1.7%				5.4%				5.6%				5.0%
PHF	0.88				0.87				0.95				0.89				0.94

Pedestrians Crosswalk			
North	South	East	West
5	2	2	0

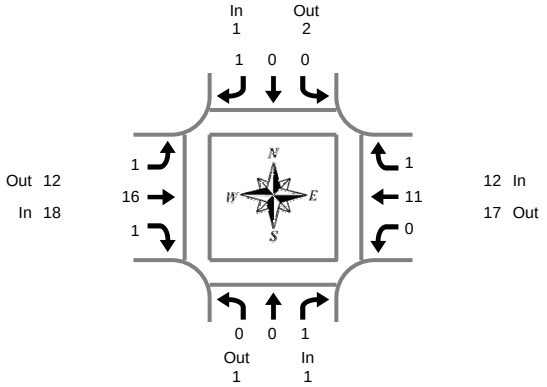
By Movement	Northbound SW Wade St				Southbound SW Wade St				Eastbound Hwy 224				Westbound Hwy 224				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	12	8	15	35	22	18	19	59	19	292	25	336	26	166	24	216	646
%HV	0.0%	0.0%	6.7%	2.9%	0.0%	0.0%	5.3%	1.7%	5.3%	5.5%	4.0%	5.4%	0.0%	6.6%	4.2%	5.6%	5.0%
PHF	0.50	0.67	0.75	0.88	0.69	0.75	0.79	0.87	0.79	0.92	0.78	0.95	0.81	0.86	0.67	0.89	0.94

Rolling Hour Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound SW Wade St				Southbound SW Wade St				Eastbound Hwy 224				Westbound Hwy 224				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	8	7	12	0	23	6	16	0	13	235	12	2	15	177	28	0	552	1	3	1	2
3:15 PM	10	10	11	2	21	6	22	0	20	254	20	2	18	179	25	0	596	1	0	3	5
3:30 PM	7	13	12	2	23	9	23	0	22	265	23	2	22	171	25	1	615	3	1	3	4
3:45 PM	10	14	11	2	23	10	23	0	25	269	23	1	23	153	28	1	612	2	1	2	3
4:00 PM	10	11	13	2	24	15	22	0	22	280	29	0	27	166	24	2	643	2	1	2	3
4:15 PM	12	8	15	0	22	18	19	0	19	292	25	0	26	166	24	2	646	5	2	2	0
4:30 PM	13	5	17	0	14	16	19	0	19	285	22	0	22	174	23	2	629	3	3	3	0
4:45 PM	11	3	18	0	8	16	18	0	19	269	16	0	22	172	22	3	594	3	3	3	0
5:00 PM	10	6	18	0	7	12	14	0	21	241	10	0	19	165	21	2	544	3	4	3	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



SW Wade St & Hwy 224

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

Peak Hour Summary
4:15 PM to 5:15 PM

Heavy Vehicle 15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound SW Wade St				Southbound SW Wade St				Eastbound Hwy 224				Westbound Hwy 224				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	1	4	7
3:15 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	7
3:30 PM	0	0	1	1	0	0	0	0	0	3	0	3	0	7	0	7	11
3:45 PM	0	0	0	0	1	0	2	3	0	7	0	7	0	3	1	4	14
4:00 PM	0	0	0	0	1	0	0	1	1	6	0	7	0	4	0	4	12
4:15 PM	0	0	0	0	0	0	1	1	0	4	1	5	0	3	0	3	9
4:30 PM	0	0	1	1	0	0	0	0	1	3	0	4	0	3	0	3	8
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
5:00 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	2	1	3	9
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	4	1	5	7
5:30 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	2	0	2	4
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total Survey	0	0	3	3	2	0	3	5	2	46	1	49	0	35	4	39	96

Heavy Vehicle Peak Hour Summary
4:15 PM to 5:15 PM

By Approach	Northbound SW Wade St			Southbound SW Wade St			Eastbound Hwy 224			Westbound Hwy 224			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	1	2	3	18	12	30	12	17	29	32
PHF	0.25			0.05			0.24			0.20			0.22

By Movement	Northbound SW Wade St				Southbound SW Wade St				Eastbound Hwy 224				Westbound Hwy 224				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	1	1	0	0	1	1	1	16	1	18	0	11	1	12	32
PHF	0.00	0.00	0.25	0.25	0.00	0.00	0.08	0.05	0.13	0.24	0.25	0.24	0.00	0.20	0.13	0.20	0.22

Heavy Vehicle Rolling Hour Summary
3:00 PM to 6:00 PM

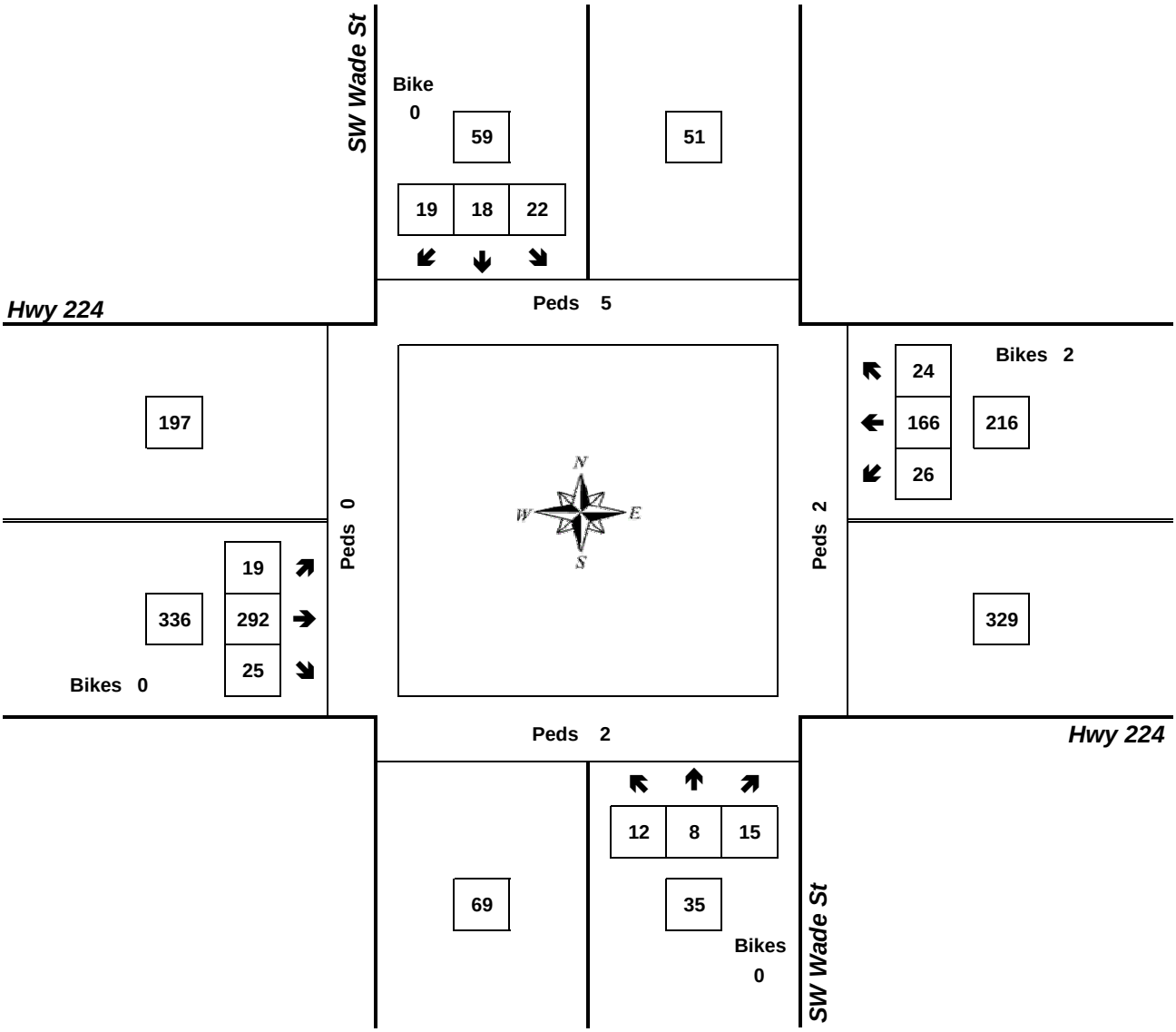
Interval Start Time	Northbound SW Wade St				Southbound SW Wade St				Eastbound Hwy 224				Westbound Hwy 224				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	1	1	1	0	2	3	0	20	0	20	0	13	2	15	39
3:15 PM	0	0	1	1	2	0	2	4	1	23	0	24	0	14	1	15	44
3:30 PM	0	0	1	1	2	0	3	5	1	20	1	22	0	17	1	18	46
3:45 PM	0	0	1	1	2	0	3	5	2	20	1	23	0	13	1	14	43
4:00 PM	0	0	1	1	1	0	1	2	2	16	1	19	0	13	0	13	35
4:15 PM	0	0	1	1	0	0	1	1	1	16	1	18	0	11	1	12	32
4:30 PM	0	0	1	1	0	0	0	0	1	14	0	15	0	12	2	14	30
4:45 PM	0	0	1	1	0	0	0	0	0	12	0	12	0	11	2	13	26
5:00 PM	0	0	1	1	0	0	0	0	0	10	0	10	0	9	2	11	22

Peak Hour Summary

Clay Carney
(503) 833-2740

SW Wade St & Hwy 224

4:15 PM to 5:15 PM
Tuesday, March 14, 2006

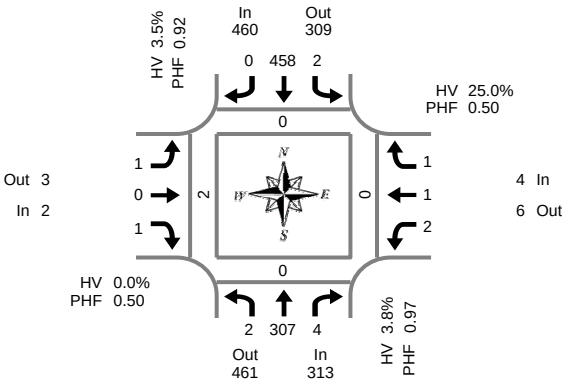


Approach	PHF	HV%	Volume
EB	0.95	5.4%	336
WB	0.89	5.6%	216
NB	0.88	2.9%	35
SB	0.87	1.7%	59
Intersection	0.94	5.0%	646

Count Period: 3:00 PM to 6:00 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

Hwy 224 & Ely Rd

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 224				Southbound Hwy 224				Eastbound Ely Rd				Westbound Ely Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	75	0	0	0	64	0	0	0	0	1	0	0	0	1	0	141	0	0	0	0
3:15 PM	0	60	0	0	1	92	0	0	0	0	0	0	0	0	0	0	153	0	0	0	0
3:30 PM	0	104	1	0	2	100	0	0	0	0	1	0	0	1	3	0	212	0	0	0	0
3:45 PM	0	76	0	0	0	92	0	0	0	0	0	0	2	0	0	0	170	0	0	0	0
4:00 PM	0	71	3	0	0	99	0	0	0	0	0	0	1	0	0	0	174	0	0	0	0
4:15 PM	0	57	1	0	0	111	0	0	0	0	0	0	0	0	1	0	170	0	0	0	0
4:30 PM	1	80	0	0	0	109	0	0	1	0	0	0	0	1	1	0	193	0	0	0	0
4:45 PM	0	81	0	0	0	125	0	0	0	0	1	0	1	0	0	0	208	0	0	0	0
5:00 PM	1	75	3	0	1	111	0	0	0	0	0	0	1	0	0	0	192	0	0	0	0
5:15 PM	0	71	1	0	1	113	0	0	0	0	0	0	0	0	0	0	186	0	0	0	2
5:30 PM	3	71	2	0	1	87	0	0	0	0	0	0	0	0	0	0	164	0	0	0	0
5:45 PM	1	58	1	0	1	114	0	0	0	0	0	0	1	0	0	0	176	0	0	0	0
Total Survey	6	879	12	0	7	1,217	0	0	1	0	3	0	6	2	6	0	2,139	0	0	0	2

Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound Hwy 224				Southbound Hwy 224				Eastbound Ely Rd				Westbound Ely Rd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	313	461	774	0	460	309	769	0	2	3	5	0	4	6	10	0	779
%HV	3.8%				3.5%				0.0%				25.0%				3.7%
PHF	0.97				0.92				0.50				0.50				0.94

Pedestrians Crosswalk			
North	South	East	West
0	0	0	2

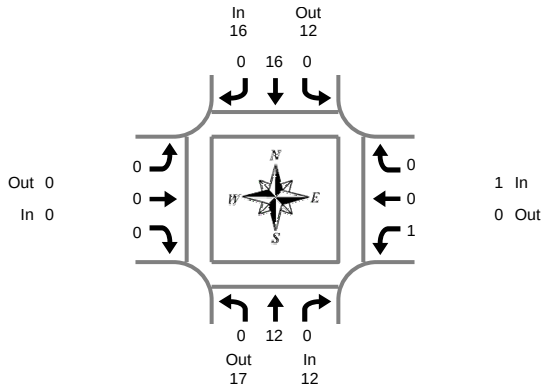
By Movement	Northbound Hwy 224				Southbound Hwy 224				Eastbound Ely Rd				Westbound Ely Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	307	4	313	2	458	0	460	1	0	1	2	2	1	1	4	779
%HV	0.0%	3.9%	0.0%	3.8%	0.0%	3.5%	0.0%	3.5%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	25.0%	3.7%
PHF	0.50	0.95	0.33	0.97	0.50	0.92	0.00	0.92	0.25	0.00	0.25	0.50	0.50	0.25	0.25	0.50	0.94

Rolling Hour Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 224				Southbound Hwy 224				Eastbound Ely Rd				Westbound Ely Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	315	1	0	3	348	0	0	0	0	2	0	2	1	4	0	676	0	0	0	0
3:15 PM	0	311	4	0	3	383	0	0	0	0	1	0	3	1	3	0	709	0	0	0	0
3:30 PM	0	308	5	0	2	402	0	0	0	0	1	0	3	1	4	0	726	0	0	0	0
3:45 PM	1	284	4	0	0	411	0	0	1	0	0	0	3	1	2	0	707	0	0	0	0
4:00 PM	1	289	4	0	0	444	0	0	1	0	1	0	2	1	2	0	745	0	0	0	0
4:15 PM	2	293	4	0	1	456	0	0	1	0	1	0	2	1	2	0	763	0	0	0	0
4:30 PM	2	307	4	0	2	458	0	0	1	0	1	0	2	1	1	0	779	0	0	0	2
4:45 PM	4	298	6	0	3	436	0	0	0	0	1	0	2	0	0	0	750	0	0	0	2
5:00 PM	5	275	7	0	4	425	0	0	0	0	0	0	2	0	0	0	718	0	0	0	2

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

Hwy 224 & Ely Rd

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 224				Southbound Hwy 224				Eastbound Ely Rd				Westbound Ely Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	8	0	8	0	7	0	7	0	0	0	0	0	0	0	0	15
3:15 PM	0	5	0	5	0	11	0	11	0	0	0	0	0	0	0	0	16
3:30 PM	0	4	1	5	0	8	0	8	0	0	0	0	0	0	1	1	14
3:45 PM	0	4	0	4	0	8	0	8	0	0	0	0	1	0	0	1	13
4:00 PM	0	2	1	3	0	8	0	8	0	0	0	0	0	0	0	0	11
4:15 PM	0	5	0	5	0	8	0	8	0	0	0	0	0	0	0	0	13
4:30 PM	0	2	0	2	0	5	0	5	0	0	0	0	0	0	0	0	7
4:45 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
5:00 PM	0	5	0	5	0	6	0	6	0	0	0	0	1	0	0	1	12
5:15 PM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
5:30 PM	0	5	0	5	0	1	0	1	0	0	0	0	0	0	0	0	6
5:45 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
Total Survey	0	46	2	48	0	69	0	69	0	0	0	0	2	0	1	3	120

Heavy Vehicle Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound Hwy 224			Southbound Hwy 224			Eastbound Ely Rd			Westbound Ely Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	12	17	29	16	12	28	0	0	0	1	0	1	29
PHF	0.17			0.15			0.00			0.13			0.16

By Movement	Northbound Hwy 224				Southbound Hwy 224				Eastbound Ely Rd				Westbound Ely Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	12	0	12	0	16	0	16	0	0	0	0	1	0	0	1	29
PHF	0.00	0.18	0.00	0.17	0.00	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.13	0.16

Heavy Vehicle Rolling Hour Summary
3:00 PM to 6:00 PM

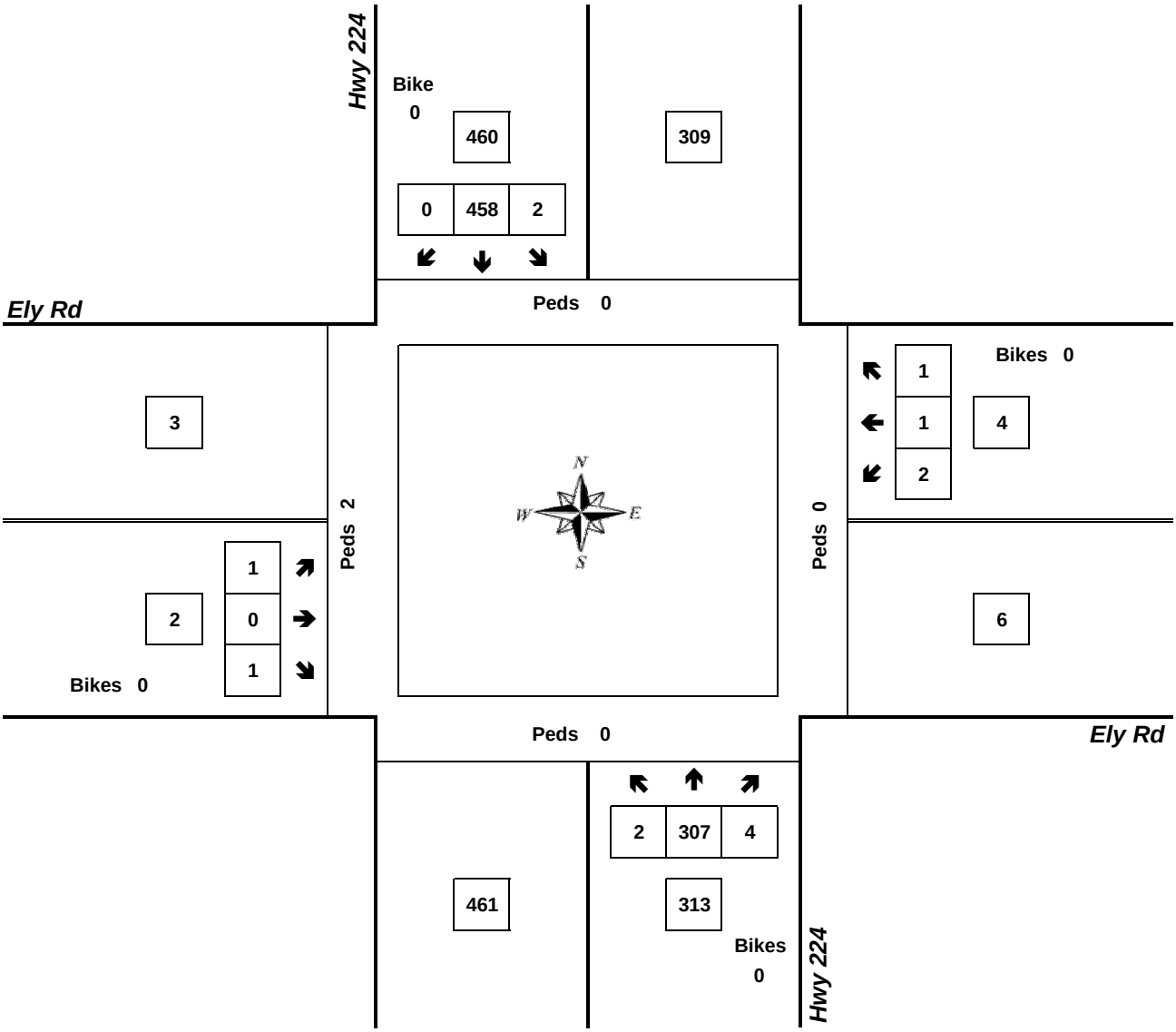
Interval Start Time	Northbound Hwy 224				Southbound Hwy 224				Eastbound Ely Rd				Westbound Ely Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	21	1	22	0	34	0	34	0	0	0	0	1	0	1	2	58
3:15 PM	0	15	2	17	0	35	0	35	0	0	0	0	1	0	1	2	54
3:30 PM	0	15	2	17	0	32	0	32	0	0	0	0	1	0	1	2	51
3:45 PM	0	13	1	14	0	29	0	29	0	0	0	0	1	0	0	1	44
4:00 PM	0	12	1	13	0	23	0	23	0	0	0	0	0	0	0	0	36
4:15 PM	0	15	0	15	0	21	0	21	0	0	0	0	1	0	0	1	37
4:30 PM	0	12	0	12	0	16	0	16	0	0	0	0	1	0	0	1	29
4:45 PM	0	15	0	15	0	12	0	12	0	0	0	0	1	0	0	1	28
5:00 PM	0	13	0	13	0	12	0	12	0	0	0	0	1	0	0	1	26

Peak Hour Summary

Clay Carney
(503) 833-2740

Hwy 224 & Ely Rd

4:30 PM to 5:30 PM
Tuesday, March 14, 2006



Approach	PHF	HV%	Volume
EB	0.50	0.0%	2
WB	0.50	25.0%	4
NB	0.97	3.8%	313
SB	0.92	3.5%	460
Intersection	0.94	3.7%	779

Count Period: 3:00 PM to 6:00 PM

Video Survey Field Sheet

TS PROJECT # 05-082

SURVEY DATE 3-23/3-24

LOCATION NAME	CITY
OR 211 @ OR 224 Junction	Estacada, OR

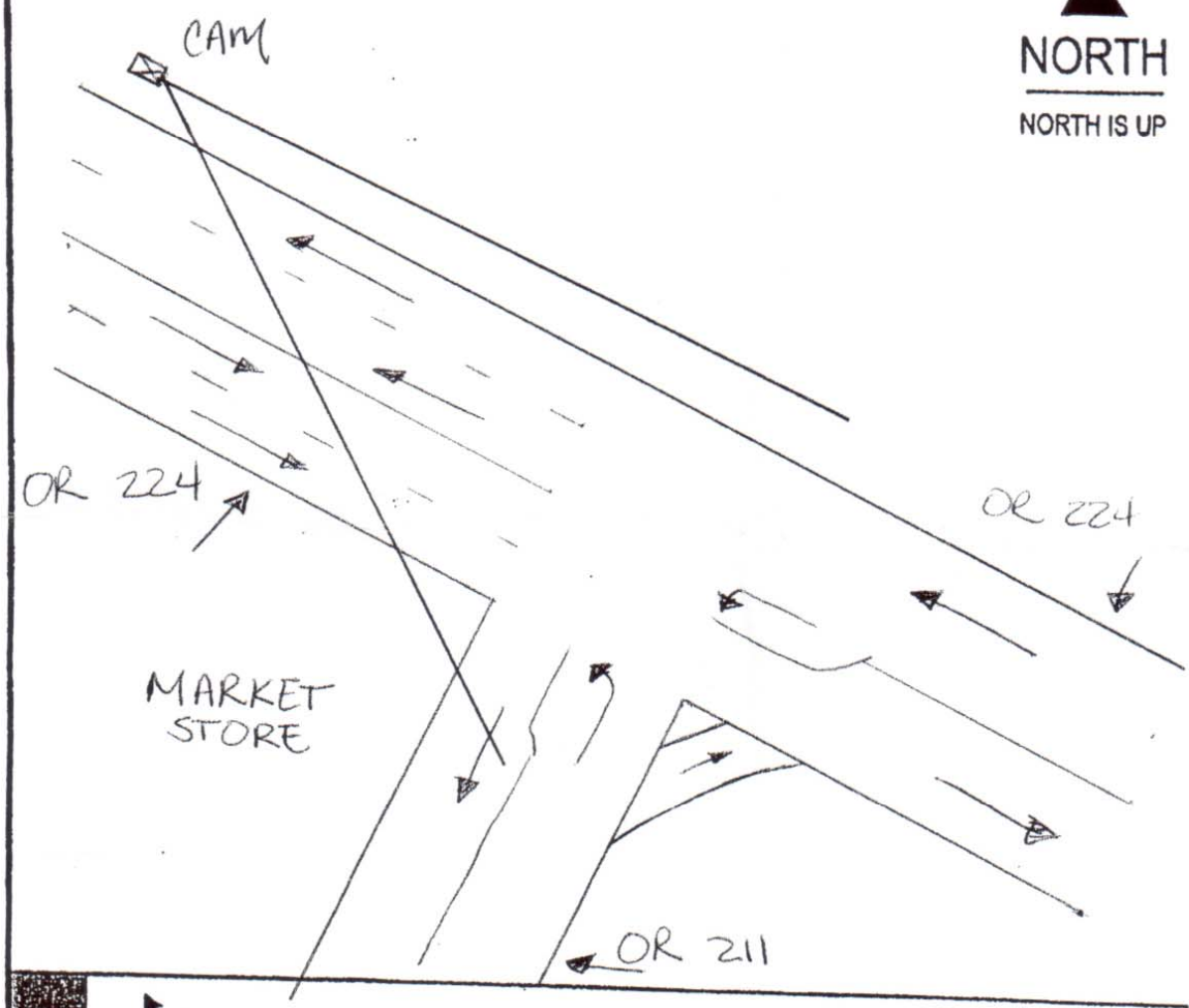
TYPE OF SURVEY	TIME	MAP PAGE	GRID
TMC - AM/PM	–	750	B-4

CAM A	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds
CAM B	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds

LOCATION LAYOUT: WEATHER: ☐ Sunny ☐ Overcast ☐ Rain ☐ Snow

NORTH

NORTH IS UP



CHECKLIST

- ▶
- ▶
- ▶
- ▶
- ▶
- ▶

REMARKS

Surveyed By: NA

CAMERA - A		R
Number	~~0~~	
1st Film	Date: 3-23-05	
	Time: 1:13p	
	Film: T96	
	Batt: ~~0~~	
2nd Film	Date: 3-24-05	
	Time: 5:44a ?	
	Film: T88	
	Batt: ~~0~~	
3rd Film	Date:	
	Time:	
	Film:	
	Batt:	
4th Film	Date:	
	Time:	
	Film:	
	Batt:	
5th Film	Date:	
	Time:	
	Film:	
	Batt:	

CAMERA - B		R
Number		
1st Film	Date:	
	Time:	
	Film:	
	Batt:	
2nd Film	Date:	
	Time:	
	Film:	
	Batt:	
3rd Film	Date:	
	Time:	
	Film:	
	Batt:	
4th Film	Date:	
	Time:	
	Film:	
	Batt:	
5th Film	Date:	
	Time:	
	Film:	
	Batt:	

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location OR 224 at OR 211
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: JG

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
7:00 - 7:15	30	9	0	6	20	0	30	0	1	0	0	0	96
7:15 - 7:30	36	7	0	4	25	0	36	0	0	0	0	0	108
7:30 - 7:45	24	8	0	5	21	0	42	0	1	0	0	0	101
7:45 - 8:00	33	7	0	6	14	0	47	0	2	0	0	0	109
8:00 - 8:15	27	13	0	5	22	0	44	0	1	0	0	0	112
8:15 - 8:30	34	7	0	6	28	0	43	0	1	0	0	0	119
8:30 - 8:45	30	12	0	4	19	0	23	0	4	0	0	0	92
8:45 - 9:00	35	11	0	1	19	0	46	0	7	0	0	0	119
Movement Totals	249	74	0	37	168	0	311	0	17	0	0	0	856
Enter Totals	323			205			328			0			
Exit Totals	91			479			0			286			

Two-Hour Totals

Light Trucks	15	8	0	0	7	0	6	0	3	0	0	0	39
Medium Trucks	6	4	0	0	3	0	11	0	1	0	0	0	25
Heavy Trucks	5	1	0	2	1	0	0	0	0	0	0	0	9
% Trucks	10.4%	17.6%	NA	5.4%	6.5%	NA	5.5%	NA	23.5%	NA	NA	NA	8.5%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	0	0	0	0	0

Peak Hour Information

Peak Hour 8:00 9:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	126	43	0	16	88	0	156	0	13	0	0	0	442
Peak Hour Factor	0.90	0.83	NA	0.67	0.79	NA	0.85	NA	0.46	NA	NA	NA	0.93
Enter Totals	169			104			169			0			
Peak Hour Factor	0.92			0.76			0.80			NA			
Exit Totals	56			244			0			142			
Peak Hour Factor	0.78			0.86			NA			0.89			
Light Trucks	6	6	0	0	5	0	2	0	2	0	0	0	21
Medium Trucks	4	4	0	0	2	0	7	0	1	0	0	0	18
Heavy Trucks	1	1	0	0	0	0	0	0	0	0	0	0	2
% Trucks	8.7%	25.6%	NA	0.0%	8.0%	NA	5.8%	NA	23.1%	NA	NA	NA	9.3%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

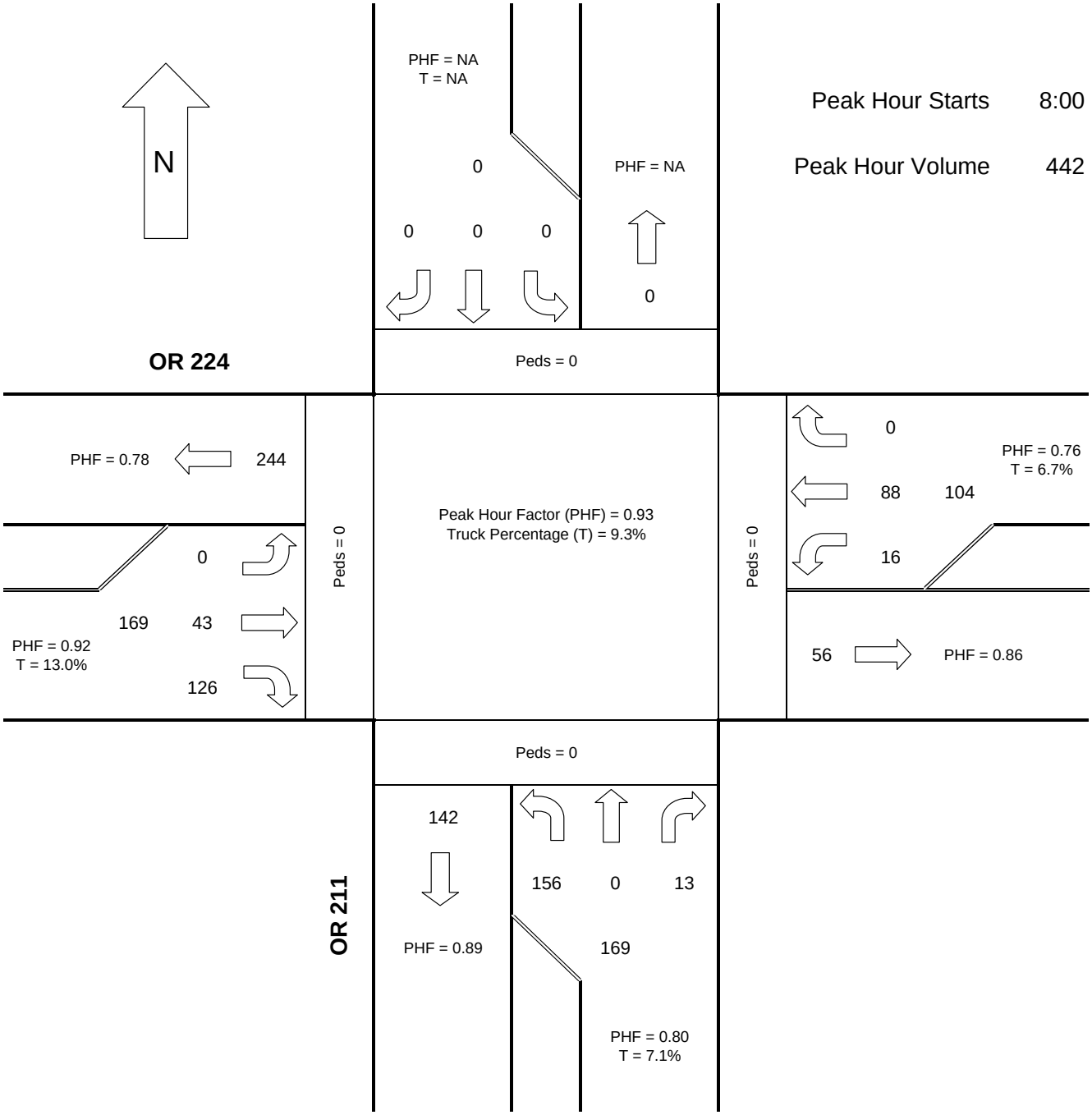
	South	North	East	West	
Pedestrians	0	0	0	0	0

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location OR 224 at OR 211
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: JG



TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location OR 224 at OR 211
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: JG

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
16:00 - 16:15	67	33	0	6	21	0	73	0	7	0	0	0	207
16:15 - 16:30	67	39	0	4	22	0	68	0	3	0	0	0	203
16:30 - 16:45	87	33	0	3	35	0	68	0	7	0	0	0	233
16:45 - 17:00	70	33	0	4	22	0	61	0	11	0	0	0	201
17:00 - 17:15	65	37	0	6	17	0	43	0	15	0	0	0	183
17:15 - 17:30	63	24	0	9	14	0	53	0	11	0	0	0	174
17:30 - 17:45	74	25	0	5	33	0	71	0	16	0	0	0	224
17:45 - 18:00	62	32	0	3	21	0	55	0	10	0	0	0	183
Movement Totals	555	256	0	40	185	0	492	0	80	0	0	0	1608
Enter Totals	811			225			572			0			
Exit Totals	336			677			0			595			

Two-Hour Totals

Light Trucks	16	3	0	1	2	0	11	0	1	0	0	0	34
Medium Trucks	4	1	0	0	0	0	10	0	0	0	0	0	15
Heavy Trucks	4	0	0	0	2	0	5	0	0	0	0	0	11
% Trucks	4.3%	1.6%	NA	2.5%	2.2%	NA	5.3%	NA	1.3%	NA	NA	NA	3.7%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	0	0	2	0	2

Peak Hour Information

Peak Hour 16:00 17:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	291	138	0	17	100	0	270	0	28	0	0	0	844
Peak Hour Factor	0.84	0.88	NA	0.71	0.71	NA	0.92	NA	0.64	NA	NA	NA	0.91
Enter Totals	429			117			298			0			
Peak Hour Factor	0.89			0.77			0.93			NA			
Exit Totals	166			370			0			308			
Peak Hour Factor	0.94			0.90			NA			0.86			
Light Trucks	11	2	0	1	1	0	7	0	0	0	0	0	22
Medium Trucks	4	1	0	0	0	0	6	0	0	0	0	0	11
Heavy Trucks	4	0	0	0	2	0	5	0	0	0	0	0	11
% Trucks	6.5%	2.2%	NA	5.9%	3.0%	NA	6.7%	NA	0.0%	NA	NA	NA	5.2%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

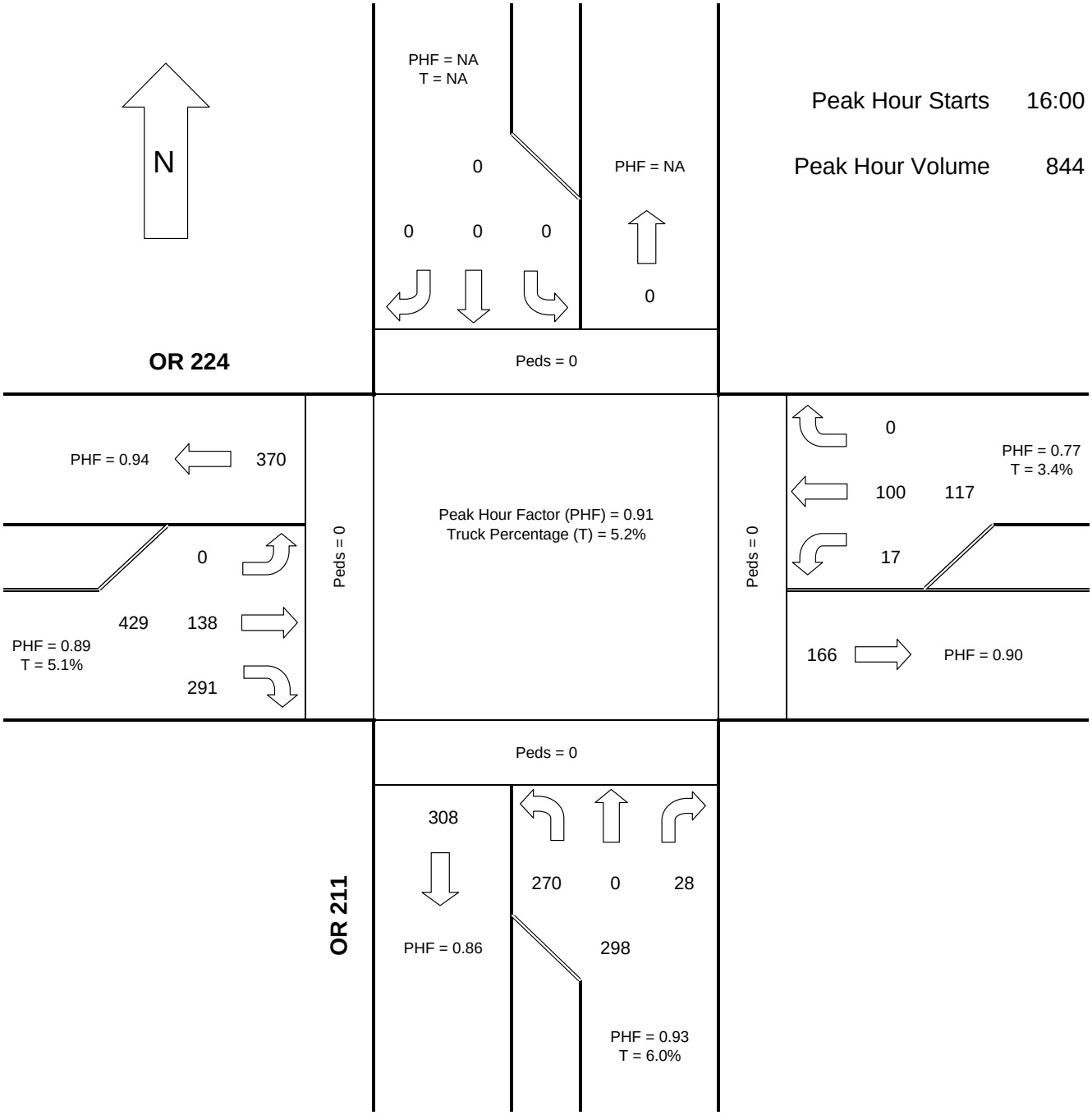
	South	North	East	West	
Pedestrians	0	0	0	0	0

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location OR 224 at OR 211
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: JG



Video Survey Field Sheet

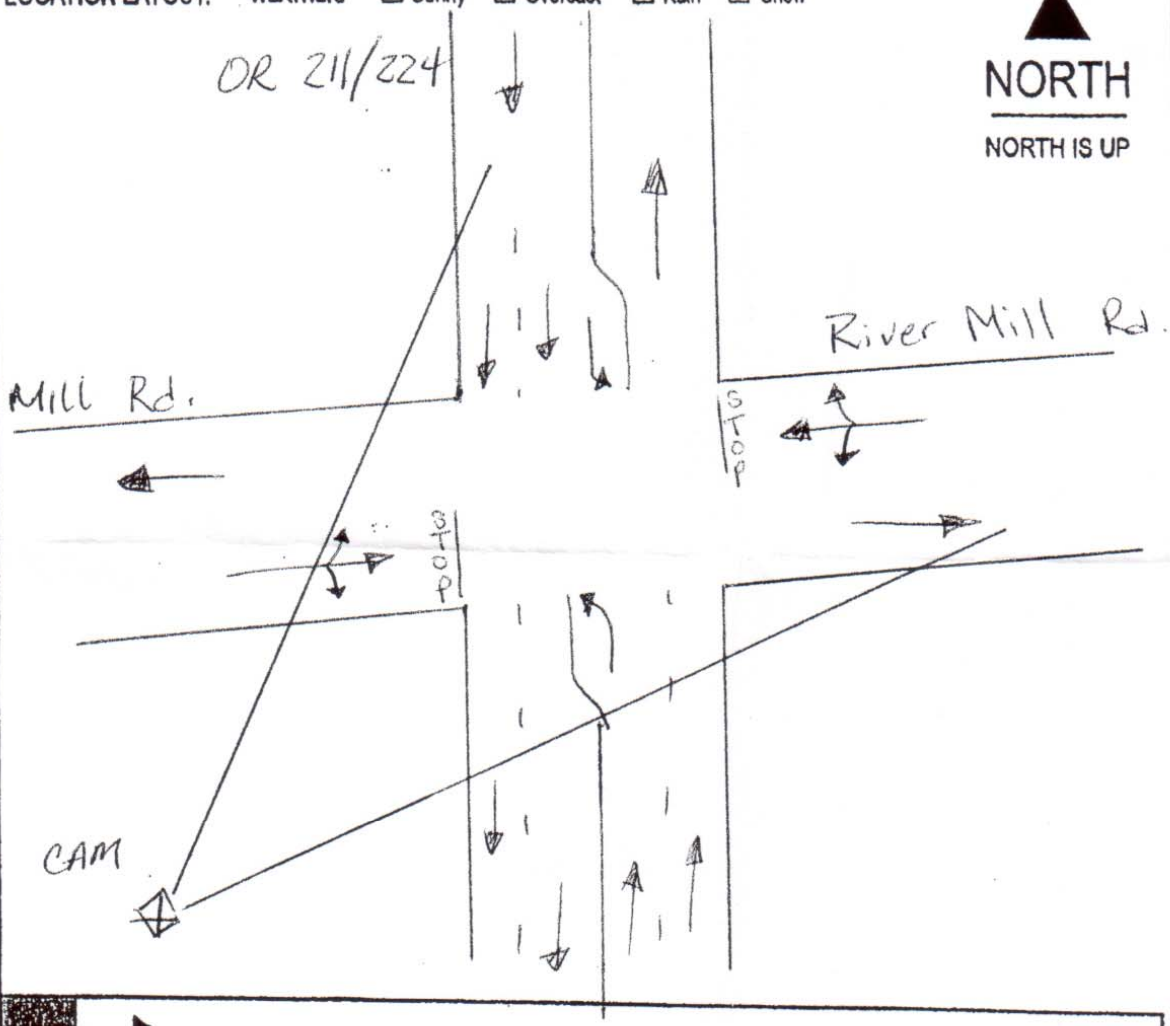
TS PROJECT #	SURVEY DATE
05 - 082	3-23/3-24

LOCATION NAME	CITY
OR 211/224 @ River Mill Rd	Estacada, OR

TYPE OF SURVEY	TIME	MAP PAGE	GRID
TMC - AM/PM	–	750	A - 1

CAM A	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds
CAM B	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds

LOCATION LAYOUT: WEATHER: ☐ Sunny ☐ Overcast ☐ Rain ☐ Snow



CHECK LIST

- ▶
- ▶
- ▶
- ▶
- ▶
- ▶

REMARKS

Surveyed By: N/SA

CAMERA - A		R
Number	C10	
STARTING FILM	Date:	3-23-05
	Time:	12:48
	Film:	T9
	Batt:	~~O~~
2ND FILM	Date:	3-24-05
	Time:	5:21
	Film:	T10
	Batt:	~~O~~
3RD FILM	Date:	
	Time:	
	Film:	
	Batt:	
4TH FILM	Date:	
	Time:	
	Film:	
	Batt:	
5TH FILM	Date:	
	Time:	
	Film:	
	Batt:	

CAMERA - B		R
Number		
STARTING FILM	Date:	
	Time:	
	Film:	
	Batt:	
2ND FILM	Date:	
	Time:	
	Film:	
	Batt:	
3RD FILM	Date:	
	Time:	
	Film:	
	Batt:	
4TH FILM	Date:	
	Time:	
	Film:	
	Batt:	
5TH FILM	Date:	
	Time:	
	Film:	
	Batt:	

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location RIVER MILL ROAD at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: JG

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
7:00 - 7:15	1	0	0	1	0	17	1	62	0	0	33	5	120
7:15 - 7:30	0	1	2	2	0	14	1	71	1	7	24	0	123
7:30 - 7:45	2	5	4	1	0	8	4	58	3	0	41	4	130
7:45 - 8:00	1	2	0	6	0	8	3	44	3	2	30	6	105
8:00 - 8:15	1	1	1	0	5	4	1	47	2	1	30	4	97
8:15 - 8:30	1	5	3	2	3	6	0	51	1	2	36	0	110
8:30 - 8:45	2	3	1	4	2	4	1	41	5	2	33	3	101
8:45 - 9:00	3	2	2	4	4	4	1	51	7	2	32	1	113
Movement Totals	11	19	13	20	14	65	12	425	22	16	259	23	899
Enter Totals	43			99			459			298			
Exit Totals	64			42			503			290			

Two-Hour Totals

Light Trucks	1	0	0	2	0	2	1	14	1	0	15	1	37
Medium Trucks	4	16	5	0	12	2	3	22	0	8	6	1	79
Heavy Trucks	0	0	2	0	0	1	0	5	0	2	18	1	29
% Trucks	45.5%	84.2%	53.8%	10.0%	85.7%	7.7%	33.3%	9.6%	4.5%	62.5%	15.1%	13.0%	16.1%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	0	0	0	0	0

Peak Hour Information

Peak Hour 7:00 8:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	4	8	6	10	0	47	9	235	7	9	128	15	478
Peak Hour Factor	0.50	0.40	0.38	0.42	NA	0.69	0.56	0.83	0.58	0.32	0.78	0.63	0.92
Enter Totals	18			57			251			152			
Peak Hour Factor	0.41			0.79			0.86			0.84			
Exit Totals	30			18			288			142			
Peak Hour Factor	0.63			0.56			0.83			0.81			
Light Trucks	1	0	0	0	0	1	1	8	0	0	6	1	18
Medium Trucks	2	6	3	0	0	0	3	6	0	5	1	0	26
Heavy Trucks	0	0	1	0	0	0	0	2	0	1	12	1	17
% Trucks	75.0%	75.0%	66.7%	0.0%	NA	2.1%	44.4%	6.8%	0.0%	66.7%	14.8%	13.3%	12.8%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

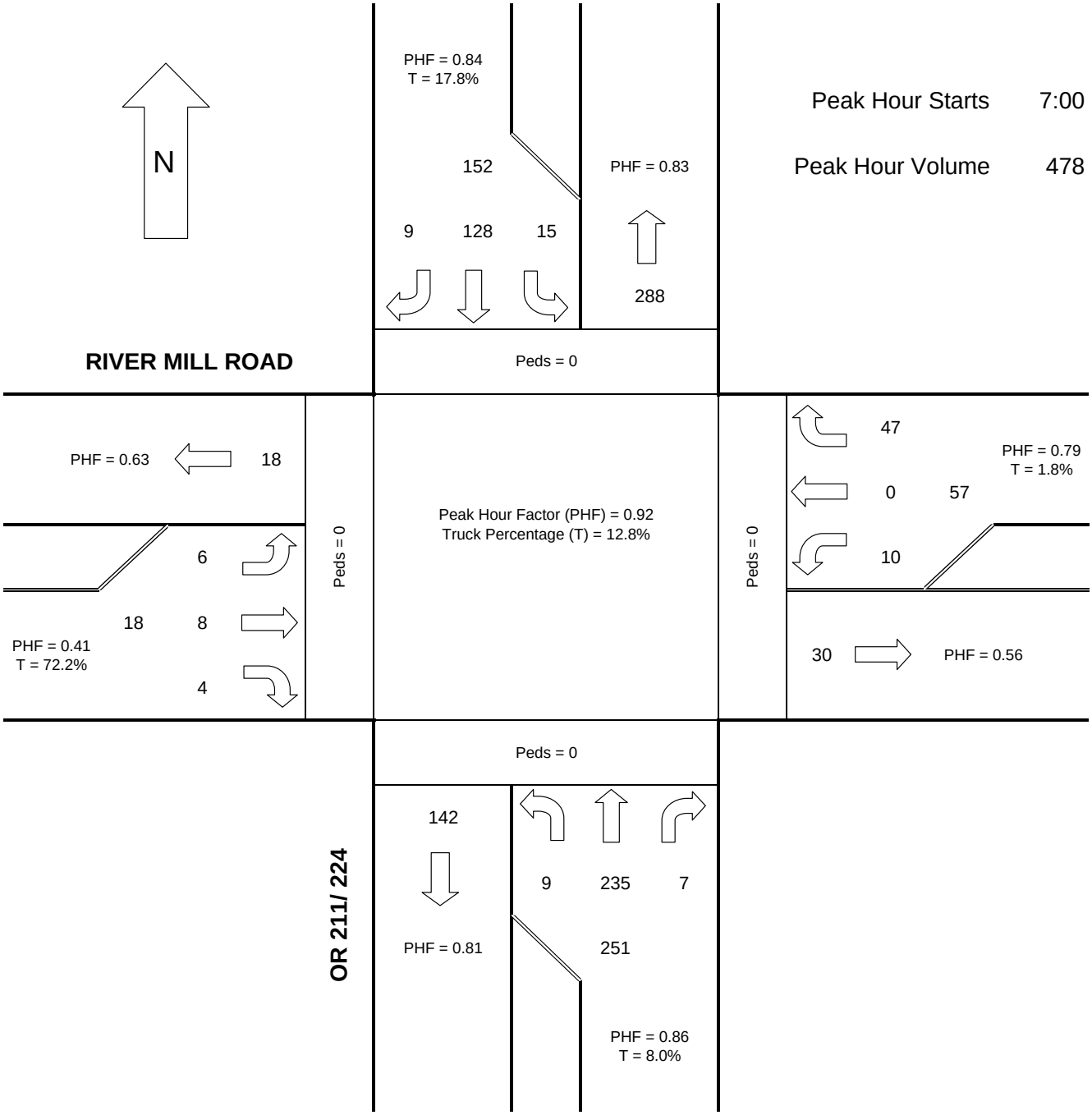
	South	North	East	West	
Pedestrians	0	0	0	0	0

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location RIVER MILL ROAD at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: JG



Peak Hour Starts	7:00
Peak Hour Volume	478

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location RIVER MILL ROAD at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 16:00
Reviewed By: JG

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
16:00 - 16:15	3	1	2	8	0	3	1	53	3	1	88	11	174
16:15 - 16:30	8	1	3	3	1	8	1	72	10	3	86	24	220
16:30 - 16:45	4	0	1	3	1	6	1	78	5	1	96	13	209
16:45 - 17:00	0	0	1	0	0	5	2	42	1	3	104	20	178
17:00 - 17:15	0	0	0	1	0	6	2	66	5	0	49	8	137
17:15 - 17:30	3	1	0	0	1	4	1	51	6	1	90	21	179
17:30 - 17:45	1	1	0	4	1	3	1	54	5	0	81	17	168
17:45 - 18:00	0	2	1	2	2	7	3	58	8	0	74	7	164
Movement Totals	19	6	8	21	6	42	12	474	43	9	668	121	1429
Enter Totals	33			69			529			798			
Exit Totals	170			27			524			708			

Two-Hour Totals

Light Trucks	0	1	0	1	0	2	0	12	0	0	13	0	29
Medium Trucks	2	0	0	0	0	0	1	12	1	1	2	0	19
Heavy Trucks	0	0	0	0	0	0	0	2	0	0	4	0	6
% Trucks	10.5%	16.7%	0.0%	4.8%	0.0%	4.8%	8.3%	5.5%	2.3%	11.1%	2.8%	0.0%	3.8%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	1	0	0	0	1	0	0	0	0	0	0	0	2

	South	North	East	West	
Pedestrians	0	1	0	0	1

Peak Hour Information

Peak Hour 16:00 17:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	15	2	7	14	2	22	5	245	19	8	374	68	781
Peak Hour Factor	0.47	0.50	0.58	0.44	0.50	0.69	0.63	0.79	0.48	0.67	0.90	0.71	0.89
Enter Totals	24			38			269			450			
Peak Hour Factor	0.50			0.79			0.80			0.89			
Exit Totals	89			15			274			403			
Peak Hour Factor	0.64			0.75			0.81			0.97			
Light Trucks	0	1	0	0	0	0	0	7	0	0	10	0	18
Medium Trucks	2	0	0	0	0	0	1	8	0	1	1	0	13
Heavy Trucks	0	0	0	0	0	0	0	2	0	0	3	0	5
% Trucks	13.3%	50.0%	0.0%	0.0%	0.0%	0.0%	20.0%	6.9%	0.0%	12.5%	3.7%	0.0%	4.6%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	1	0	0	0	1	0	0	0	0	0	0	0	2

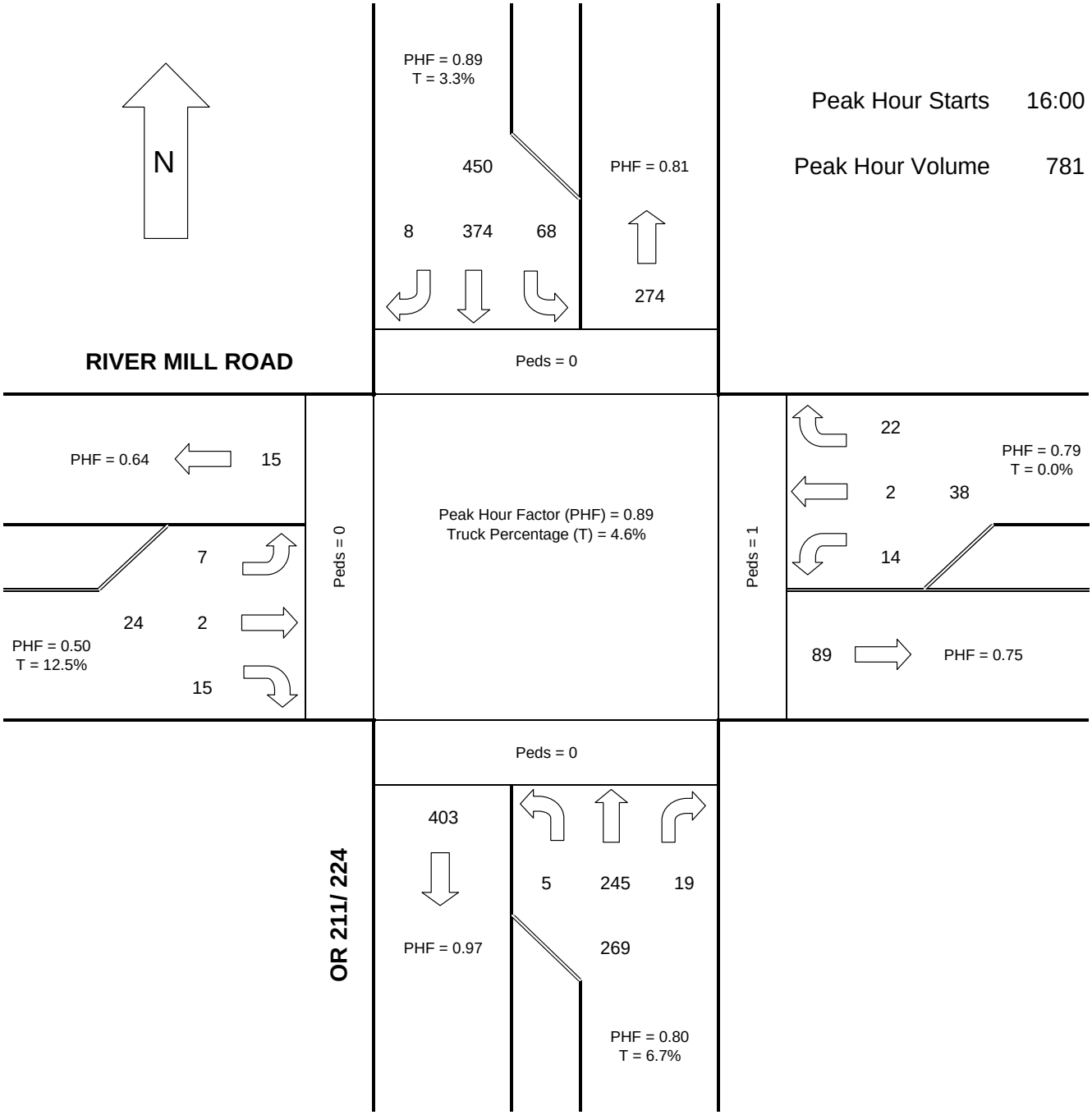
	South	North	East	West	
Pedestrians	0	1	0	0	1

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location RIVER MILL ROAD at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 16:00
Reviewed By: JG



Peak Hour Starts	16:00
Peak Hour Volume	781

Video Survey Field Sheet

TS PROJECT # 05-082

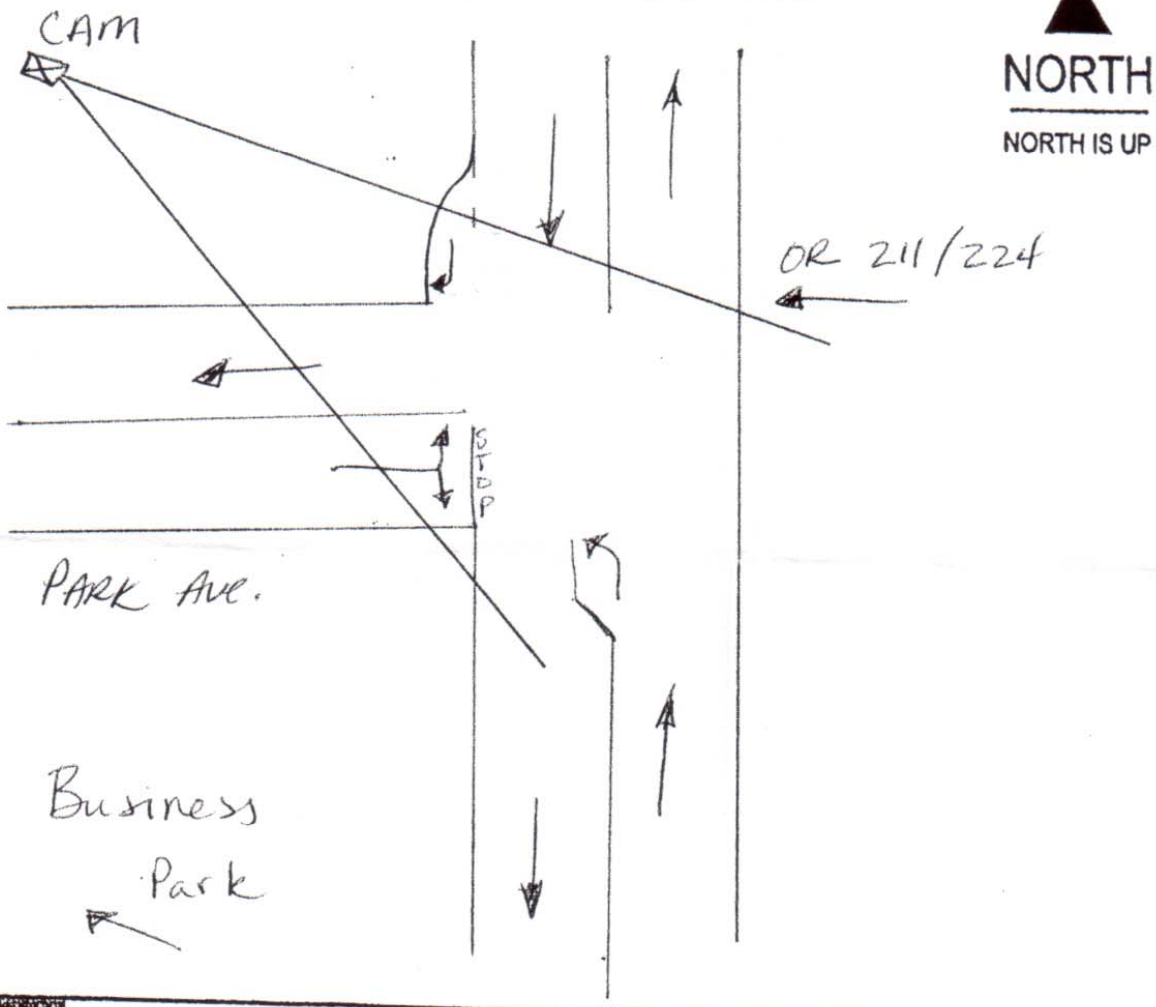
SURVEY DATE 3-23-05

LOCATION NAME	CITY
OR 211/224 @ Park Ave.	Estacada OR

TYPE OF SURVEY	TIME	MAP PAGE	GRID
TMC - AM/PM	—		

CAM A	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds
CAM B	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds

LOCATION LAYOUT: WEATHER: ☐ Sunny ☐ Overcast ☐ Rain ☐ Snow



CHECKLIST

REMARKS

Surveyed By: NSA

CAMERA - A		R
Number	4	
1st Film Used	Date: 3-23-05	
	Time: 12 33	
	Film: T92	
	Batt: ⊖	
2nd Film Used	Date: 3-24-05	
	Time: 5:14	
	Film: T69	
	Batt: ⊖	
3rd Film Used	Date:	
	Time:	
	Film:	
	Batt:	
4th Film Used	Date:	
	Time:	
	Film:	
	Batt:	
5th Film Used	Date:	
	Time:	
	Film:	
	Batt:	

CAMERA - B		R
Number		
1st Film Used	Date:	
	Time:	
	Film:	
	Batt:	
2nd Film Used	Date:	
	Time:	
	Film:	
	Batt:	
3rd Film Used	Date:	
	Time:	
	Film:	
	Batt:	
4th Film Used	Date:	
	Time:	
	Film:	
	Batt:	
5th Film Used	Date:	
	Time:	
	Film:	
	Batt:	

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location PARK AVENUE at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: DH

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
7:00 - 7:15	0	0	0	0	0	0	2	75	0	2	38	0	117
7:15 - 7:30	0	0	0	0	0	0	0	82	0	1	34	0	117
7:30 - 7:45	1	0	0	0	0	0	2	79	0	0	38	0	120
7:45 - 8:00	1	0	0	0	0	0	3	49	0	0	44	0	97
8:00 - 8:15	1	0	0	0	0	0	0	57	0	2	38	0	98
8:15 - 8:30	2	0	0	0	0	0	1	49	0	0	29	0	81
8:30 - 8:45	0	0	0	0	0	0	0	57	0	0	44	0	101
8:45 - 9:00	1	0	0	0	0	0	1	55	0	0	36	0	93
Movement Totals	6	0	0	0	0	0	9	503	0	5	301	0	824
Enter Totals	6			0			512			306			
Exit Totals	0			14			503			307			

Two-Hour Totals

Light Trucks	0	0	0	0	0	0	0	16	0	0	16	0	32
Medium Trucks	0	0	0	0	0	0	0	26	0	0	17	0	43
Heavy Trucks	0	0	0	0	0	0	0	10	0	1	22	0	33
% Trucks	0.0%	NA	NA	NA	NA	NA	0.0%	10.3%	NA	20.0%	18.3%	NA	13.1%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	1

	South	North	East	West	
Pedestrians	0	0	0	0	0

Peak Hour Information

Peak Hour 7:00 8:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	2	0	0	0	0	0	7	285	0	3	154	0	451
Peak Hour Factor	0.50	NA	NA	NA	NA	NA	0.58	0.87	NA	0.38	0.88	NA	0.94
Enter Totals	2			0			292			157			
Peak Hour Factor	0.50			NA			0.89			0.89			
Exit Totals	0			10			285			156			
Peak Hour Factor	NA			0.63			0.87			0.87			
Light Trucks	0	0	0	0	0	0	0	7	0	0	7	0	14
Medium Trucks	0	0	0	0	0	0	0	9	0	0	5	0	14
Heavy Trucks	0	0	0	0	0	0	0	5	0	0	13	0	18
% Trucks	0.0%	NA	NA	NA	NA	NA	0.0%	7.4%	NA	0.0%	16.2%	NA	10.2%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	1

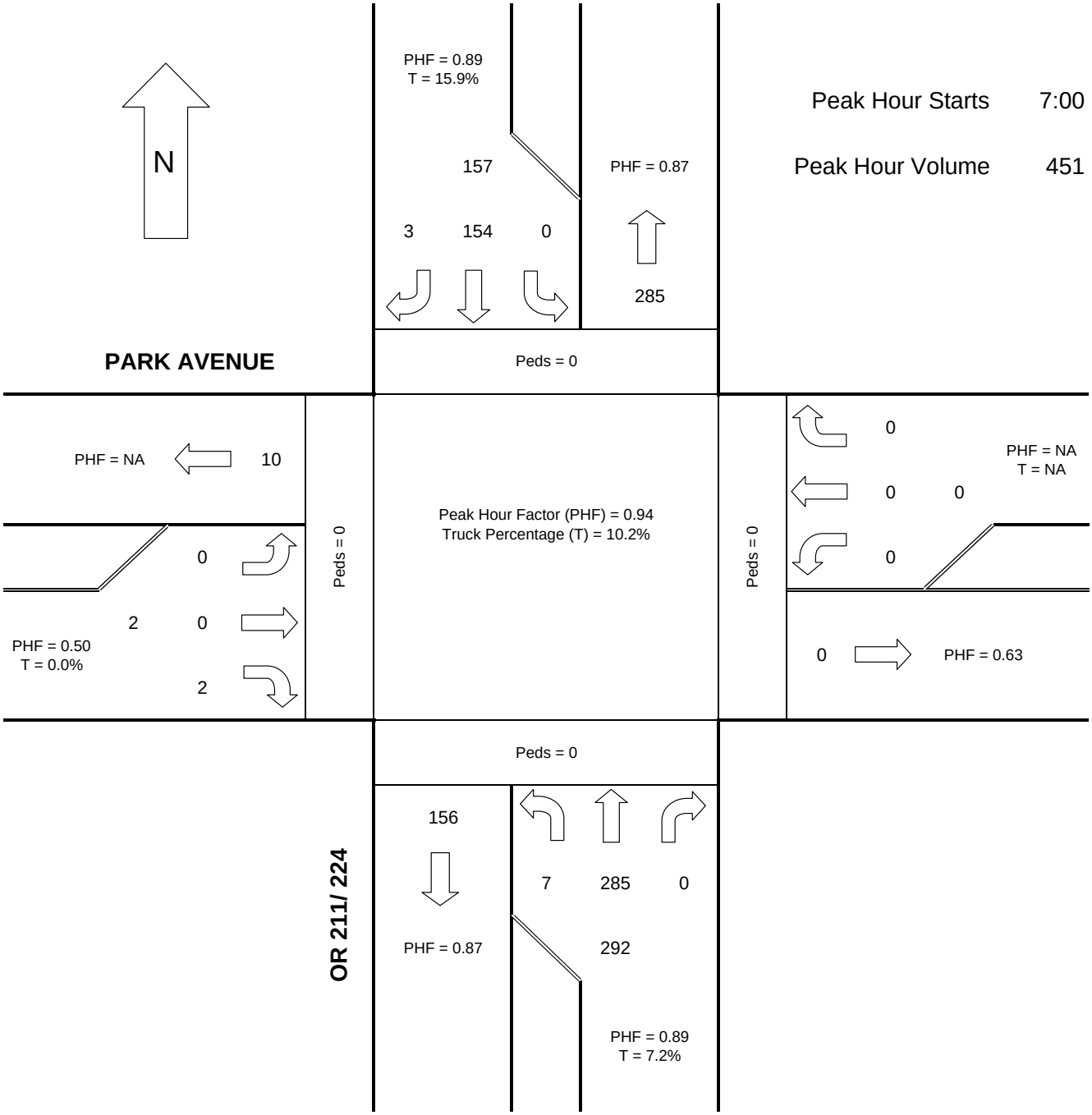
	South	North	East	West	
Pedestrians	0	0	0	0	0

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location PARK AVENUE at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: DH



Peak Hour Starts	7:00
Peak Hour Volume	451

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location PARK AVENUE at OR 211/ 224
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: DH

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
16:00 - 16:15	0	0	2	0	0	0	0	58	0	0	98	0	158
16:15 - 16:30	0	0	1	0	0	0	1	72	0	0	123	0	197
16:30 - 16:45	0	0	1	0	0	0	1	96	0	0	95	0	193
16:45 - 17:00	0	0	2	0	0	0	1	55	0	0	120	0	178
17:00 - 17:15	0	0	0	0	0	0	0	65	0	0	78	0	143
17:15 - 17:30	1	0	0	0	0	0	1	64	0	2	103	0	171
17:30 - 17:45	0	0	0	0	0	0	0	55	0	1	101	0	157
17:45 - 18:00	0	0	1	0	0	0	0	59	0	0	79	0	139
Movement Totals	1	0	7	0	0	0	4	524	0	3	797	0	1336
Enter Totals	8			0			528			800			
Exit Totals	0			7			531			798			

Two-Hour Totals

Light Trucks	0	0	1	0	0	0	0	11	0	0	15	0	27
Medium Trucks	0	0	0	0	0	0	0	14	0	0	3	0	17
Heavy Trucks	0	0	0	0	0	0	0	2	0	0	4	0	6
% Trucks	0.0%	NA	14.3%	NA	NA	NA	0.0%	5.2%	NA	0.0%	2.8%	NA	3.7%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	0	0	0	0	0

Peak Hour Information

Peak Hour 16:00 17:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	0	0	6	0	0	0	3	281	0	0	436	0	726
Peak Hour Factor	NA	NA	0.75	NA	NA	NA	0.75	0.73	NA	NA	0.89	NA	0.92
Enter Totals	6			0			284			436			
Peak Hour Factor	0.75			NA			0.73			0.89			
Exit Totals	0			3			287			436			
Peak Hour Factor	NA			0.75			0.74			0.89			
Light Trucks	0	0	1	0	0	0	0	5	0	0	13	0	19
Medium Trucks	0	0	0	0	0	0	0	9	0	0	1	0	10
Heavy Trucks	0	0	0	0	0	0	0	2	0	0	3	0	5
% Trucks	NA	NA	16.7%	NA	NA	NA	0.0%	5.7%	NA	NA	3.9%	NA	4.7%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

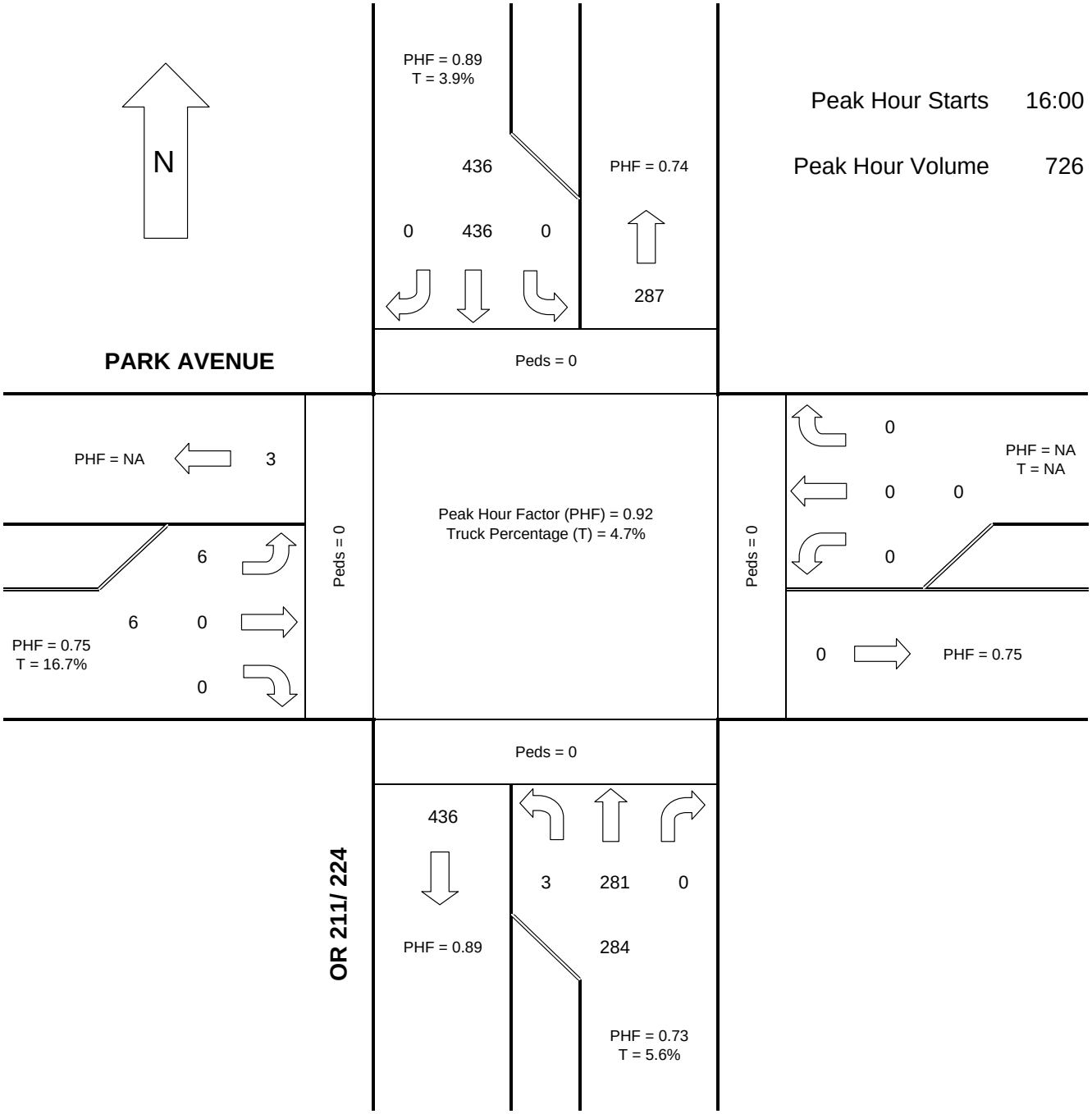
	South	North	East	West	
Pedestrians	0	0	0	0	0

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location PARK AVENUE at OR 211/ 224
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: DH



Peak Hour Starts	16:00
Peak Hour Volume	726

Video Survey Field Sheet

TS PROJECT # 05-082

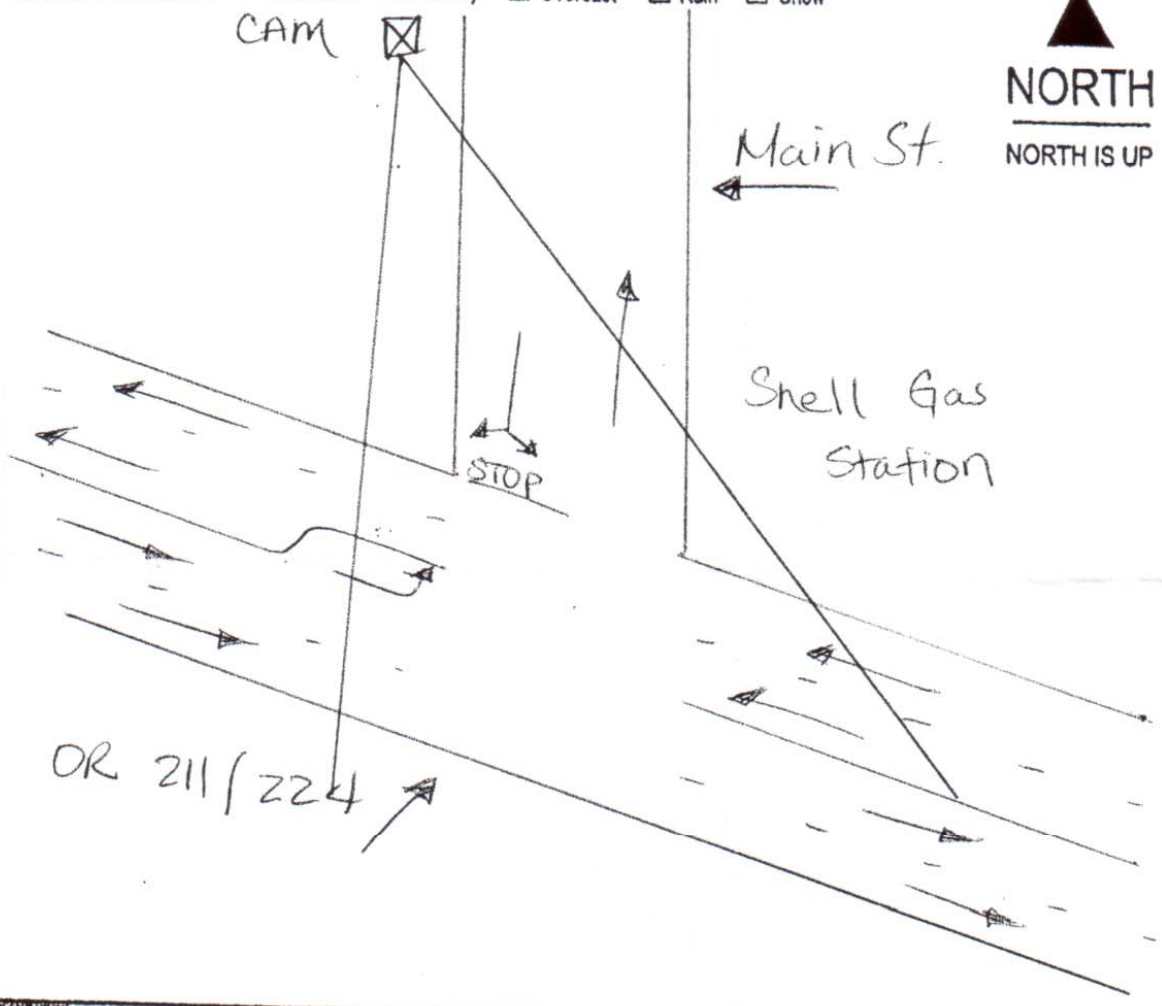
SURVEY DATE 3-23/3-24

LOCATION NAME	CITY
OR 211/224 @ Main St.	Estacada

TYPE OF SURVEY	TIME	MAP PAGE	GRID
TMC - AM/PM	–	750	B-4

CAM A	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds
CAM B	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds

LOCATION LAYOUT: WEATHER: ☐ Sunny ☐ Overcast ☐ Rain ☐ Snow



CHECKLIST

- ▶
- ▶
- ▶
- ▶
- ▶
- ▶

REMARKS: Difficult Shot - Still Countable

Surveyed By: NA

CAMERA - A		R
Number	C05	
1st Film	Date: 3-23-05	
	Time: 1:24p	
	Film: T23	
	Batt: ~~0~~	
2nd Film	Date: 3-24-05	
	Time: 5:51A	
	Film: T61	
	Batt: ~~0~~	
3rd Film	Date:	
	Time:	
	Film:	
	Batt:	
4th Film	Date:	
	Time:	
	Film:	
	Batt:	
5th Film	Date:	
	Time:	
	Film:	
	Batt:	

CAMERA - B		R
Number		
1st Film	Date:	
	Time:	
	Film:	
	Batt:	
2nd Film	Date:	
	Time:	
	Film:	
	Batt:	
3rd Film	Date:	
	Time:	
	Film:	
	Batt:	
4th Film	Date:	
	Time:	
	Film:	
	Batt:	
5th Film	Date:	
	Time:	
	Film:	
	Batt:	

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location OR 211/ 224 at MAIN STREET
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: BV

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
7:00 - 7:15	0	19	6	0	40	15	0	0	0	12	0	10	102
7:15 - 7:30	0	27	4	0	51	5	0	0	0	7	0	14	108
7:30 - 7:45	0	18	4	0	54	12	0	0	0	11	0	9	108
7:45 - 8:00	0	25	7	0	51	16	0	0	0	6	0	12	117
8:00 - 8:15	0	29	9	0	49	18	0	0	0	10	0	8	123
8:15 - 8:30	0	24	4	0	43	22	0	0	0	4	0	11	108
8:30 - 8:45	0	35	3	0	36	15	0	0	0	8	0	7	104
8:45 - 9:00	0	36	9	0	49	16	0	0	0	7	0	10	127
Movement Totals	0	213	46	0	373	119	0	0	0	65	0	81	897
Enter Totals	259			492			0			146			
Exit Totals	294			438			165			0			

Two-Hour Totals

Light Trucks	0	9	3	0	8	8	0	0	0	2	0	3	33
Medium Trucks	0	10	2	0	11	1	0	0	0	1	0	1	26
Heavy Trucks	0	5	0	0	2	0	0	0	0	0	0	0	7
% Trucks	NA	11.3%	10.9%	NA	5.6%	7.6%	NA	NA	NA	4.6%	NA	4.9%	7.4%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	2	0	0	0	2

Peak Hour Information

Peak Hour 8:00 9:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	0	124	25	0	177	71	0	0	0	29	0	36	462
Peak Hour Factor	NA	0.86	0.69	NA	0.90	0.81	NA	NA	NA	0.73	NA	0.82	0.91
Enter Totals	149			248			0			65			
Peak Hour Factor	0.83			0.93			NA			0.90			
Exit Totals	160			206			96			0			
Peak Hour Factor	0.87			0.87			0.89			NA			
Light Trucks	0	6	1	0	4	6	0	0	0	2	0	1	20
Medium Trucks	0	7	2	0	8	1	0	0	0	1	0	0	19
Heavy Trucks	0	2	0	0	0	0	0	0	0	0	0	0	2
% Trucks	NA	12.1%	12.0%	NA	6.8%	9.9%	NA	NA	NA	10.3%	NA	2.8%	8.9%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

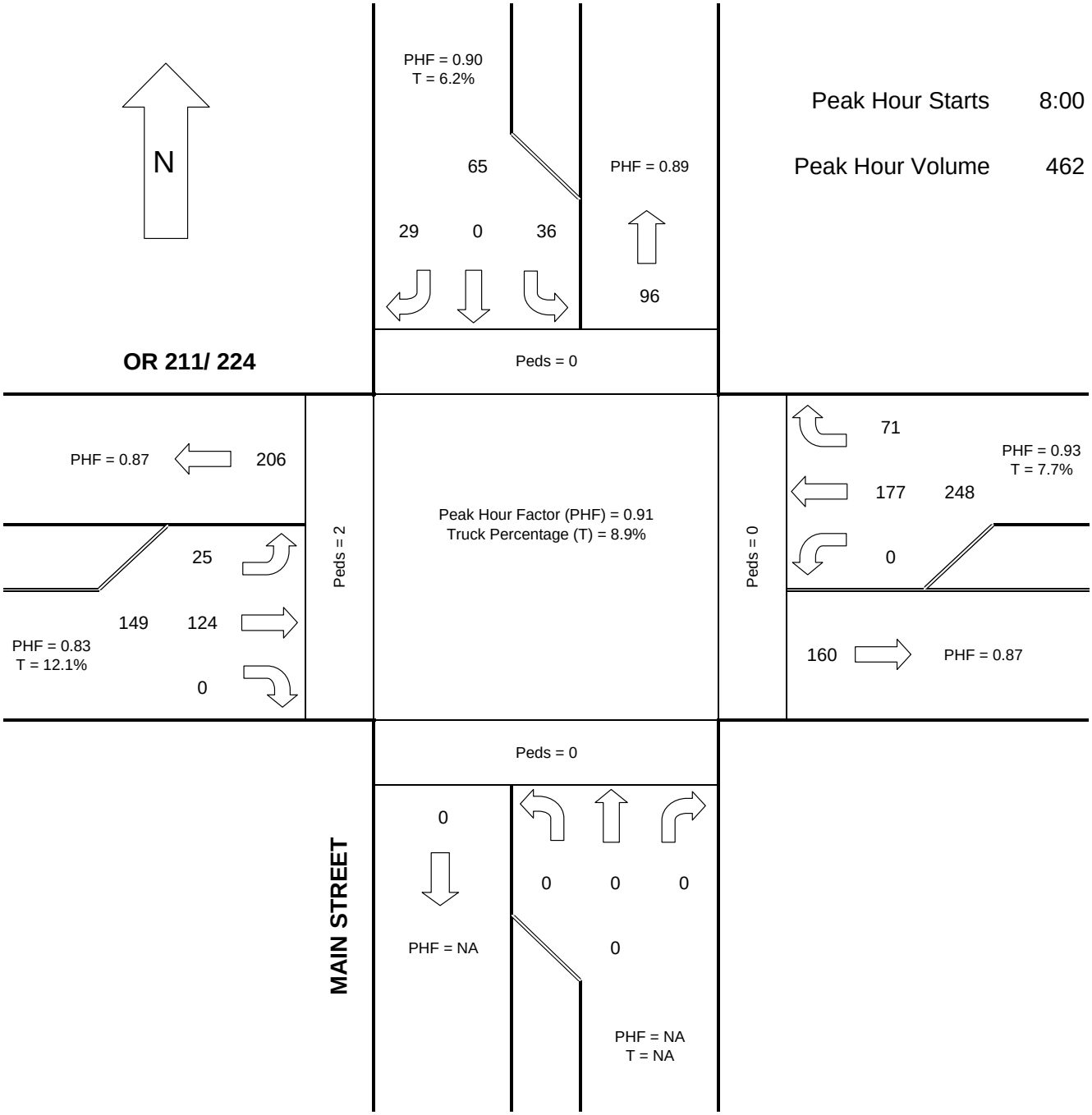
	South	North	East	West	
Pedestrians	2	0	0	0	2

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location OR 211/ 224 at MAIN STREET
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: BV



TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location OR 211/ 224 at MAIN STREET
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: BV

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
16:00 - 16:15	0	83	18	0	59	37	0	0	0	10	0	22	229
16:15 - 16:30	0	84	19	0	57	33	0	0	0	16	0	28	237
16:30 - 16:45	0	83	16	0	65	37	0	0	0	10	0	44	255
16:45 - 17:00	0	95	17	0	53	32	0	0	0	15	0	19	231
17:00 - 17:15	0	83	16	0	43	26	0	0	0	17	0	29	214
17:15 - 17:30	0	70	11	0	42	33	0	0	0	10	0	22	188
17:30 - 17:45	0	84	23	0	55	39	0	0	0	16	0	21	238
17:45 - 18:00	0	67	18	0	52	23	0	0	0	7	0	24	191
Movement Totals	0	649	138	0	426	260	0	0	0	101	0	209	1783
Enter Totals	787			686			0			310			
Exit Totals	858			527			398			0			

Two-Hour Totals

Light Trucks	0	5	3	0	4	8	0	0	0	2	0	5	27
Medium Trucks	0	6	2	0	11	1	0	0	0	1	0	1	22
Heavy Trucks	0	2	1	0	4	0	0	0	0	0	0	1	8
% Trucks	NA	2.0%	4.3%	NA	4.5%	3.5%	NA	NA	NA	3.0%	NA	3.3%	3.2%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	0	0	0	0	0

Peak Hour Information

Peak Hour 16:00 17:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	0	345	70	0	234	139	0	0	0	51	0	113	952
Peak Hour Factor	NA	0.91	0.92	NA	0.90	0.94	NA	NA	NA	0.80	NA	0.64	0.93
Enter Totals	415			373			0			164			
Peak Hour Factor	0.93			0.91			NA			0.76			
Exit Totals	458			285			209			0			
Peak Hour Factor	0.90			0.95			0.95			NA			
Light Trucks	0	4	1	0	4	6	0	0	0	2	0	2	19
Medium Trucks	0	6	1	0	7	0	0	0	0	1	0	1	16
Heavy Trucks	0	2	1	0	4	0	0	0	0	0	0	1	8
% Trucks	NA	3.5%	4.3%	NA	6.4%	4.3%	NA	NA	NA	5.9%	NA	3.5%	4.5%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

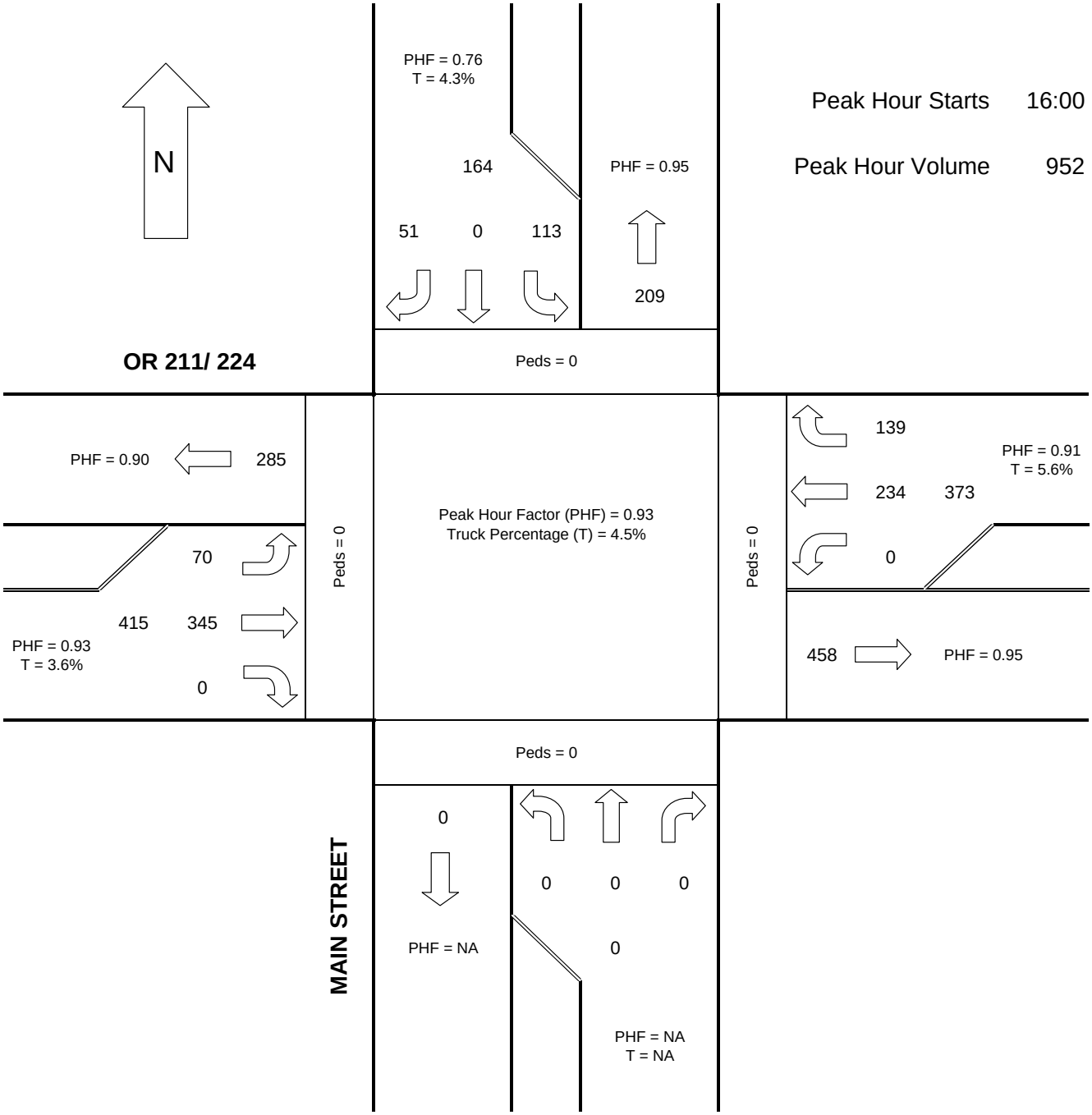
	South	North	East	West	
Pedestrians	0	0	0	0	0

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location OR 211/ 224 at MAIN STREET
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: BV



Peak Hour Starts	16:00
Peak Hour Volume	952

Video Survey Field Sheet

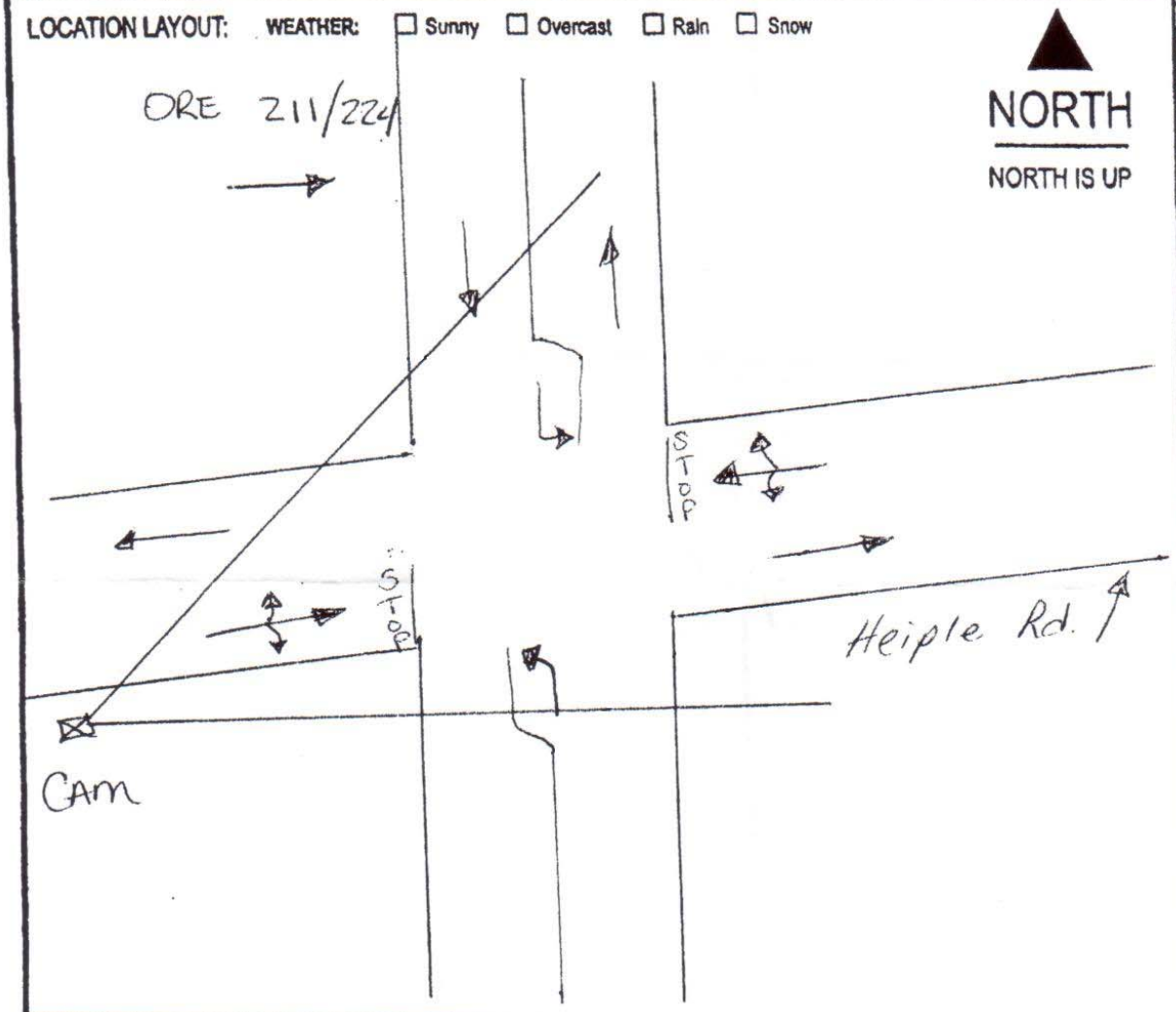
TS PROJECT #	SURVEY DATE
05-082	3-23-05

LOCATION NAME	CITY
OR 211/224 @ Heiple Rd	Estacada

TYPE OF SURVEY	TIME	MAP PAGE	GRID
TMC - AM/PM	–	720	A-6

CAM A	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds
CAM B	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds

LOCATION LAYOUT: WEATHER: ☐ Sunny ☐ Overcast ☐ Rain ☐ Snow



REMARKS & LOCATION SET-UP

Surveyed By: NA

CAMERA - A	R
Number	C08
SET-UP 1 Date:	3-23-05
Time:	12:05
Film:	T82
Batt:	Θ
SET-UP 2 Date:	3-24-05
Time:	5:07A
Film:	T89
Batt:	Θ
SET-UP 3 Date:	
Time:	
Film:	
Batt:	
SET-UP 4 Date:	
Time:	
Film:	
Batt:	
SET-UP 5 Date:	
Time:	
Film:	
Batt:	

CAMERA - B	R
Number	
SET-UP 1 Date:	
Time:	
Film:	
Batt:	
SET-UP 2 Date:	
Time:	
Film:	
Batt:	
SET-UP 3 Date:	
Time:	
Film:	
Batt:	
SET-UP 4 Date:	
Time:	
Film:	
Batt:	
SET-UP 5 Date:	
Time:	
Film:	
Batt:	

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location HEIPLE ROAD at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: BV

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
7:00 - 7:15	2	0	4	0	0	9	1	71	0	0	36	2	125
7:15 - 7:30	0	0	5	1	0	7	2	79	0	0	32	5	131
7:30 - 7:45	1	0	8	0	0	14	1	82	1	2	30	3	142
7:45 - 8:00	2	0	5	0	0	11	0	46	2	0	47	7	120
8:00 - 8:15	0	1	11	0	1	6	2	48	1	3	41	2	116
8:15 - 8:30	1	1	8	1	0	6	0	53	0	0	29	4	103
8:30 - 8:45	1	1	5	2	0	3	0	52	0	0	44	1	109
8:45 - 9:00	1	0	1	0	1	5	0	56	2	2	36	3	107
Movement Totals	8	3	47	4	2	61	6	487	6	7	295	27	953
Enter Totals	58			67			499			329			
Exit Totals	36			15			595			307			

Two-Hour Totals

Light Trucks	0	0	0	0	0	2	0	11	1	0	12	0	26
Medium Trucks	0	0	0	0	0	0	0	29	0	0	16	0	45
Heavy Trucks	0	0	0	0	0	2	0	8	0	0	23	1	34
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	6.6%	0.0%	9.9%	16.7%	0.0%	17.3%	3.7%	11.0%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	1

	South	North	East	West	
Pedestrians	0	0	0	0	0

Peak Hour Information

Peak Hour 7:00 8:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	5	0	22	1	0	41	4	278	3	2	145	17	518
Peak Hour Factor	0.63	NA	0.69	0.25	NA	0.73	0.50	0.85	0.38	0.25	0.77	0.61	0.91
Enter Totals	27			42			285			164			
Peak Hour Factor	0.75			0.75			0.85			0.76			
Exit Totals	20			6			341			151			
Peak Hour Factor	0.56			0.50			0.82			0.77			
Light Trucks	0	0	0	0	0	1	0	5	0	0	6	0	12
Medium Trucks	0	0	0	0	0	0	0	10	0	0	5	0	15
Heavy Trucks	0	0	0	0	0	1	0	4	0	0	13	1	19
% Trucks	0.0%	NA	0.0%	0.0%	NA	4.9%	0.0%	6.8%	0.0%	0.0%	16.6%	5.9%	8.9%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	1

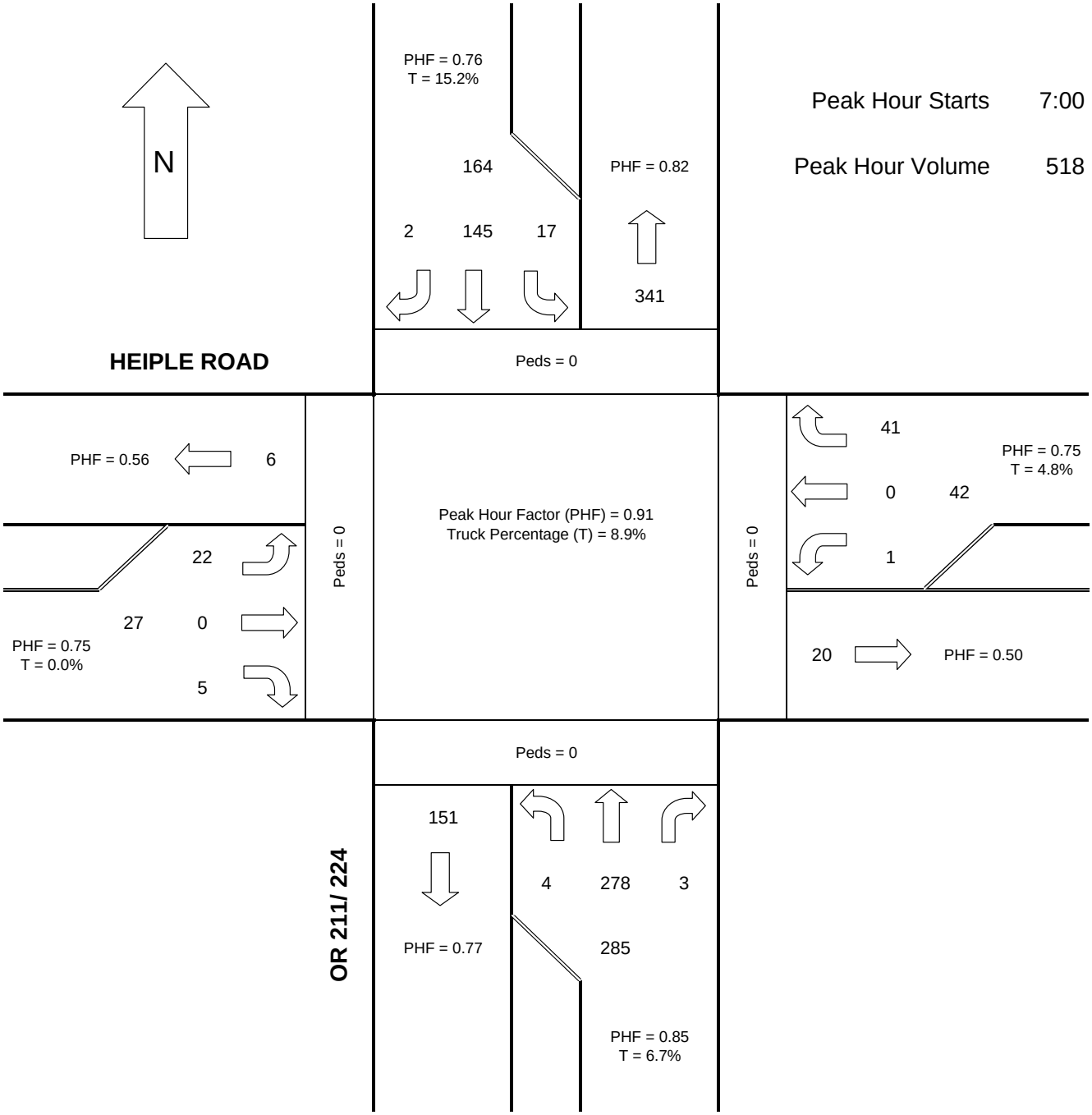
	South	North	East	West	
Pedestrians	0	0	0	0	0

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location HEIPLE ROAD at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: BV



Peak Hour Starts	7:00
Peak Hour Volume	518

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location HEIPLE ROAD at OR 211/ 224
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: BV

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
16:00 - 16:15	1	0	2	0	2	2	3	61	2	5	102	5	185
16:15 - 16:30	7	3	2	1	2	6	4	64	2	4	116	2	213
16:30 - 16:45	2	1	2	1	3	5	1	87	2	6	85	8	203
16:45 - 17:00	2	0	5	0	0	1	4	62	0	9	116	5	204
17:00 - 17:15	2	1	3	0	0	11	6	57	0	13	80	8	181
17:15 - 17:30	0	0	2	1	0	2	3	54	1	6	103	17	189
17:30 - 17:45	3	0	4	0	1	1	5	55	2	1	100	15	187
17:45 - 18:00	3	1	5	0	1	4	4	50	0	5	73	8	154
Movement Totals	20	6	25	3	9	32	30	490	9	49	775	68	1516
Enter Totals	51			44			529			892			
Exit Totals	83			88			547			798			

Two-Hour Totals

Light Trucks	2	0	1	0	0	2	1	6	1	1	6	1	21
Medium Trucks	0	0	0	0	0	0	0	14	0	0	3	0	17
Heavy Trucks	0	0	0	0	0	0	0	2	0	0	4	1	7
% Trucks	10.0%	0.0%	4.0%	0.0%	0.0%	6.3%	3.3%	4.5%	11.1%	2.0%	1.7%	2.9%	3.0%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	0	1	0	0	1

Peak Hour Information

Peak Hour 16:00 17:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	12	4	11	2	7	14	12	274	6	24	419	20	805
Peak Hour Factor	0.43	0.33	0.55	0.50	0.58	0.58	0.75	0.79	0.75	0.67	0.90	0.63	0.94
Enter Totals	27			23			292			463			
Peak Hour Factor	0.56			0.64			0.81			0.89			
Exit Totals	30			43			299			433			
Peak Hour Factor	0.68			0.83			0.80			0.87			
Light Trucks	1	0	1	0	0	0	1	3	0	1	5	0	12
Medium Trucks	0	0	0	0	0	0	0	9	0	0	1	0	10
Heavy Trucks	0	0	0	0	0	0	0	2	0	0	3	0	5
% Trucks	8.3%	0.0%	9.1%	0.0%	0.0%	0.0%	8.3%	5.1%	0.0%	4.2%	2.1%	0.0%	3.4%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

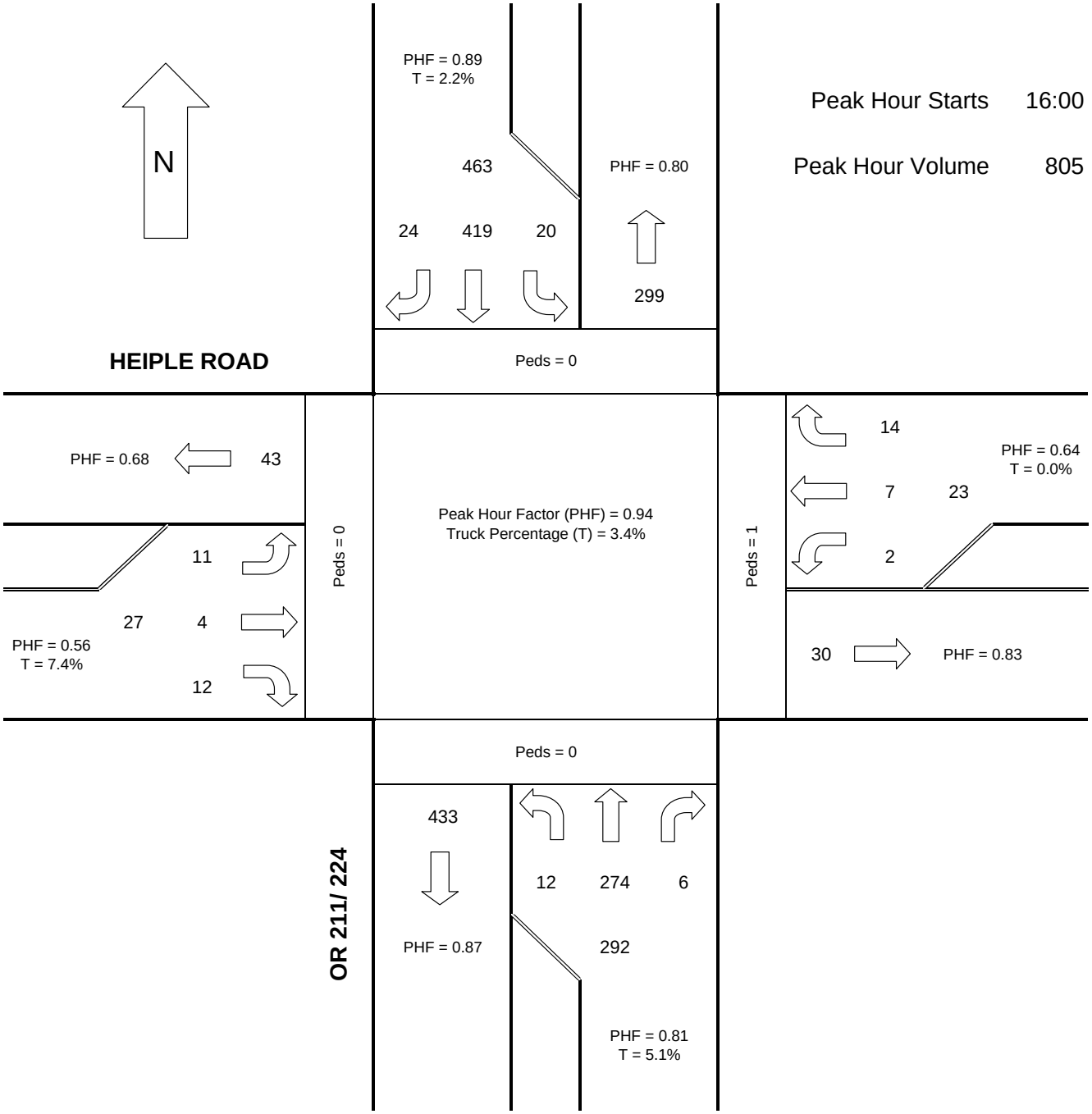
	South	North	East	West	
Pedestrians	0	1	0	0	1

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location HEIPLE ROAD at OR 211/ 224
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: BV



Peak Hour Starts	16:00
Peak Hour Volume	805

Video Survey Field Sheet

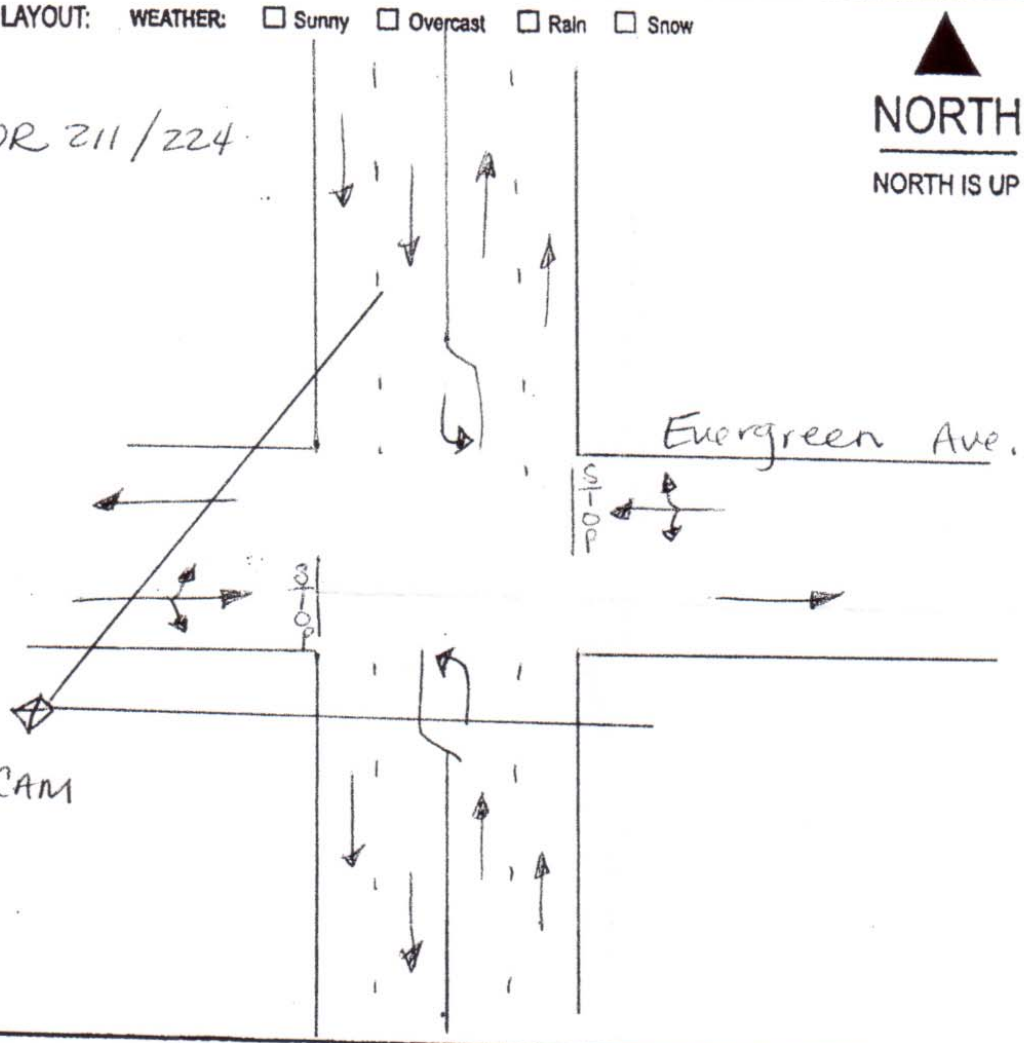
TS PROJECT #	SURVEY DATE
05-082	3-23/3-24

LOCATION NAME	CITY
OR 211/224 @ Evergreen Ave.	Estacada, OR

TYPE OF SURVEY	TIME	MAP PAGE	GRID
TMC - AM/PM	–	750	A-2

CAM A	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds
CAM B	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds

LOCATION LAYOUT: WEATHER: ☐ Sunny ☐ Overcast ☐ Rain ☐ Snow



MISC. LIST

- ▶
- ▶
- ▶
- ▶
- ▶
- ▶

REMARKS

Surveyed By: NA

CAMERA - A		R
Number	C11	
STARTING FILM	Date:	3-23-05
	Time:	
	Film:	TTB
	Batt:	~~O~~
2ND FILM	Date:	3-24-05
	Time:	5:34A
	Film:	T63
	Batt:	~~O~~
3RD FILM	Date:	
	Time:	
	Film:	
	Batt:	
4TH FILM	Date:	
	Time:	
	Film:	
	Batt:	
5TH FILM	Date:	
	Time:	
	Film:	
	Batt:	

CAMERA - B		R
Number		
STARTING FILM	Date:	
	Time:	
	Film:	
	Batt:	
2ND FILM	Date:	
	Time:	
	Film:	
	Batt:	
3RD FILM	Date:	
	Time:	
	Film:	
	Batt:	
4TH FILM	Date:	
	Time:	
	Film:	
	Batt:	
5TH FILM	Date:	
	Time:	
	Film:	
	Batt:	

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location EVERGREEN AVENUE at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: JG

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
7:00 - 7:15	2	0	0	0	0	1	2	55	1	2	27	1	91
7:15 - 7:30	1	0	2	1	0	0	3	57	0	1	27	1	93
7:30 - 7:45	1	0	1	0	0	2	3	63	0	1	29	2	102
7:45 - 8:00	0	0	1	0	0	1	2	49	1	2	44	1	101
8:00 - 8:15	5	0	0	0	0	3	7	43	0	0	30	0	88
8:15 - 8:30	2	0	0	1	0	1	5	47	0	1	28	4	89
8:30 - 8:45	2	0	2	0	0	3	2	46	0	0	40	0	95
8:45 - 9:00	2	0	1	0	0	3	2	56	0	4	40	0	108
Movement Totals	15	0	7	2	0	14	26	416	2	11	265	9	767
Enter Totals	22			16			444			285			
Exit Totals	11			37			437			282			

Two-Hour Totals

Light Trucks	0	0	0	0	0	1	0	12	0	0	15	0	28
Medium Trucks	0	0	0	1	0	10	0	16	0	0	12	0	39
Heavy Trucks	0	0	0	0	0	3	0	2	0	0	6	9	20
% Trucks	0.0%	NA	0.0%	50.0%	NA	100.0%	0.0%	7.2%	0.0%	0.0%	12.5%	100.0%	11.3%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	0	0	0	0	0

Peak Hour Information

Peak Hour 7:00 8:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	4	0	4	1	0	4	10	224	2	6	127	5	387
Peak Hour Factor	0.50	NA	0.50	0.25	NA	0.50	0.83	0.89	0.50	0.75	0.72	0.63	0.95
Enter Totals	8			5			236			138			
Peak Hour Factor	0.67			0.63			0.89			0.73			
Exit Totals	7			16			232			132			
Peak Hour Factor	0.88			1.00			0.88			0.75			
Light Trucks	0	0	0	0	0	1	0	5	0	0	5	0	11
Medium Trucks	0	0	0	1	0	3	0	6	0	0	4	0	14
Heavy Trucks	0	0	0	0	0	0	0	2	0	0	3	5	10
% Trucks	0.0%	NA	0.0%	100.0%	NA	100.0%	0.0%	5.8%	0.0%	0.0%	9.4%	100.0%	9.0%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

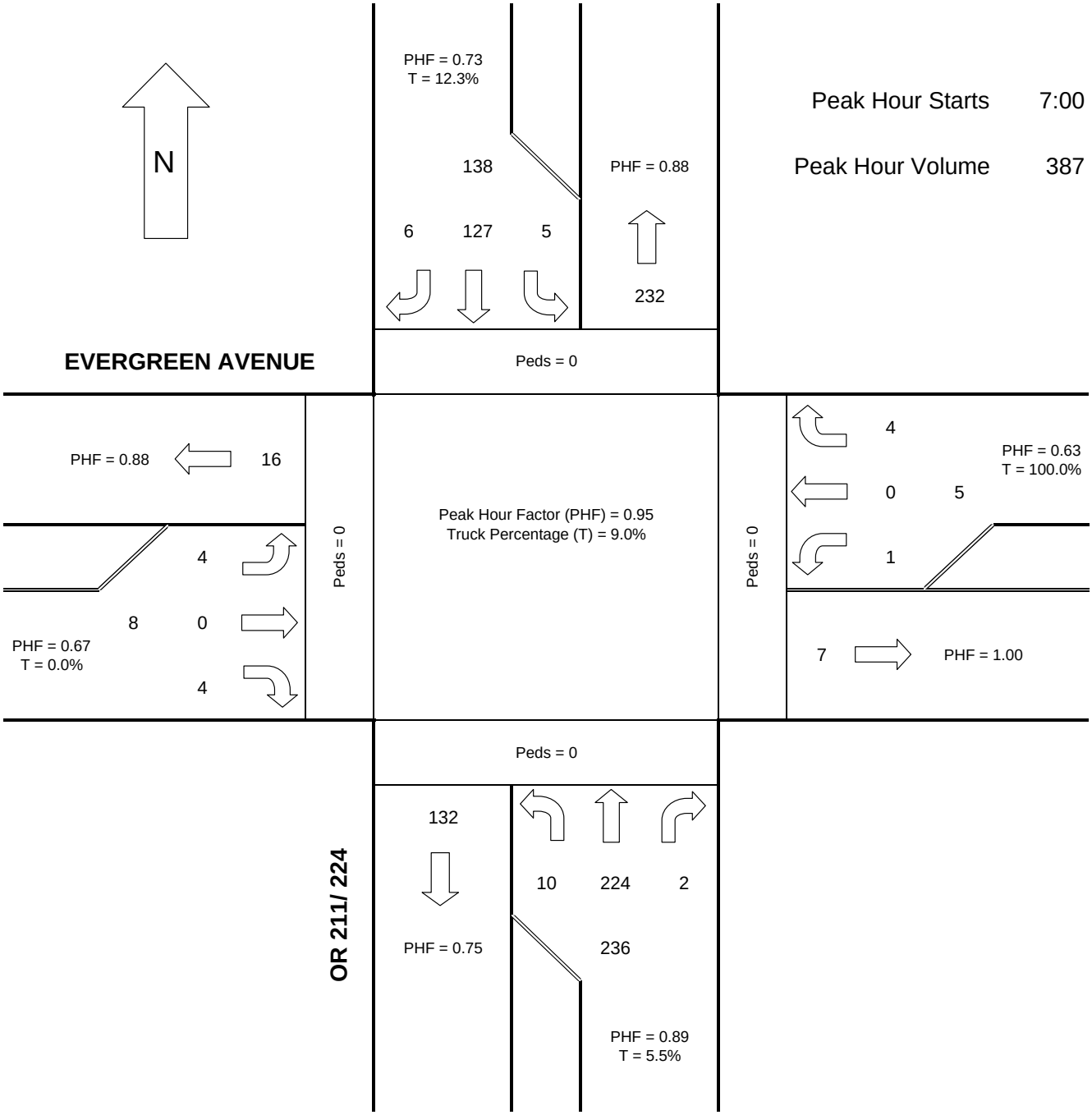
	South	North	East	West	
Pedestrians	0	0	0	0	0

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location EVERGREEN AVENUE at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: JG



Peak Hour Starts	7:00
Peak Hour Volume	387

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location EVERGREEN AVENUE at OR 211/ 224
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: DH

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
16:00 - 16:15	4	0	4	2	0	0	5	55	1	2	94	1	168
16:15 - 16:30	6	0	6	0	0	0	8	66	0	2	105	1	194
16:30 - 16:45	9	0	7	2	0	2	5	83	1	0	95	0	204
16:45 - 17:00	1	0	2	2	0	2	1	52	0	1	99	0	160
17:00 - 17:15	4	0	2	0	0	0	3	63	0	5	71	0	148
17:15 - 17:30	8	0	4	0	0	1	1	60	0	2	66	1	143
17:30 - 17:45	3	0	1	0	0	0	3	58	1	3	85	0	154
17:45 - 18:00	3	0	1	0	0	1	1	60	0	3	80	0	149
Movement Totals	38	0	27	6	0	6	27	497	3	18	695	3	1320
Enter Totals	65			12			527			716			
Exit Totals	6			45			530			739			

Two-Hour Totals

Light Trucks	3	0	1	0	0	0	2	11	0	2	14	0	33
Medium Trucks	0	0	1	2	0	2	1	12	1	0	5	0	24
Heavy Trucks	0	0	0	0	0	0	0	2	1	0	2	3	8
% Trucks	7.9%	NA	7.4%	33.3%	NA	33.3%	11.1%	5.0%	66.7%	11.1%	3.0%	100.0%	4.9%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	1

	South	North	East	West	
Pedestrians	0	0	0	1	1

Peak Hour Information

Peak Hour 16:00 17:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	20	0	19	6	0	4	19	256	2	5	393	2	726
Peak Hour Factor	0.56	NA	0.68	0.75	NA	0.50	0.59	0.77	0.50	0.63	0.94	0.50	0.89
Enter Totals	39			10			277			400			
Peak Hour Factor	0.61			0.63			0.78			0.93			
Exit Totals	4			24			279			419			
Peak Hour Factor	0.50			0.60			0.76			0.94			
Light Trucks	1	0	0	0	0	0	2	5	0	0	12	0	20
Medium Trucks	0	0	1	2	0	1	1	8	0	0	4	0	17
Heavy Trucks	0	0	0	0	0	0	0	2	1	0	2	2	7
% Trucks	5.0%	NA	5.3%	33.3%	NA	25.0%	15.8%	5.9%	50.0%	0.0%	4.6%	100.0%	6.1%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	1

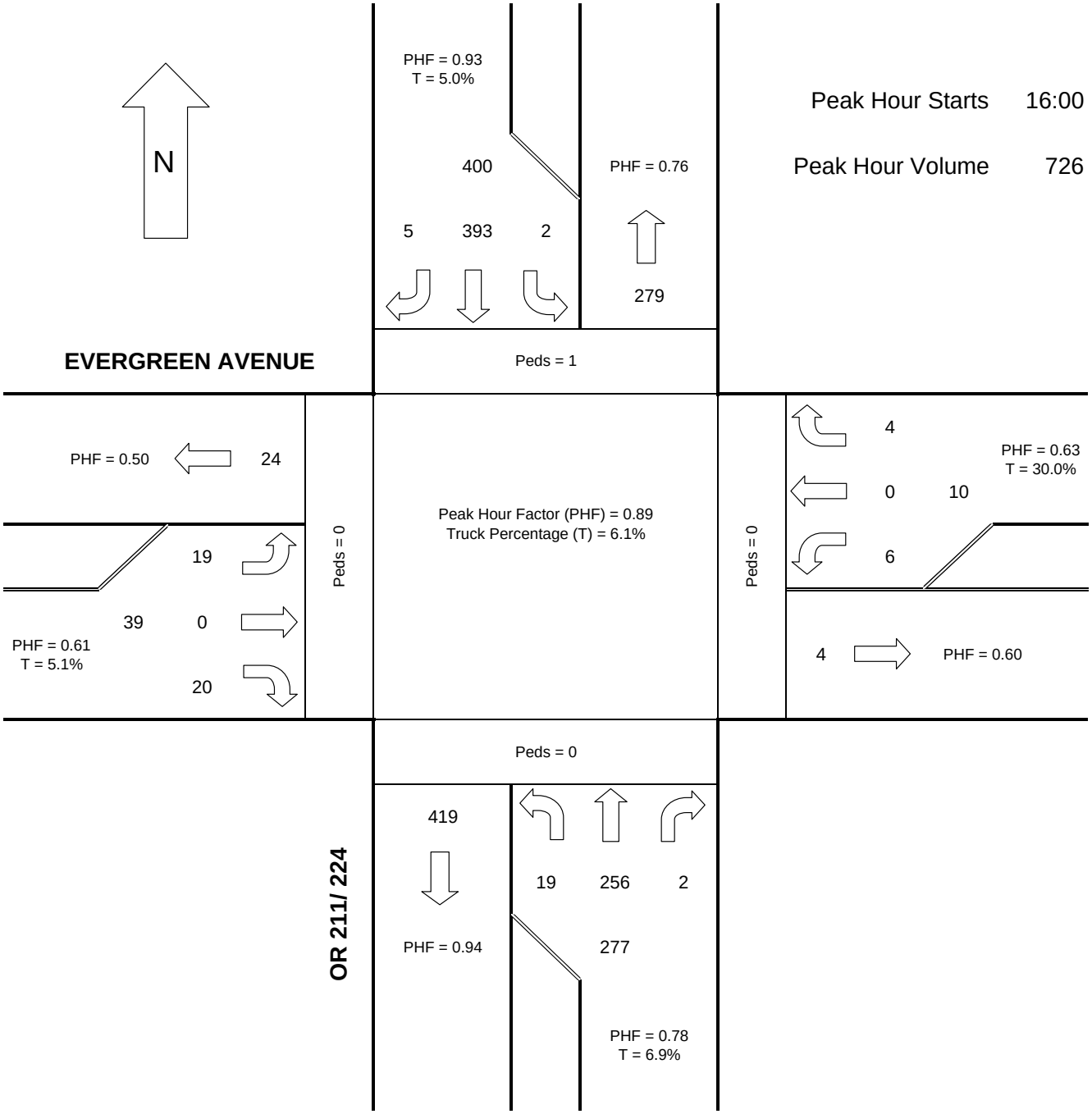
	South	North	East	West	
Pedestrians	0	0	0	1	1

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location EVERGREEN AVENUE at OR 211/ 224
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: DH



Video Survey Field Sheet

TS PROJECT # 05-082

SURVEY DATE 3-23/3-24

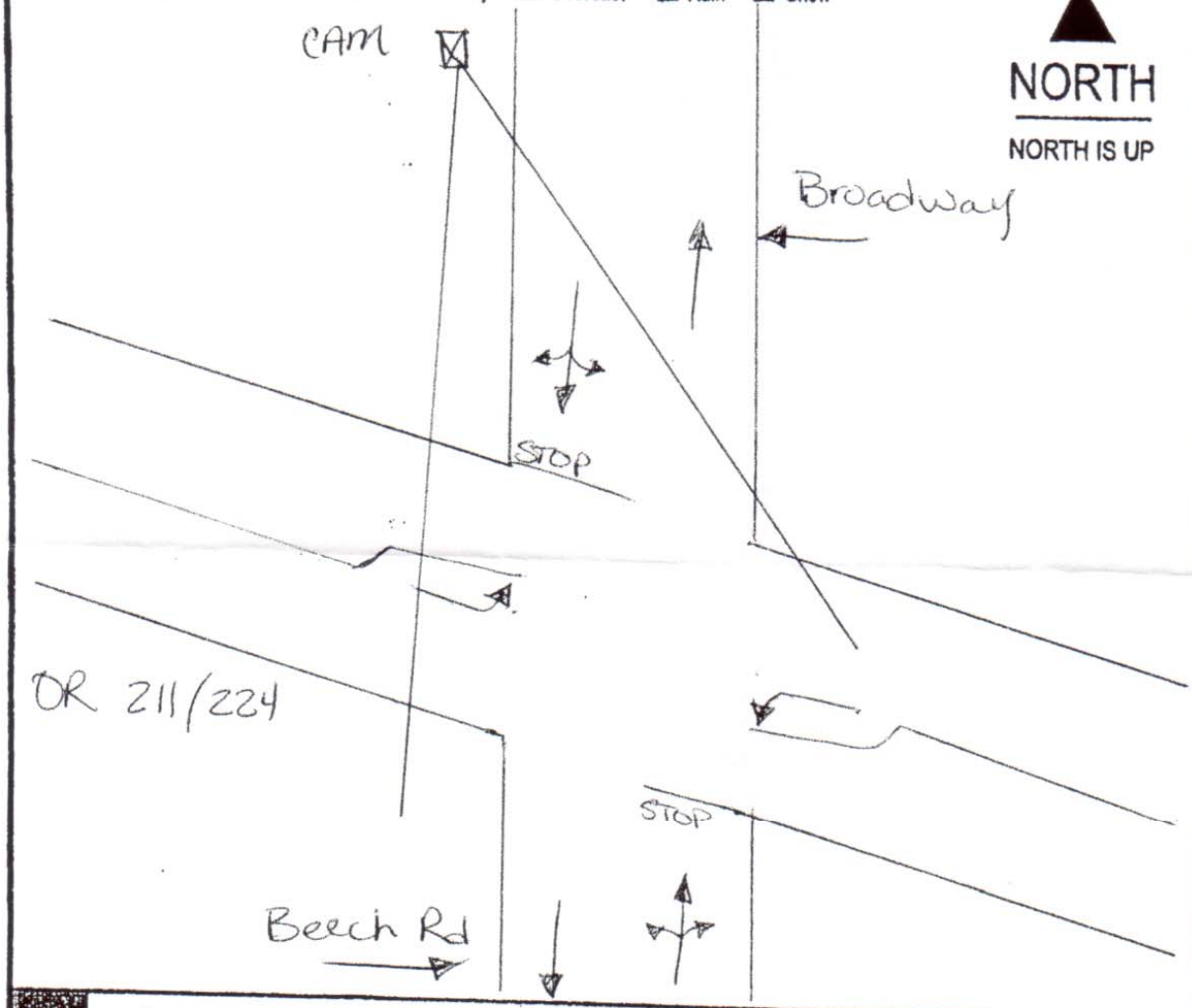
LOCATION NAME: OR 211/224 @ Broadway/Beech Rd.

CITY: Estacada, OR

TYPE OF SURVEY	TIME	MAP PAGE	GRID
TMC - AM/PM	–	750	B-4

CAM A	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds
CAM B	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds

LOCATION LAYOUT: WEATHER: ☐ Sunny ☐ Overcast ☐ Rain ☐ Snow



SUBJECT LIST

- ▶
- ▶
- ▶
- ▶
- ▶
- ▶

REMARKS

Surveyed By: NSA

CAMERA - A		R
Number	C02	
1st Film	Date: 3-23-05	
	Time: 1:47pm	
	Film: T84	
	Batt: ~~0~~	
2nd Film	Date: 3-24-05	
	Time: 5:57A	
	Film: T91	
	Batt: ~~0~~	
3rd Film	Date:	
	Time:	
	Film:	
	Batt:	
4th Film	Date:	
	Time:	
	Film:	
	Batt:	
5th Film	Date:	
	Time:	
	Film:	
	Batt:	

CAMERA - B		R
Number		
1st Film	Date:	
	Time:	
	Film:	
	Batt:	
2nd Film	Date:	
	Time:	
	Film:	
	Batt:	
3rd Film	Date:	
	Time:	
	Film:	
	Batt:	
4th Film	Date:	
	Time:	
	Film:	
	Batt:	
5th Film	Date:	
	Time:	
	Film:	
	Batt:	

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location OR 211/ 224 at BROADWAY/ BEECH ROAD
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: DH

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
7:00 - 7:15	2	19	0	1	47	2	0	0	2	2	0	4	79
7:15 - 7:30	1	27	0	1	58	2	1	0	2	6	3	3	104
7:30 - 7:45	0	17	2	1	60	6	1	2	1	6	0	3	99
7:45 - 8:00	2	28	0	1	46	11	1	0	4	4	0	4	101
8:00 - 8:15	2	30	0	4	45	10	0	2	4	2	0	3	102
8:15 - 8:30	1	25	1	4	38	8	1	1	3	4	5	3	94
8:30 - 8:45	1	28	1	1	36	8	1	3	3	2	2	5	91
8:45 - 9:00	1	31	2	0	49	12	0	4	1	2	1	12	115
Movement Totals	10	205	6	13	379	59	5	12	20	28	11	37	785
Enter Totals	221			451			37			76			
Exit Totals	262			412			77			34			

Two-Hour Totals

Light Trucks	0	11	1	1	11	2	0	1	0	0	1	1	29
Medium Trucks	0	11	0	0	14	0	0	0	0	0	0	0	25
Heavy Trucks	1	4	0	0	2	0	0	0	0	0	0	0	7
% Trucks	10.0%	12.7%	16.7%	7.7%	7.1%	3.4%	0.0%	8.3%	0.0%	0.0%	9.1%	2.7%	7.8%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	1	0	0	0	0	0	0	0	1

	South	North	East	West	
Pedestrians	2	1	3	0	6

Peak Hour Information

Peak Hour 7:15 8:15

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	5	102	2	7	209	29	3	4	11	18	3	13	406
Peak Hour Factor	0.63	0.85	0.25	0.44	0.87	0.66	0.75	0.50	0.69	0.75	0.25	0.81	0.98
Enter Totals	109			245			18			34			
Peak Hour Factor	0.85			0.91			0.75			0.71			
Exit Totals	126			230			35			15			
Peak Hour Factor	0.85			0.86			0.73			0.63			
Light Trucks	0	6	0	0	6	1	0	1	0	0	0	0	14
Medium Trucks	0	6	0	0	4	0	0	0	0	0	0	0	10
Heavy Trucks	0	2	0	0	1	0	0	0	0	0	0	0	3
% Trucks	0.0%	13.7%	0.0%	0.0%	5.3%	3.4%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	6.7%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

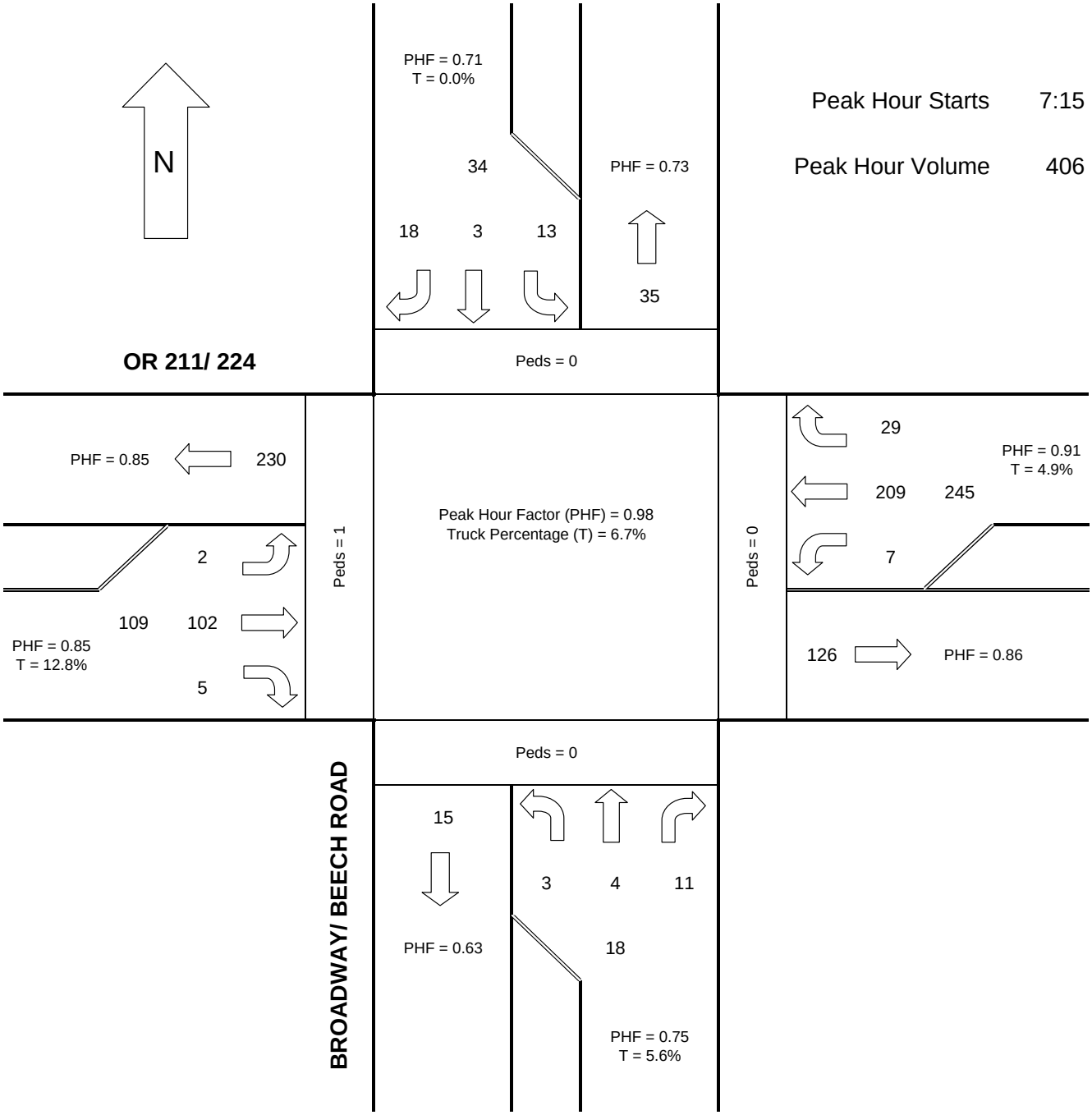
	South	North	East	West	
Pedestrians	1	0	0	0	1

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location OR 211/ 224 at BROADWAY/ BEECH ROAD
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: DH



TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location OR 211/ 224 at BROADWAY/ BEECH ROAD
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: DH

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
16:00 - 16:15	0	67	12	1	49	18	0	8	4	4	2	28	193
16:15 - 16:30	2	72	6	1	54	17	0	3	2	8	4	32	201
16:30 - 16:45	4	61	9	1	63	19	0	2	2	8	2	37	208
16:45 - 17:00	0	70	8	6	36	21	1	2	3	6	0	36	189
17:00 - 17:15	1	55	6	1	48	8	0	7	5	9	5	29	174
17:15 - 17:30	0	53	6	0	38	13	0	1	6	10	1	14	142
17:30 - 17:45	0	71	6	3	46	14	0	3	7	6	0	29	185
17:45 - 18:00	0	47	6	1	43	18	0	1	8	6	4	25	159
Movement Totals	7	496	59	14	377	128	1	27	37	57	18	230	1451
Enter Totals	562			519			65			305			
Exit Totals	763			435			214			39			

Two-Hour Totals

Light Trucks	0	11	1	0	10	0	0	1	0	0	0	2	25
Medium Trucks	0	6	0	0	11	0	1	1	0	0	0	1	20
Heavy Trucks	0	3	0	0	4	0	0	0	0	0	0	0	7
% Trucks	0.0%	4.0%	1.7%	0.0%	6.6%	0.0%	100.0%	7.4%	0.0%	0.0%	0.0%	1.3%	3.6%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	1	1	13	0	15

Peak Hour Information

Peak Hour 16:00 17:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	6	270	35	9	202	75	1	15	11	26	8	133	791
Peak Hour Factor	0.38	0.94	0.73	0.38	0.80	0.89	0.25	0.47	0.69	0.81	0.50	0.90	0.95
Enter Totals	311			286			27			167			
Peak Hour Factor	0.97			0.86			0.56			0.89			
Exit Totals	414			229			125			23			
Peak Hour Factor	0.95			0.81			0.82			0.82			
Light Trucks	0	7	1	0	6	0	0	1	0	0	0	1	16
Medium Trucks	0	6	0	0	8	0	1	1	0	0	0	1	17
Heavy Trucks	0	3	0	0	4	0	0	0	0	0	0	0	7
% Trucks	0.0%	5.9%	2.9%	0.0%	8.9%	0.0%	100.0%	13.3%	0.0%	0.0%	0.0%	1.5%	5.1%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

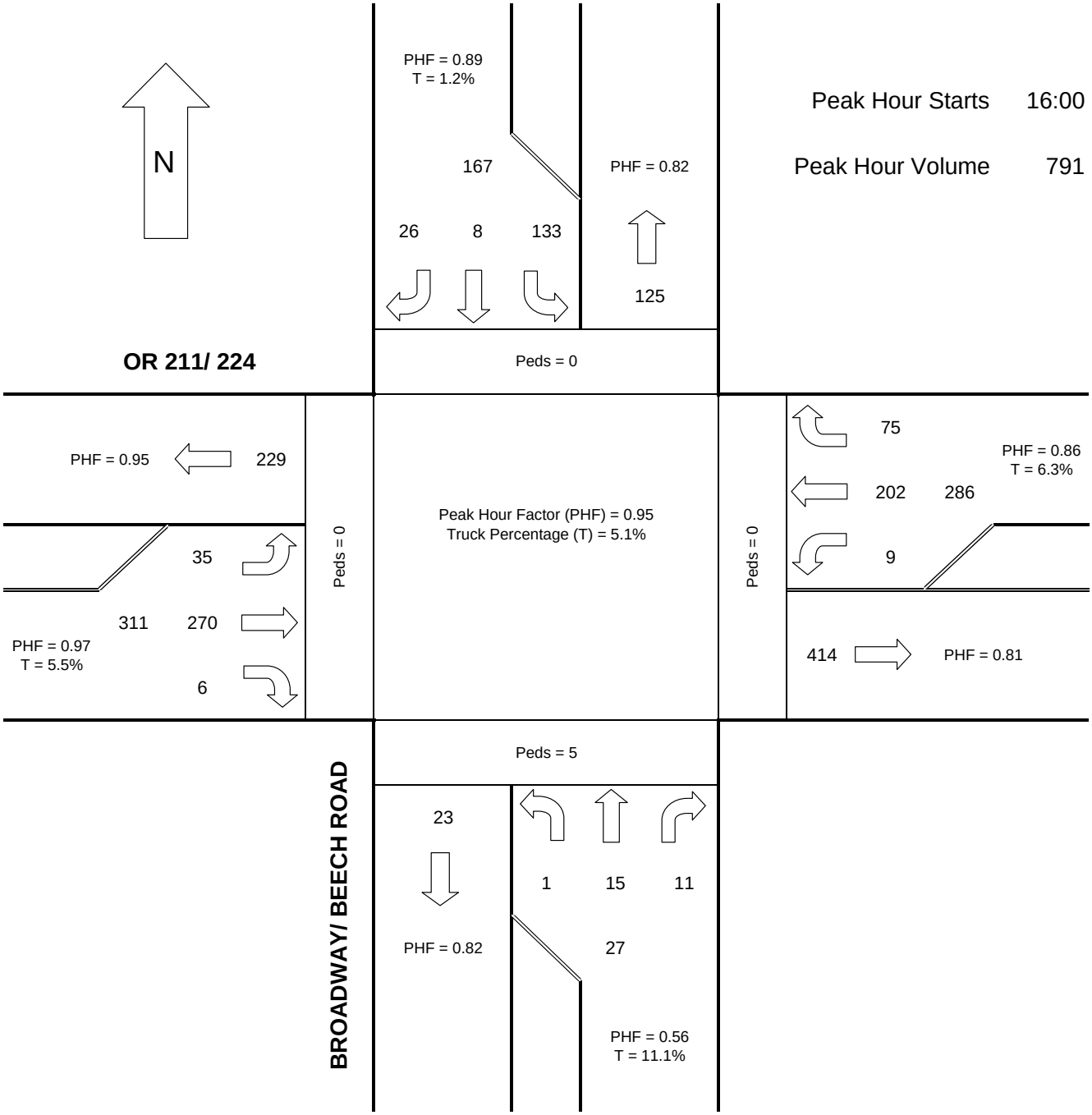
	South	North	East	West	
Pedestrians	0	0	5	0	5

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location OR 211/ 224 at BROADWAY/ BEECH ROAD
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: DH



Video Survey Field Sheet

TS PROJECT #

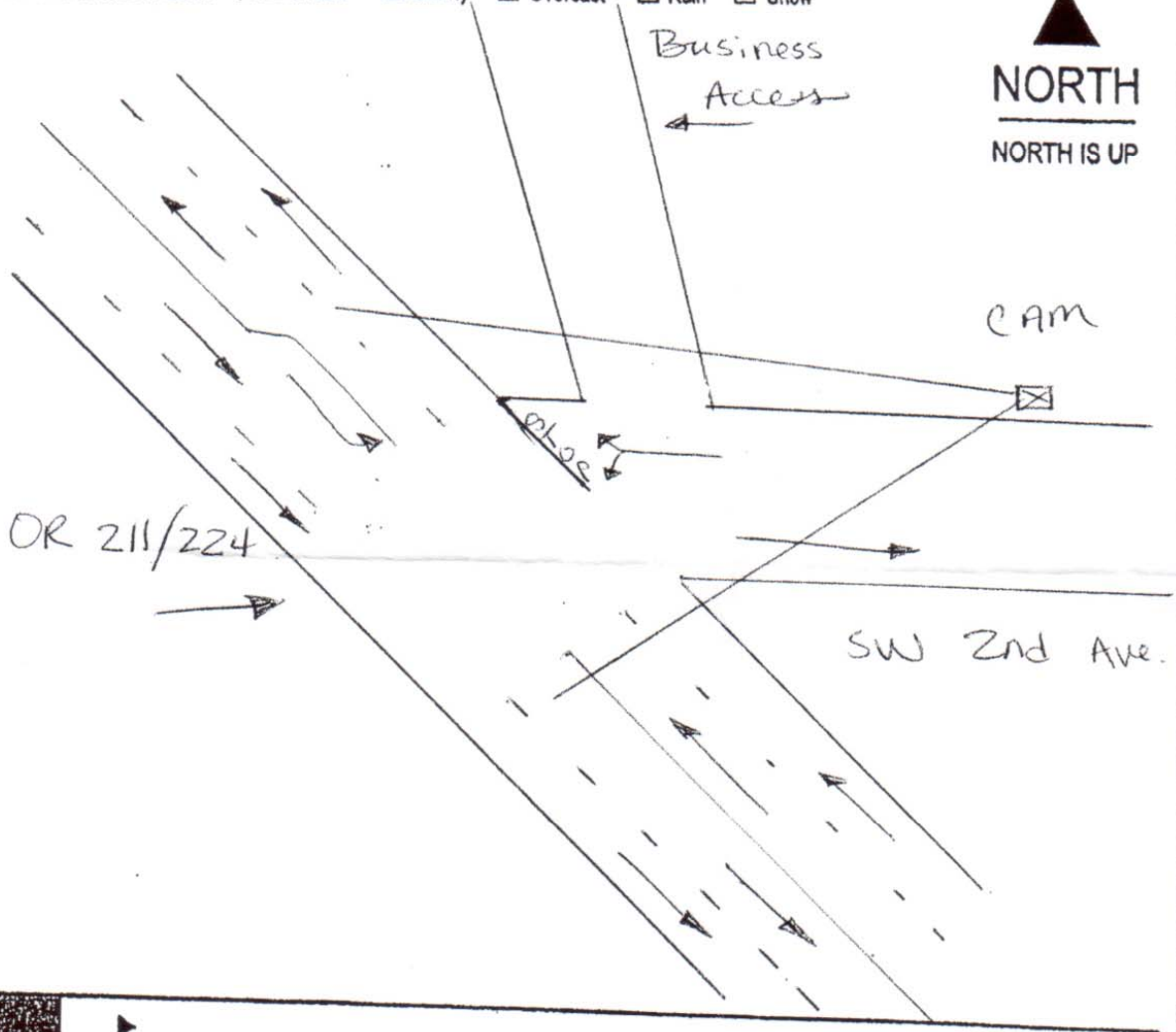
SURVEY DATE: 3-23/3-24

LOCATION NAME	CITY
OR 211/224 @ 2nd Ave.	Estacada

TYPE OF SURVEY	TIME	MAP PAGE	GRID
TMC - AM/PM	—	750	B-3

CAM A	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds
CAM B	Volume Of Movements	☐ < 300 Veh/Hr	☐ 300-600 Veh/Hr	☐ 600-1500 Veh/Hr	☐ > 1500 Veh/Hr
	You Need A Viewing Time Of	7.0 Seconds	3.5 Seconds	1.4 Seconds	0.7 Seconds

LOCATION LAYOUT: WEATHER: ☐ Sunny ☐ Overcast ☐ Rain ☐ Snow



CHECKLIST

- ▶
- ▶
- ▶
- ▶
- ▶
- ▶

REMARKS

Surveyed By: NA

CAMERA - A		R
Number	C13	
STARTING FILM	Date:	3-23-05
	Time:	2:04p
	Film:	T81
	Batt:	~~0~~
2nd FILM	Date:	3-24-05
	Time:	6:05
	Film:	T93
	Batt:	~~0~~
3rd FILM	Date:	
	Time:	
	Film:	
	Batt:	
4th FILM	Date:	
	Time:	
	Film:	
	Batt:	
5th FILM	Date:	
	Time:	
	Film:	
	Batt:	

CAMERA - B		R
Number		
STARTING FILM	Date:	
	Time:	
	Film:	
	Batt:	
2nd FILM	Date:	
	Time:	
	Film:	
	Batt:	
3rd FILM	Date:	
	Time:	
	Film:	
	Batt:	
4th FILM	Date:	
	Time:	
	Film:	
	Batt:	
5th FILM	Date:	
	Time:	
	Film:	
	Batt:	

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location 2ND AVENUE at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: BV

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
7:00 - 7:15	0	0	0	1	0	7	0	57	1	0	21	6	93
7:15 - 7:30	0	0	0	3	0	7	0	56	3	0	25	7	101
7:30 - 7:45	0	0	0	1	0	7	0	64	2	0	23	5	102
7:45 - 8:00	0	0	0	1	0	6	0	54	1	0	32	8	102
8:00 - 8:15	0	0	0	0	0	12	0	42	4	0	34	5	97
8:15 - 8:30	0	0	0	4	0	10	0	43	3	0	26	7	93
8:30 - 8:45	0	0	0	1	0	11	0	39	3	0	25	15	94
8:45 - 9:00	0	0	0	4	0	12	0	47	4	0	32	15	114
Movement Totals	0	0	0	15	0	72	0	402	21	0	218	68	796
Enter Totals	0			87			423			286			
Exit Totals	89			0			474			233			

Two-Hour Totals

Light Trucks	0	0	0	1	0	1	0	9	0	0	14	3	28
Medium Trucks	0	0	0	0	0	2	0	14	0	0	12	1	29
Heavy Trucks	0	0	0	0	0	1	0	2	0	0	6	1	10
% Trucks	NA	NA	NA	6.7%	NA	5.6%	NA	6.2%	0.0%	NA	14.7%	7.4%	8.4%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	0	0	0	0	0

Peak Hour Information

Peak Hour 7:15 8:15

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	0	0	0	5	0	32	0	216	10	0	114	25	402
Peak Hour Factor	NA	NA	NA	0.42	NA	0.67	NA	0.84	0.63	NA	0.84	0.78	0.99
Enter Totals	0			37			226			139			
Peak Hour Factor	NA			0.77			0.86			0.87			
Exit Totals	35			0			248			119			
Peak Hour Factor	0.88			NA			0.87			0.88			
Light Trucks	0	0	0	1	0	1	0	5	0	0	8	0	15
Medium Trucks	0	0	0	0	0	2	0	4	0	0	7	0	13
Heavy Trucks	0	0	0	0	0	1	0	1	0	0	2	0	4
% Trucks	NA	NA	NA	20.0%	NA	12.5%	NA	4.6%	0.0%	NA	14.9%	0.0%	8.0%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

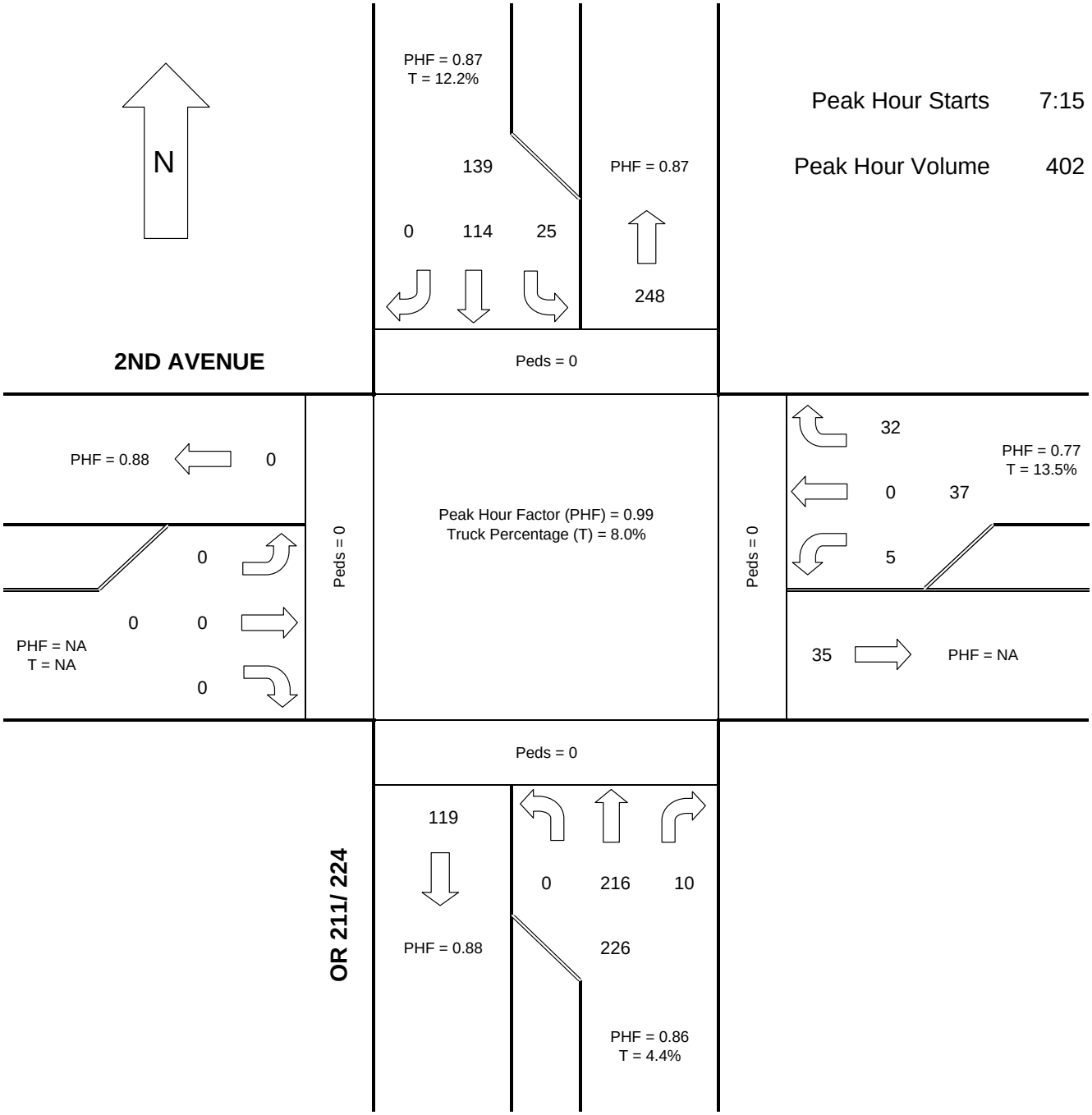
	South	North	East	West	
Pedestrians	0	0	0	0	0

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

Location 2ND AVENUE at OR 211/ 224
Date 3/24/2005
Day of Week Thursday
Time Begin 7:00
Reviewed By: BV



Peak Hour Starts	7:15
Peak Hour Volume	402

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Summary Report

Location 2ND AVENUE at OR 211/ 224
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: BV

	Eastbound			Westbound			Northbound			Southbound			
Time Period	**Right**	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
16:00 - 16:15	0	0	0	6	0	11	0	50	1	0	73	24	165
16:15 - 16:30	0	0	0	4	0	26	0	47	1	0	88	28	194
16:30 - 16:45	0	0	0	1	0	21	0	67	3	0	82	26	200
16:45 - 17:00	0	0	0	5	0	19	0	36	0	0	76	26	162
17:00 - 17:15	0	0	0	4	0	14	0	53	1	0	64	18	154
17:15 - 17:30	0	0	0	4	0	15	0	44	1	0	51	21	136
17:30 - 17:45	0	0	0	4	0	17	0	47	2	0	72	18	160
17:45 - 18:00	0	0	0	1	0	18	0	43	4	0	61	19	146
Movement Totals	0	0	0	29	0	141	0	387	13	0	567	180	1317
Enter Totals	0			170			400			747			
Exit Totals	193			0			528			596			

Two-Hour Totals

Light Trucks	0	0	0	1	0	4	0	6	0	0	12	2	25
Medium Trucks	0	0	0	0	0	0	0	15	0	0	7	0	22
Heavy Trucks	0	0	0	0	0	0	0	4	0	0	3	0	7
% Trucks	NA	NA	NA	3.4%	NA	2.8%	NA	6.5%	0.0%	NA	3.9%	1.1%	4.1%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

	South	North	East	West	
Pedestrians	0	0	0	1	1

Peak Hour Information

Peak Hour 16:00 17:00

	Eastbound			Westbound			Northbound			Southbound			
	Right	**Thru**	**Left**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Right**	**Thru**	**Left**	**Totals**
Movement Total	0	0	0	16	0	77	0	200	5	0	319	104	721
Peak Hour Factor	NA	NA	NA	0.67	NA	0.74	NA	0.75	0.42	NA	0.91	0.93	0.90
Enter Totals	0			93			205			423			
Peak Hour Factor	NA			0.78			0.73			0.91			
Exit Totals	109			0			277			335			
Peak Hour Factor	0.94			NA			0.79			0.91			
Light Trucks	0	0	0	0	0	2	0	4	0	0	9	2	17
Medium Trucks	0	0	0	0	0	0	0	9	0	0	7	0	16
Heavy Trucks	0	0	0	0	0	0	0	4	0	0	3	0	7
% Trucks	NA	NA	NA	0.0%	NA	2.6%	NA	8.5%	0.0%	NA	6.0%	1.9%	5.5%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

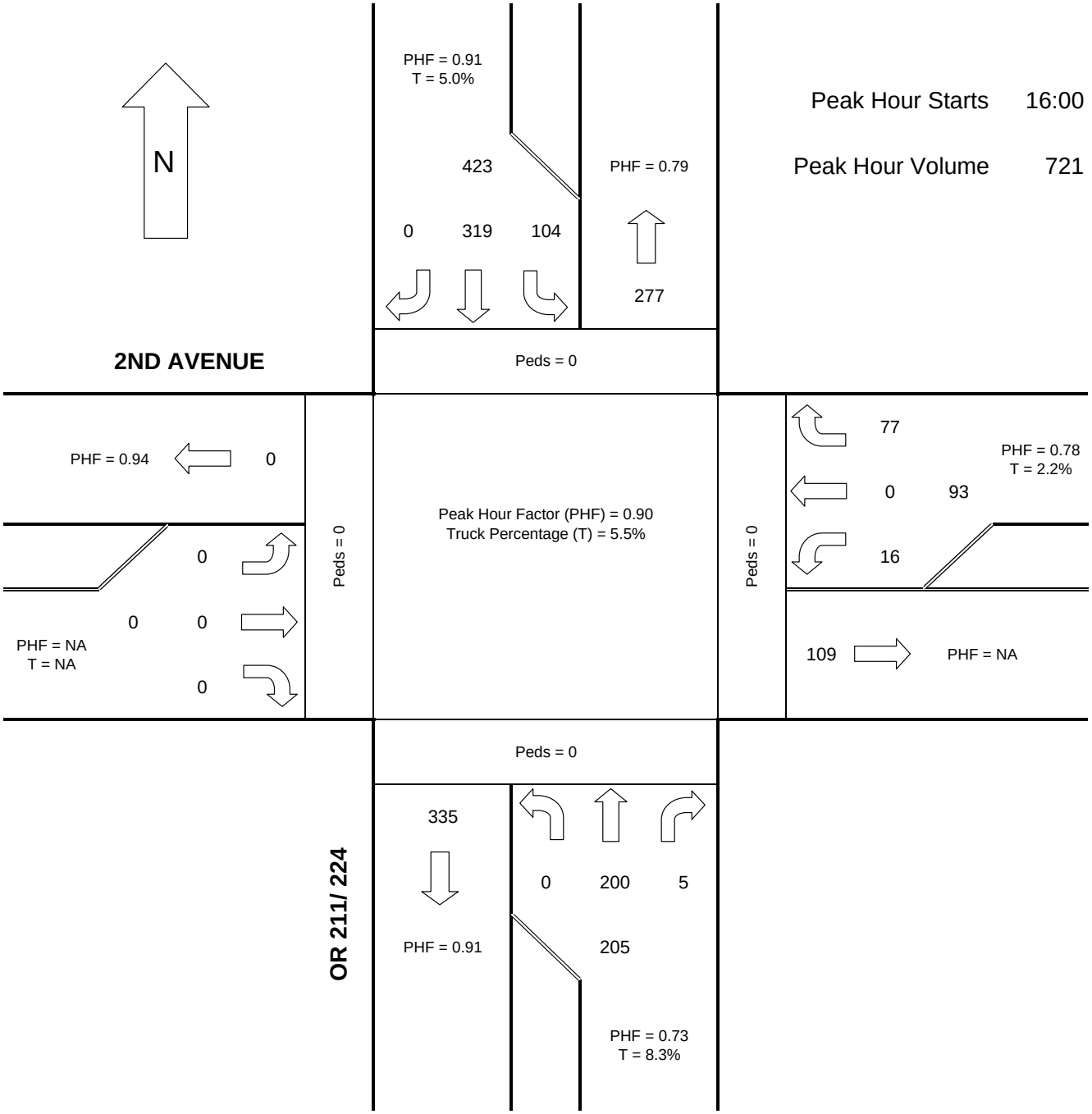
	South	North	East	West	
Pedestrians	0	0	0	0	0

TRAFSTATS
PO Box 13699
Salem, OR 97309
Tel: (503) 646-2942
Fax: (503) 526-0628

Intersection Turning Movement

Peak Hour Diagram

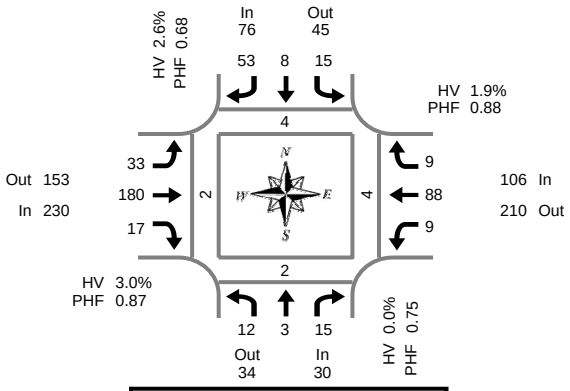
Location 2ND AVENUE at OR 211/ 224
Date 3/23/2005
Day of Week Wednesday
Time Begin 16:00
Reviewed By: BV



Peak Hour Starts	16:00
Peak Hour Volume	721

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

NE Shafford Ave & NE 6th Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound NE Shafford Ave				Southbound NE Shafford Ave				Eastbound NE 6th Ave				Westbound NE 6th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	4	0	3	0	4	2	5	2	8	27	0	1	4	36	0	0	93	4	1	1	0
3:15 PM	5	0	4	0	1	2	4	1	8	48	8	0	1	21	3	0	105	0	4	7	0
3:30 PM	3	2	3	1	0	0	2	3	11	33	4	0	1	23	2	0	84	2	1	7	0
3:45 PM	4	0	4	0	1	1	9	1	10	41	14	1	3	28	0	1	115	0	8	1	2
4:00 PM	3	2	1	0	0	2	5	1	12	33	9	1	2	25	3	1	97	0	0	0	0
4:15 PM	3	0	3	0	3	0	4	1	7	40	7	0	1	29	1	0	98	0	2	0	0
4:30 PM	5	0	6	0	2	1	3	0	9	42	4	1	1	32	0	0	105	0	0	0	2
4:45 PM	4	1	3	0	1	1	3	0	5	31	3	0	1	26	2	1	81	0	2	3	0
5:00 PM	3	1	4	0	4	4	9	0	10	49	6	0	3	23	0	0	116	3	1	2	2
5:15 PM	2	0	2	0	5	3	9	1	9	40	2	0	3	22	2	0	99	1	0	1	0
5:30 PM	3	1	4	0	3	1	10	0	6	40	2	0	2	18	3	0	93	0	0	1	0
5:45 PM	4	1	5	0	3	0	25	0	8	51	7	0	1	25	4	0	134	0	1	0	0
Total Survey	43	8	42	1	27	17	88	10	103	475	66	4	23	308	20	3	1,220	10	20	23	6

Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound NE Shafford Ave				Southbound NE Shafford Ave				Eastbound NE 6th Ave				Westbound NE 6th Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	30	34	64	0	76	45	121	1	230	153	383	0	106	210	316	0	442
%HV	0.0%				2.6%				3.0%				1.9%				2.5%
PHF	0.75				0.68				0.87				0.88				0.82

Pedestrians Crosswalk			
North	South	East	West
4	2	4	2

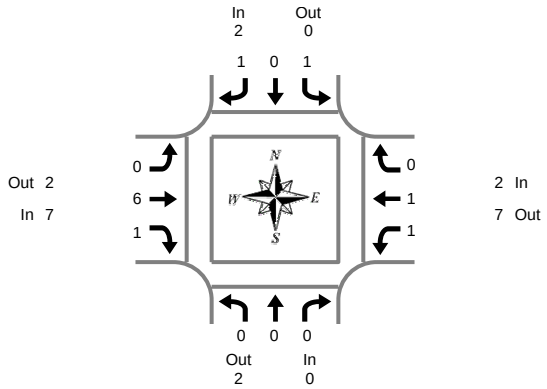
By Movement	Northbound NE Shafford Ave				Southbound NE Shafford Ave				Eastbound NE 6th Ave				Westbound NE 6th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	12	3	15	30	15	8	53	76	33	180	17	230	9	88	9	106	442
%HV	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	1.9%	2.6%	0.0%	3.3%	5.9%	3.0%	11.1%	1.1%	0.0%	1.9%	2.5%
PHF	0.75	0.75	0.75	0.75	0.75	0.50	0.53	0.68	0.83	0.88	0.61	0.87	0.75	0.88	0.56	0.88	0.82

Rolling Hour Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound NE Shafford Ave				Southbound NE Shafford Ave				Eastbound NE 6th Ave				Westbound NE 6th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	16	2	14	1	6	5	20	7	37	149	26	2	9	108	5	1	397	6	14	16	2
3:15 PM	15	4	12	1	2	5	20	6	41	155	35	2	7	97	8	2	401	2	13	15	2
3:30 PM	13	4	11	1	4	3	20	6	40	147	34	2	7	105	6	2	394	2	11	8	2
3:45 PM	15	2	14	0	6	4	21	3	38	156	34	3	7	114	4	2	415	0	10	1	4
4:00 PM	15	3	13	0	6	4	15	2	33	146	23	2	5	112	6	2	381	0	4	3	2
4:15 PM	15	2	16	0	10	6	19	1	31	162	20	1	6	110	3	1	400	3	5	5	4
4:30 PM	14	2	15	0	12	9	24	1	33	162	15	1	8	103	4	1	401	4	3	6	4
4:45 PM	12	3	13	0	13	9	31	1	30	160	13	0	9	89	7	1	389	4	3	7	2
5:00 PM	12	3	15	0	15	8	53	1	33	180	17	0	9	88	9	0	442	4	2	4	2

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



NE Shafford Ave & NE 6th Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

Peak Hour Summary
5:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound NE Shafford Ave				Southbound NE Shafford Ave				Eastbound NE 6th Ave				Westbound NE 6th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	0	0	0	0	1	3	0	4	0	2	0	2	6
3:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
3:30 PM	0	0	1	1	0	0	1	1	0	1	0	1	0	4	0	4	7
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	1	2	4
4:15 PM	0	0	0	0	0	0	1	1	0	3	0	3	0	3	1	4	8
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	5	7
4:45 PM	0	0	0	0	0	0	0	0	1	3	0	4	0	1	0	1	5
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
Total Survey	0	0	1	1	1	0	3	4	2	23	1	26	1	20	2	23	54

Heavy Vehicle Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound NE Shafford Ave			Southbound NE Shafford Ave			Eastbound NE 6th Ave			Westbound NE 6th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	2	2	2	0	2	7	2	9	2	7	9	11
PHF	0.00			0.25			0.16			0.05			0.14

By Movement	Northbound NE Shafford Ave				Southbound NE Shafford Ave				Eastbound NE 6th Ave				Westbound NE 6th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	1	0	1	2	0	6	1	7	1	1	0	2	11
PHF	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.15	0.25	0.16	0.25	0.03	0.00	0.05	0.14

Heavy Vehicle Rolling Hour Summary
3:00 PM to 6:00 PM

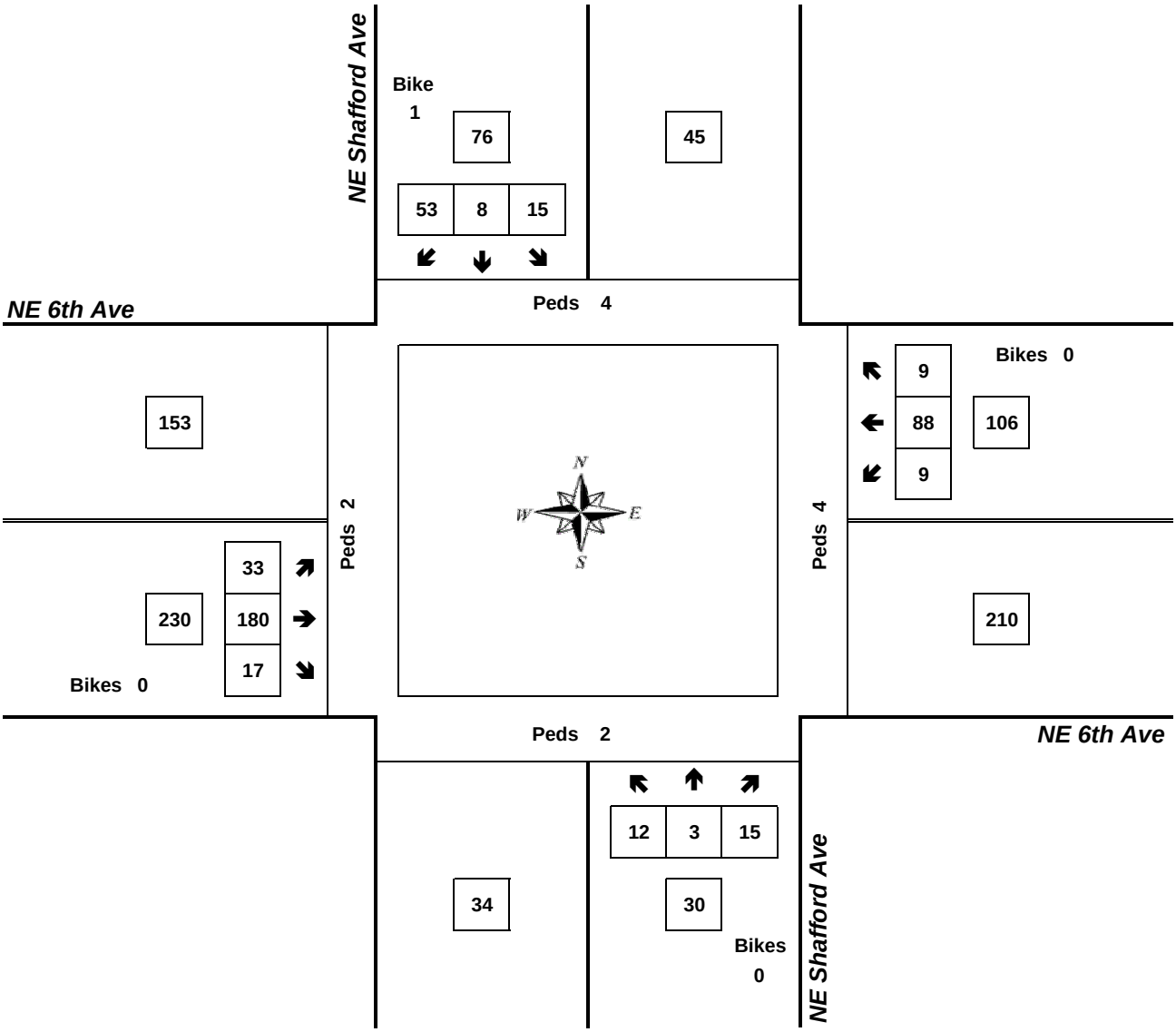
Interval Start Time	Northbound NE Shafford Ave				Southbound NE Shafford Ave				Eastbound NE 6th Ave				Westbound NE 6th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	1	1	0	0	1	1	1	7	0	8	0	9	0	9	19
3:15 PM	0	0	1	1	0	0	1	1	0	6	0	6	0	8	1	9	17
3:30 PM	0	0	1	1	0	0	2	2	0	6	0	6	0	8	2	10	19
3:45 PM	0	0	0	0	0	0	1	1	0	7	0	7	0	9	2	11	19
4:00 PM	0	0	0	0	0	0	1	1	1	10	0	11	0	10	2	12	24
4:15 PM	0	0	0	0	0	0	1	1	1	13	0	14	0	9	1	10	25
4:30 PM	0	0	0	0	0	0	0	0	1	11	0	12	1	6	0	7	19
4:45 PM	0	0	0	0	1	0	0	1	1	9	0	10	1	2	0	3	14
5:00 PM	0	0	0	0	1	0	1	2	0	6	1	7	1	1	0	2	11

Peak Hour Summary

Clay Carney
(503) 833-2740

NE Shafford Ave & NE 6th Ave

5:00 PM to 6:00 PM
Tuesday, March 14, 2006

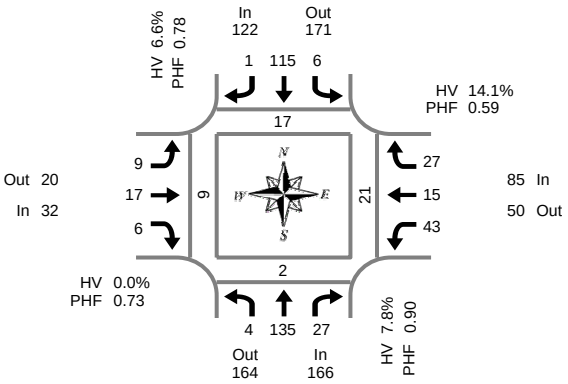


Approach	PHF	HV%	Volume
EB	0.87	3.0%	230
WB	0.88	1.9%	106
NB	0.75	0.0%	30
SB	0.68	2.6%	76
Intersection	0.82	2.5%	442

Count Period: 3:00 PM to 6:00 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
3:00 PM to 4:00 PM

NE Main St & NW 2nd Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound NE Main St				Southbound NE Main St				Eastbound NW 2nd Ave				Westbound NW 2nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	1	30	14	0	0	26	0	2	2	6	1	0	3	3	7	1	93	2	1	2	4
3:15 PM	0	38	8	0	5	25	0	1	1	7	3	0	22	4	10	2	123	9	0	13	0
3:30 PM	1	28	3	1	0	38	1	0	2	4	1	0	10	4	6	0	98	6	0	4	5
3:45 PM	2	39	2	0	1	26	0	2	4	0	1	1	8	4	4	3	91	0	1	2	0
4:00 PM	0	35	1	0	1	28	1	1	3	2	1	0	4	3	1	2	80	0	0	10	3
4:15 PM	0	36	5	1	1	34	2	0	3	4	0	0	2	1	2	1	90	0	0	5	0
4:30 PM	2	47	7	0	2	35	2	0	2	4	2	0	7	1	2	1	113	0	0	6	2
4:45 PM	1	39	5	0	6	26	0	1	2	1	1	0	6	1	0	0	88	0	0	2	0
5:00 PM	1	41	1	0	3	39	0	0	1	4	4	0	4	1	2	0	101	3	0	2	2
5:15 PM	0	29	3	2	0	27	1	2	0	2	2	0	2	0	1	0	67	5	1	6	2
5:30 PM	2	23	6	0	2	29	0	0	1	3	0	1	1	2	1	1	70	3	0	2	0
5:45 PM	3	32	7	0	0	44	1	0	2	3	1	0	10	3	6	0	112	4	0	1	2
Total Survey	13	417	62	4	21	377	8	9	23	40	17	2	79	27	42	11	1,126	32	3	55	20

Peak Hour Summary
3:00 PM to 4:00 PM

By Approach	Northbound NE Main St				Southbound NE Main St				Eastbound NW 2nd Ave				Westbound NW 2nd Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	166	164	330	1	122	171	293	5	32	20	52	1	85	50	135	6	405
%HV	7.8%				6.6%				0.0%				14.1%				8.1%
PHF	0.90				0.78				0.73				0.59				0.82

Pedestrians Crosswalk			
North	South	East	West
17	2	21	9

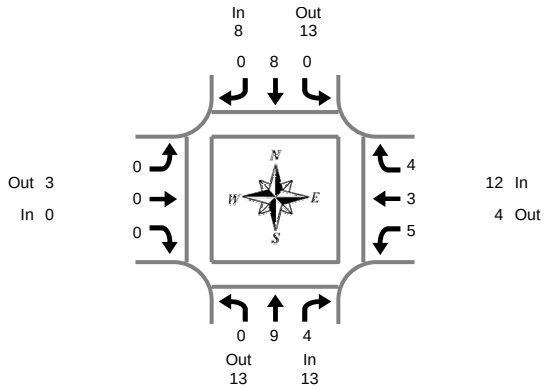
By Movement	Northbound NE Main St				Southbound NE Main St				Eastbound NW 2nd Ave				Westbound NW 2nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	4	135	27	166	6	115	1	122	9	17	6	32	43	15	27	85	405
%HV	0.0%	6.7%	14.8%	7.8%	0.0%	7.0%	0.0%	6.6%	0.0%	0.0%	0.0%	0.0%	11.6%	20.0%	14.8%	14.1%	8.1%
PHF	0.50	0.87	0.48	0.90	0.30	0.76	0.25	0.78	0.56	0.61	0.50	0.73	0.49	0.94	0.68	0.59	0.82

Rolling Hour Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound NE Main St				Southbound NE Main St				Eastbound NW 2nd Ave				Westbound NW 2nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	4	135	27	1	6	115	1	5	9	17	6	1	43	15	27	6	405	17	2	21	9
3:15 PM	3	140	14	1	7	117	2	4	10	13	6	1	44	15	21	7	392	15	1	29	8
3:30 PM	3	138	11	2	3	126	4	3	12	10	3	1	24	12	13	6	359	6	1	21	8
3:45 PM	4	157	15	1	5	123	5	3	12	10	4	1	21	9	9	7	374	0	1	23	5
4:00 PM	3	157	18	1	10	123	5	2	10	11	4	0	19	6	5	4	371	0	0	23	5
4:15 PM	4	163	18	1	12	134	4	1	8	13	7	0	19	4	6	2	392	3	0	15	4
4:30 PM	4	156	16	2	11	127	3	3	5	11	9	0	19	3	5	1	369	8	1	16	6
4:45 PM	4	132	15	2	11	121	1	3	4	10	7	1	13	4	4	1	326	11	1	12	4
5:00 PM	6	125	17	2	5	139	2	2	4	12	7	1	17	6	10	1	350	15	1	11	6

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



NE Main St & NW 2nd Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

Peak Hour Summary
3:00 PM to 4:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound NE Main St				Southbound NE Main St				Eastbound NW 2nd Ave				Westbound NW 2nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	2	3	5	0	2	0	2	0	0	0	0	0	0	4	4	11
3:15 PM	0	3	1	4	0	1	0	1	0	0	0	0	4	1	0	5	10
3:30 PM	0	1	0	1	0	5	0	5	0	0	0	0	1	1	0	2	8
3:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
4:00 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
4:15 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	6	0	6	0	7	0	7	0	0	0	0	0	0	0	0	13
4:45 PM	0	4	0	4	1	1	0	2	0	0	0	0	0	0	0	0	6
5:00 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
5:15 PM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
5:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	4	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6
Total Survey	0	34	5	39	1	22	0	23	0	1	0	1	5	3	4	12	75

Heavy Vehicle Peak Hour Summary
3:00 PM to 4:00 PM

By Approach	Northbound NE Main St			Southbound NE Main St			Eastbound NW 2nd Ave			Westbound NW 2nd Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	13	13	26	8	13	21	0	3	3	12	4	16	33
PHF	0.22			0.18			0.00			0.27			0.28

By Movement	Northbound NE Main St				Southbound NE Main St				Eastbound NW 2nd Ave				Westbound NW 2nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	9	4	13	0	8	0	8	0	0	0	0	5	3	4	12	33
PHF	0.00	0.15	0.25	0.22	0.00	0.20	0.00	0.18	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.27	0.28

Heavy Vehicle Rolling Hour Summary
3:00 PM to 6:00 PM

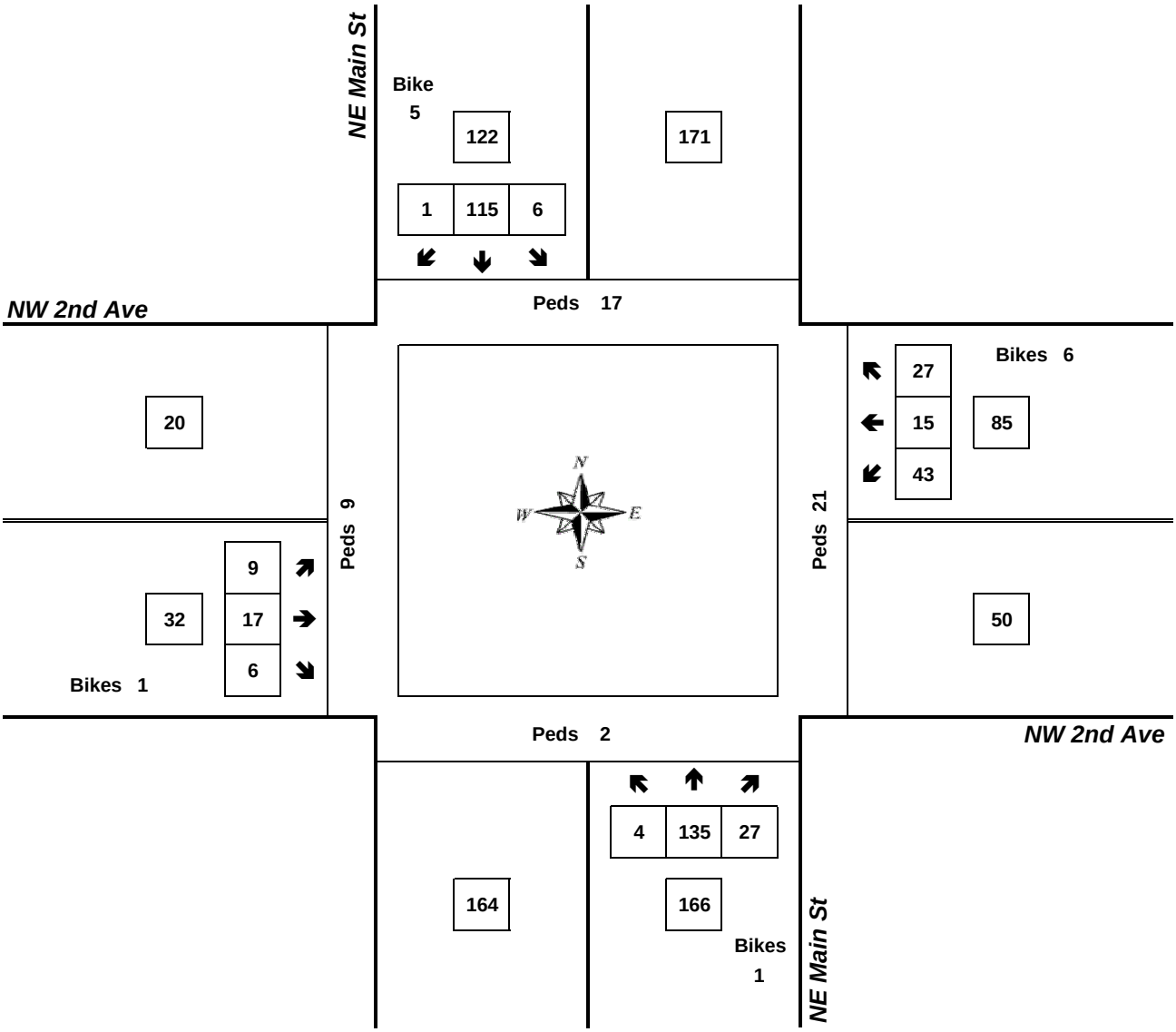
Interval Start Time	Northbound NE Main St				Southbound NE Main St				Eastbound NW 2nd Ave				Westbound NW 2nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	9	4	13	0	8	0	8	0	0	0	0	5	3	4	12	33
3:15 PM	0	10	1	11	0	7	0	7	0	0	0	0	5	3	0	8	26
3:30 PM	0	12	0	12	0	6	0	6	0	0	0	0	1	2	0	3	21
3:45 PM	0	17	0	17	0	8	0	8	0	0	0	0	0	1	0	1	26
4:00 PM	0	18	0	18	1	9	0	10	0	0	0	0	0	0	0	0	28
4:15 PM	0	16	0	16	1	10	0	11	0	0	0	0	0	0	0	0	27
4:30 PM	0	13	0	13	1	11	0	12	0	1	0	1	0	0	0	0	26
4:45 PM	0	7	1	8	1	4	0	5	0	1	0	1	0	0	0	0	14
5:00 PM	0	7	1	8	0	5	0	5	0	1	0	1	0	0	0	0	14

Peak Hour Summary

Clay Carney
(503) 833-2740

NE Main St & NW 2nd Ave

3:00 PM to 4:00 PM
Tuesday, March 14, 2006

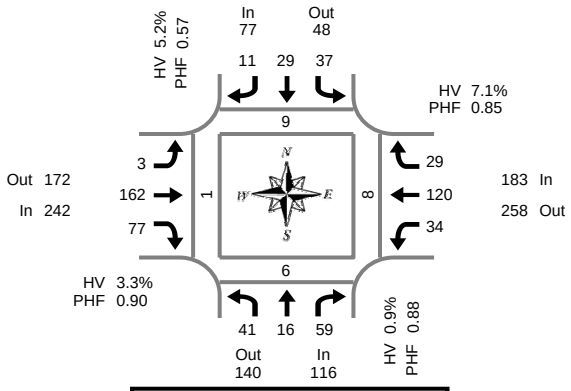


Approach	PHF	HV%	Volume
EB	0.73	0.0%	32
WB	0.59	14.1%	85
NB	0.90	7.8%	166
SB	0.78	6.6%	122
Intersection	0.82	8.1%	405

Count Period: 3:00 PM to 6:00 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
3:15 PM to 4:15 PM

N Broadway St & NW 6th Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound N Broadway St				Southbound N Broadway St				Eastbound NW 6th Ave				Westbound NW 6th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	9	8	14	0	3	3	1	0	4	33	15	0	14	31	14	1	149	1	4	4	4
3:15 PM	8	7	8	0	17	10	7	0	1	40	15	0	8	33	13	0	167	2	2	5	1
3:30 PM	14	6	13	0	9	7	3	1	1	40	19	0	5	23	8	1	148	2	0	1	0
3:45 PM	8	1	21	1	8	7	1	2	0	39	20	0	8	37	3	2	153	3	4	1	0
4:00 PM	11	2	17	0	3	5	0	0	1	43	23	1	13	27	5	1	150	2	0	1	0
4:15 PM	11	0	13	2	5	6	1	1	2	31	21	0	5	25	9	1	129	1	3	0	0
4:30 PM	9	4	19	1	6	10	3	0	2	42	18	0	5	35	8	0	161	2	3	0	0
4:45 PM	19	5	13	0	5	7	1	0	3	40	18	2	8	21	7	0	147	1	1	3	0
5:00 PM	15	3	17	0	10	4	3	0	0	41	9	1	8	24	11	1	145	5	2	2	0
5:15 PM	12	7	16	0	6	3	3	0	3	27	16	0	10	33	5	0	141	2	0	0	2
5:30 PM	6	3	20	0	0	6	0	0	1	29	11	0	5	19	3	0	103	0	2	0	1
5:45 PM	6	7	13	0	5	2	1	0	5	49	10	0	11	30	6	0	145	0	0	0	1
Total Survey	128	53	184	4	77	70	24	4	23	454	195	4	100	338	92	7	1,738	21	21	17	9

Peak Hour Summary
3:15 PM to 4:15 PM

By Approach	Northbound N Broadway St				Southbound N Broadway St				Eastbound NW 6th Ave				Westbound NW 6th Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	116	140	256	1	77	48	125	3	242	172	414	1	183	258	441	4	618
%HV	0.9%				5.2%				3.3%				7.1%				4.2%
PHF	0.88				0.57				0.90				0.85				0.93

Pedestrians Crosswalk			
North	South	East	West
9	6	8	1

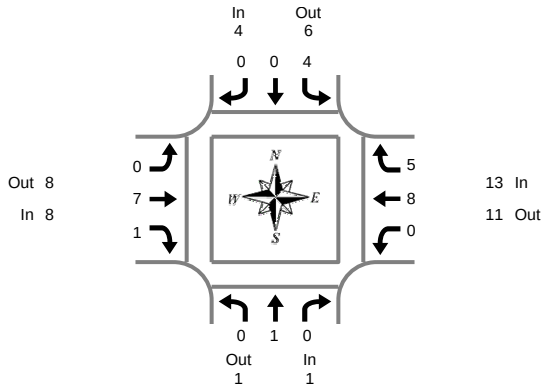
By Movement	Northbound N Broadway St				Southbound N Broadway St				Eastbound NW 6th Ave				Westbound NW 6th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	41	16	59	116	37	29	11	77	3	162	77	242	34	120	29	183	618
%HV	0.0%	6.3%	0.0%	0.9%	10.8%	0.0%	0.0%	5.2%	0.0%	4.3%	1.3%	3.3%	0.0%	6.7%	17.2%	7.1%	4.2%
PHF	0.73	0.57	0.70	0.88	0.54	0.73	0.39	0.57	0.75	0.94	0.84	0.90	0.65	0.81	0.56	0.85	0.93

Rolling Hour Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound N Broadway St				Southbound N Broadway St				Eastbound NW 6th Ave				Westbound NW 6th Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	39	22	56	1	37	27	12	3	6	152	69	0	35	124	38	4	617	8	10	11	5
3:15 PM	41	16	59	1	37	29	11	3	3	162	77	1	34	120	29	4	618	9	6	8	1
3:30 PM	44	9	64	3	25	25	5	4	4	153	83	1	31	112	25	5	580	8	7	3	0
3:45 PM	39	7	70	4	22	28	5	3	5	155	82	1	31	124	25	4	593	8	10	2	0
4:00 PM	50	11	62	3	19	28	5	1	8	156	80	3	31	108	29	2	587	6	7	4	0
4:15 PM	54	12	62	3	26	27	8	1	7	154	66	3	26	105	35	2	582	9	9	5	0
4:30 PM	55	19	65	1	27	24	10	0	8	150	61	3	31	113	31	1	594	10	6	5	2
4:45 PM	52	18	66	0	21	20	7	0	7	137	54	3	31	97	26	1	536	8	5	5	3
5:00 PM	39	20	66	0	21	15	7	0	9	146	46	1	34	106	25	1	534	7	4	2	4

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



N Broadway St & NW 6th Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

Peak Hour Summary
3:15 PM to 4:15 PM

Heavy Vehicle 15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound N Broadway St				Southbound N Broadway St				Eastbound NW 6th Ave				Westbound NW 6th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	1	0	1	2	3	0	0	3	1	4	0	5	0	3	4	7	17
3:15 PM	0	1	0	1	4	0	0	4	0	3	0	3	0	2	2	4	12
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	3	1	4	0	1	3	4	8
4:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	4	6	7
4:30 PM	0	0	0	0	0	1	0	1	0	4	1	5	1	1	3	5	11
4:45 PM	2	0	1	3	0	0	0	0	0	0	1	1	0	0	0	0	4
5:00 PM	1	1	0	2	1	0	0	1	0	2	0	2	0	1	1	2	7
5:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	1	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	3	0	3	5
Total Survey	4	2	4	10	8	1	0	9	1	19	4	24	1	20	18	39	82

Heavy Vehicle Peak Hour Summary
3:15 PM to 4:15 PM

By Approach	Northbound N Broadway St			Southbound N Broadway St			Eastbound NW 6th Ave			Westbound NW 6th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	4	6	10	8	8	16	13	11	24	26
PHF	0.05			0.14			0.22			0.22			0.19

By Movement	Northbound N Broadway St				Southbound N Broadway St				Eastbound NW 6th Ave				Westbound NW 6th Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	1	0	1	4	0	0	4	0	7	1	8	0	8	5	13	26
PHF	0.00	0.25	0.00	0.05	0.14	0.00	0.00	0.14	0.00	0.22	0.13	0.22	0.00	0.22	0.13	0.22	0.19

Heavy Vehicle Rolling Hour Summary
3:00 PM to 6:00 PM

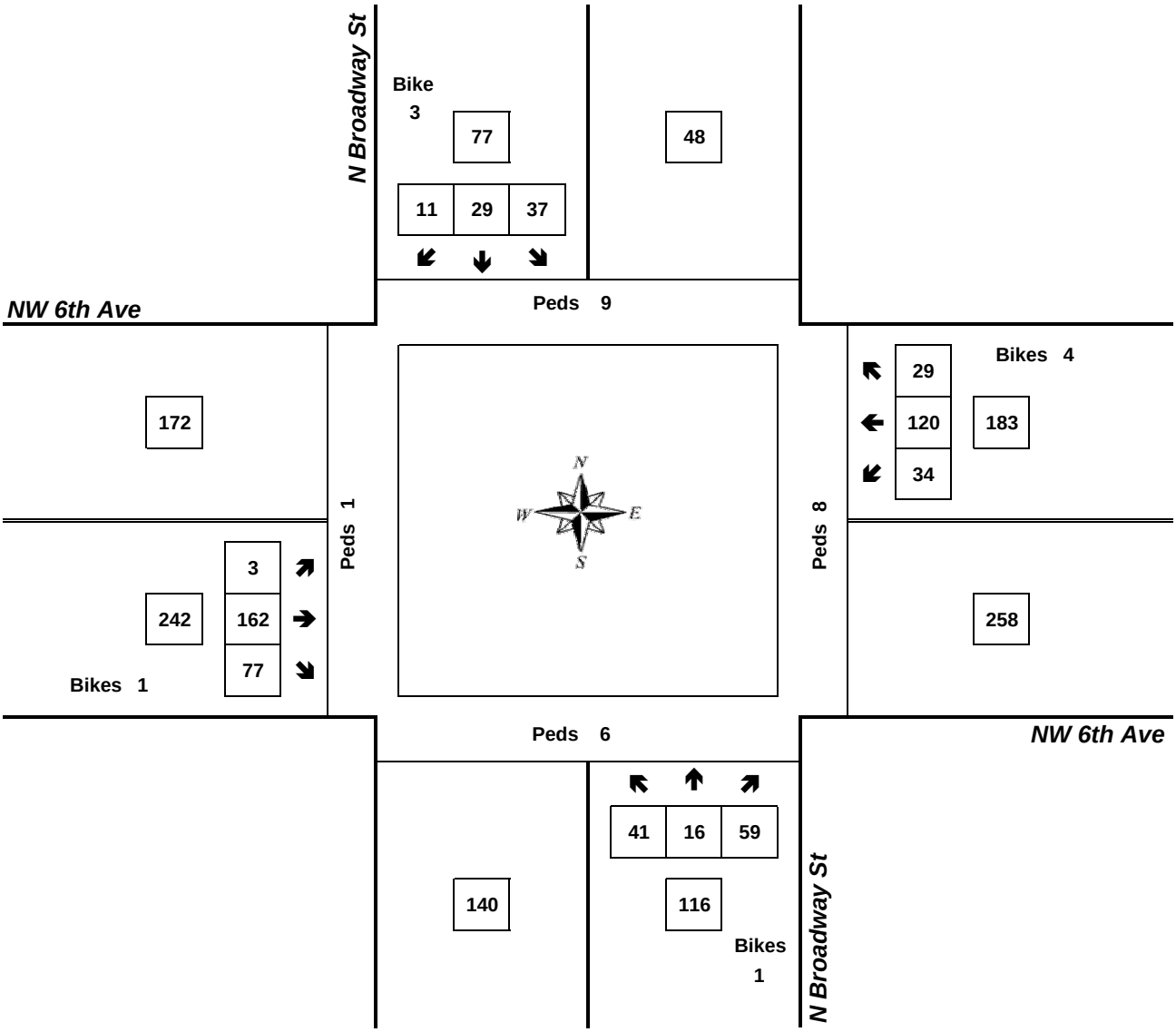
Interval Start Time	Northbound N Broadway St				Southbound N Broadway St				Eastbound NW 6th Ave				Westbound NW 6th Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	1	1	1	3	7	0	0	7	1	8	0	9	0	10	6	16	35
3:15 PM	0	1	0	1	4	0	0	4	0	7	1	8	0	8	5	13	26
3:30 PM	0	0	1	1	0	0	0	0	0	4	1	5	0	8	7	15	21
3:45 PM	0	0	1	1	0	1	0	1	0	7	2	9	1	5	10	16	27
4:00 PM	2	0	2	4	0	1	0	1	0	7	3	10	1	4	10	15	30
4:15 PM	3	1	2	6	1	1	0	2	0	6	2	8	1	4	8	13	29
4:30 PM	3	1	1	5	1	1	0	2	0	7	3	10	1	3	5	9	26
4:45 PM	3	1	1	5	1	0	0	1	0	3	2	5	0	3	2	5	16
5:00 PM	1	1	1	3	1	0	0	1	0	4	1	5	0	6	2	8	17

Peak Hour Summary

Clay Carney
(503) 833-2740

N Broadway St & NW 6th Ave

3:15 PM to 4:15 PM
Tuesday, March 14, 2006

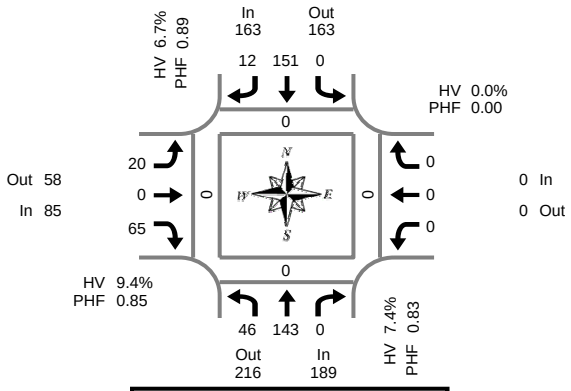


Approach	PHF	HV%	Volume
EB	0.90	3.3%	242
WB	0.85	7.1%	183
NB	0.88	0.9%	116
SB	0.57	5.2%	77
Intersection	0.93	4.2%	618

Count Period: 3:00 PM to 6:00 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
3:00 PM to 4:00 PM

Eagle Creek Rd & River Mill Rd

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Eagle Creek Rd				Southbound Eagle Creek Rd				Eastbound River Mill Rd				Westbound River Mill Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	10	38	0	0	0	39	2	0	3	0	13	0	0	0	0	0	105	0	0	0	0
3:15 PM	10	33	0	0	0	31	4	0	4	0	17	0	0	0	0	0	99	0	0	0	0
3:30 PM	17	40	0	0	0	42	4	0	9	0	14	0	0	0	0	0	126	0	0	0	0
3:45 PM	9	32	0	0	0	39	2	0	4	0	21	0	0	0	0	0	107	0	0	0	0
4:00 PM	9	26	0	0	0	47	5	0	5	0	13	0	0	0	0	0	105	0	0	0	0
4:15 PM	8	19	0	0	0	35	1	0	2	0	16	0	0	0	0	0	81	0	0	0	0
4:30 PM	11	29	0	0	0	37	2	0	1	0	19	0	0	0	0	0	99	0	0	0	0
4:45 PM	6	34	0	0	0	35	4	0	3	0	19	0	0	0	0	0	101	0	0	0	0
5:00 PM	5	31	0	0	0	31	1	0	3	0	19	0	0	0	0	0	90	0	0	0	0
5:15 PM	7	30	0	0	0	27	3	0	1	0	17	0	0	0	0	0	85	0	0	0	0
5:30 PM	7	25	0	0	0	26	3	0	3	0	23	0	0	0	0	0	87	0	0	0	0
5:45 PM	10	24	0	0	0	37	1	0	4	0	33	0	0	0	0	0	109	0	0	0	0
Total Survey	109	361	0	0	0	426	32	0	42	0	224	0	0	0	0	0	1,194	0	0	0	0

Peak Hour Summary
3:00 PM to 4:00 PM

By Approach	Northbound Eagle Creek Rd				Southbound Eagle Creek Rd				Eastbound River Mill Rd				Westbound River Mill Rd				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	189	216	405	0	163	163	326	0	85	58	143	0	0	0	0	0	437
%HV	7.4%				6.7%				9.4%				0.0%				7.6%
PHF	0.83				0.89				0.85				0.00				0.87

Pedestrians Crosswalk			
North	South	East	West
0	0	0	0

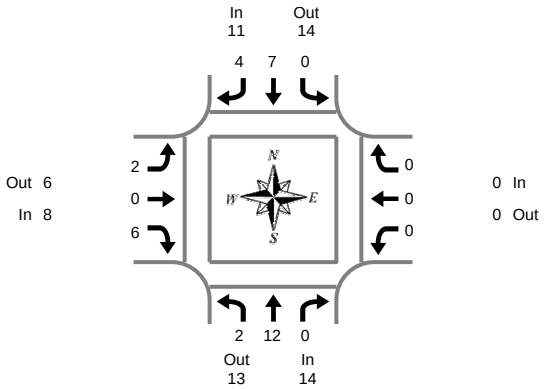
By Movement	Northbound Eagle Creek Rd				Southbound Eagle Creek Rd				Eastbound River Mill Rd				Westbound River Mill Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	46	143	0	189	0	151	12	163	20	0	65	85	0	0	0	0	437
%HV	4.3%	8.4%	0.0%	7.4%	0.0%	4.6%	33.3%	6.7%	10.0%	0.0%	9.2%	9.4%	0.0%	0.0%	0.0%	0.0%	7.6%
PHF	0.68	0.89	0.00	0.83	0.00	0.90	0.75	0.89	0.56	0.00	0.77	0.85	0.00	0.00	0.00	0.00	0.87

Rolling Hour Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Eagle Creek Rd				Southbound Eagle Creek Rd				Eastbound River Mill Rd				Westbound River Mill Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	46	143	0	0	0	151	12	0	20	0	65	0	0	0	0	0	437	0	0	0	0
3:15 PM	45	131	0	0	0	159	15	0	22	0	65	0	0	0	0	0	437	0	0	0	0
3:30 PM	43	117	0	0	0	163	12	0	20	0	64	0	0	0	0	0	419	0	0	0	0
3:45 PM	37	106	0	0	0	158	10	0	12	0	69	0	0	0	0	0	392	0	0	0	0
4:00 PM	34	108	0	0	0	154	12	0	11	0	67	0	0	0	0	0	386	0	0	0	0
4:15 PM	30	113	0	0	0	138	8	0	9	0	73	0	0	0	0	0	371	0	0	0	0
4:30 PM	29	124	0	0	0	130	10	0	8	0	74	0	0	0	0	0	375	0	0	0	0
4:45 PM	25	120	0	0	0	119	11	0	10	0	78	0	0	0	0	0	363	0	0	0	0
5:00 PM	29	110	0	0	0	121	8	0	11	0	92	0	0	0	0	0	371	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Eagle Creek Rd & River Mill Rd

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

Peak Hour Summary
3:00 PM to 4:00 PM

Heavy Vehicle 15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Eagle Creek Rd				Southbound Eagle Creek Rd				Eastbound River Mill Rd				Westbound River Mill Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	4	0	4	0	3	0	3	1	0	1	2	0	0	0	0	9
3:15 PM	0	2	0	2	0	2	3	5	0	0	2	2	0	0	0	0	9
3:30 PM	1	4	0	5	0	0	1	1	1	0	3	4	0	0	0	0	10
3:45 PM	1	2	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
4:00 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
4:15 PM	0	1	0	1	0	2	0	2	1	0	1	2	0	0	0	0	5
4:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
4:45 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	1	0	2	0	2	0	0	1	1	0	0	0	0	4
5:15 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
5:30 PM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
5:45 PM	0	1	0	1	0	2	0	2	0	0	1	1	0	0	0	0	4
Total Survey	2	24	0	26	0	21	4	25	4	0	9	13	0	0	0	0	64

Heavy Vehicle Peak Hour Summary
3:00 PM to 4:00 PM

By Approach	Northbound Eagle Creek Rd			Southbound Eagle Creek Rd			Eastbound River Mill Rd			Westbound River Mill Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	14	13	27	11	14	25	8	6	14	0	0	0	33
PHF	0.32			0.31			0.25			0.00			0.29

By Movement	Northbound Eagle Creek Rd				Southbound Eagle Creek Rd				Eastbound River Mill Rd				Westbound River Mill Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	12	0	14	0	7	4	11	2	0	6	8	0	0	0	0	33
PHF	0.25	0.30	0.00	0.32	0.00	0.22	0.25	0.31	0.25	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.29

Heavy Vehicle Rolling Hour Summary
3:00 PM to 6:00 PM

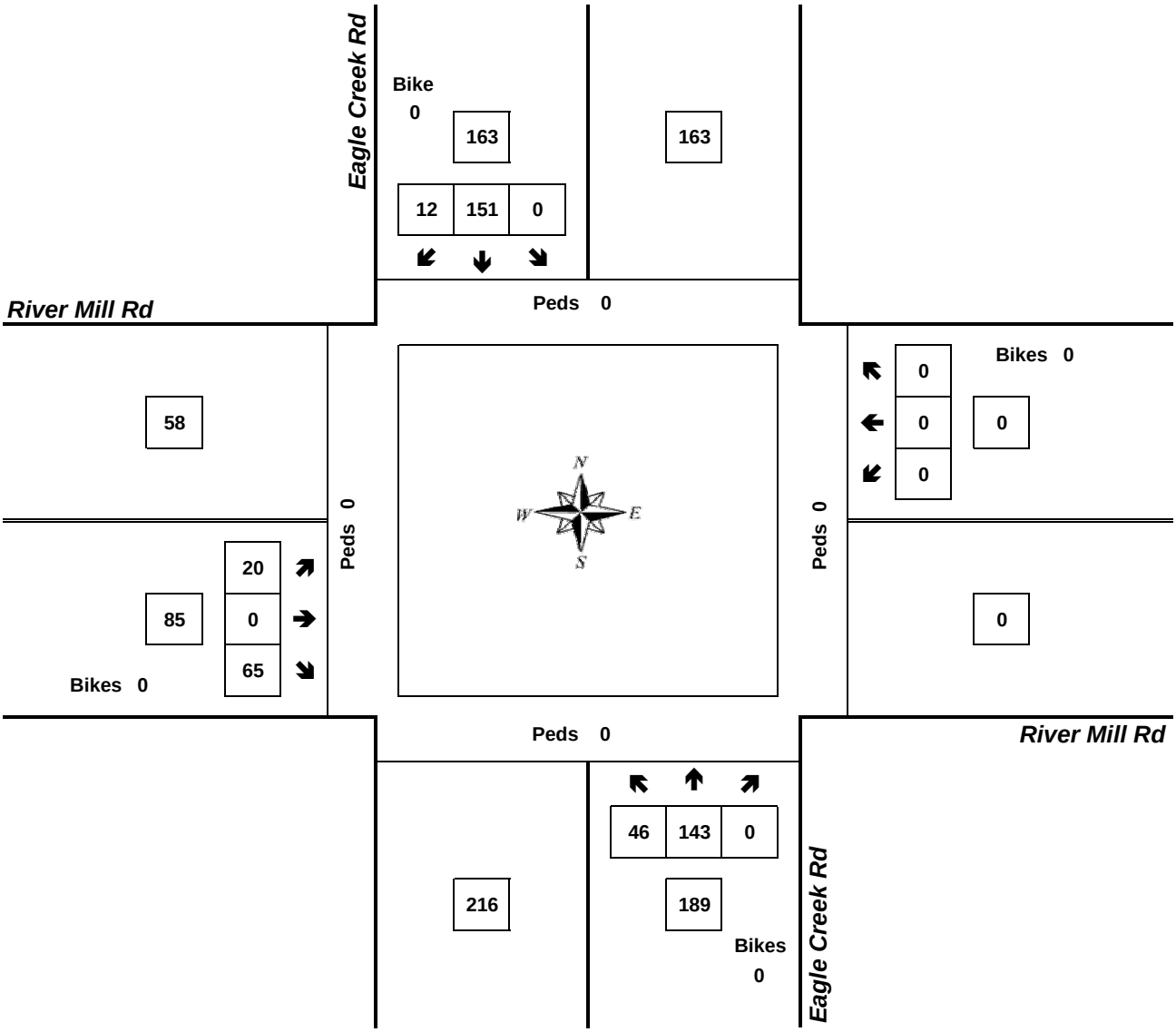
Interval Start Time	Northbound Eagle Creek Rd				Southbound Eagle Creek Rd				Eastbound River Mill Rd				Westbound River Mill Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	2	12	0	14	0	7	4	11	2	0	6	8	0	0	0	0	33
3:15 PM	2	9	0	11	0	8	4	12	1	0	5	6	0	0	0	0	29
3:30 PM	2	8	0	10	0	8	1	9	2	0	4	6	0	0	0	0	25
3:45 PM	1	5	0	6	0	10	0	10	1	0	1	2	0	0	0	0	18
4:00 PM	0	5	0	5	0	9	0	9	1	0	1	2	0	0	0	0	16
4:15 PM	0	5	0	5	0	7	0	7	1	0	2	3	0	0	0	0	15
4:30 PM	0	7	0	7	0	6	0	6	0	0	1	1	0	0	0	0	14
4:45 PM	0	8	0	8	0	4	0	4	1	0	1	2	0	0	0	0	14
5:00 PM	0	7	0	7	0	5	0	5	1	0	2	3	0	0	0	0	15

Peak Hour Summary

Clay Carney
(503) 833-2740

Eagle Creek Rd & River Mill Rd

3:00 PM to 4:00 PM
Tuesday, March 14, 2006

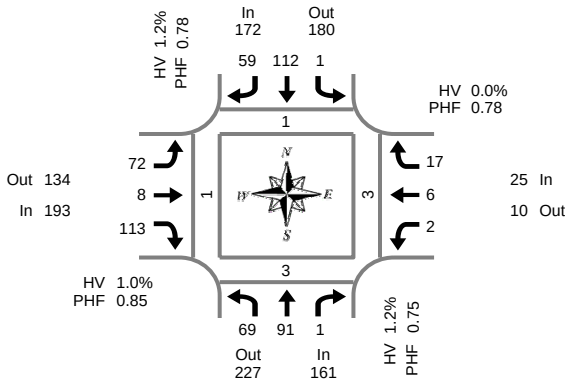


Approach	PHF	HV%	Volume
EB	0.85	9.4%	85
WB	0.00	0.0%	0
NB	0.83	7.4%	189
SB	0.89	6.7%	163
Intersection	0.87	7.6%	437

Count Period: 3:00 PM to 6:00 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
3:45 PM to 4:45 PM

Broadway St & SW 2nd Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Broadway St				Southbound Broadway St				Eastbound SW 2nd Ave				Westbound SW 2nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	19	28	0	0	0	23	16	1	18	2	27	0	0	2	0	0	135	0	0	0	0
3:15 PM	17	22	0	1	2	21	17	0	17	5	21	0	0	1	3	0	126	0	0	1	0
3:30 PM	19	25	0	1	1	27	12	0	25	3	24	0	0	0	2	0	138	0	0	1	4
3:45 PM	20	17	1	0	0	26	16	1	19	1	23	1	0	1	3	0	127	1	0	0	0
4:00 PM	15	21	0	0	0	33	22	3	19	2	36	0	1	1	6	0	156	0	0	2	0
4:15 PM	14	19	0	0	1	24	14	0	14	2	24	0	1	1	3	0	117	0	0	1	0
4:30 PM	20	34	0	0	0	29	7	0	20	3	30	1	0	3	5	0	151	0	3	0	1
4:45 PM	13	20	1	0	0	27	11	0	19	4	21	0	3	2	2	0	123	0	2	0	4
5:00 PM	12	19	0	0	0	25	5	0	17	3	21	0	1	3	3	0	109	0	1	0	0
5:15 PM	10	15	0	0	2	20	10	0	21	3	16	0	0	1	1	0	99	0	1	0	0
5:30 PM	11	23	0	0	2	17	8	0	13	3	19	0	1	1	0	0	98	0	1	0	0
5:45 PM	10	28	0	0	2	21	7	0	21	3	17	0	1	5	5	0	120	0	0	0	3
Total Survey	180	271	2	2	10	293	145	5	223	34	279	2	8	21	33	0	1,499	1	8	5	12

Peak Hour Summary
3:45 PM to 4:45 PM

By Approach	Northbound Broadway St				Southbound Broadway St				Eastbound SW 2nd Ave				Westbound SW 2nd Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	161	227	388	0	172	180	352	4	193	134	327	2	25	10	35	0	551	1	3	3	1
%HV	1.2%				1.2%				1.0%				0.0%				1.1%				
PHF	0.75				0.78				0.85				0.78				0.88				

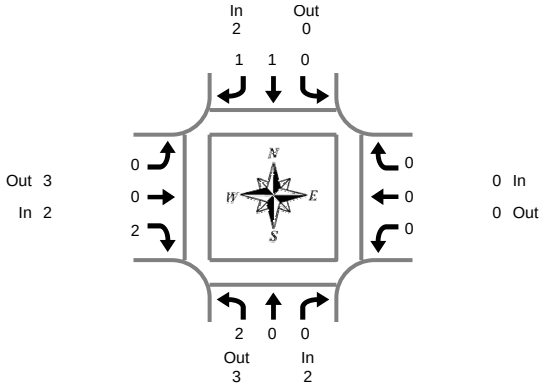
By Movement	Northbound Broadway St				Southbound Broadway St				Eastbound SW 2nd Ave				Westbound SW 2nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	69	91	1	161	1	112	59	172	72	8	113	193	2	6	17	25	551
%HV	2.9%	0.0%	0.0%	1.2%	0.0%	0.9%	1.7%	1.2%	0.0%	0.0%	1.8%	1.0%	0.0%	0.0%	0.0%	0.0%	1.1%
PHF	0.86	0.67	0.25	0.75	0.25	0.85	0.67	0.78	0.90	0.67	0.78	0.85	0.50	0.50	0.71	0.78	0.88

Rolling Hour Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Broadway St				Southbound Broadway St				Eastbound SW 2nd Ave				Westbound SW 2nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	75	92	1	2	3	97	61	2	79	11	95	1	0	4	8	0	526	1	0	2	4
3:15 PM	71	85	1	2	3	107	67	4	80	11	104	1	1	3	14	0	547	1	0	4	4
3:30 PM	68	82	1	1	2	110	64	4	77	8	107	1	2	3	14	0	538	1	0	4	4
3:45 PM	69	91	1	0	1	112	59	4	72	8	113	2	2	6	17	0	551	1	3	3	1
4:00 PM	62	94	1	0	1	113	54	3	72	11	111	1	5	7	16	0	547	0	5	3	5
4:15 PM	59	92	1	0	1	105	37	0	70	12	96	1	5	9	13	0	500	0	6	1	5
4:30 PM	55	88	1	0	2	101	33	0	77	13	88	1	4	9	11	0	482	0	7	0	5
4:45 PM	46	77	1	0	4	89	34	0	70	13	77	0	5	7	6	0	429	0	5	0	4
5:00 PM	43	85	0	0	6	83	30	0	72	12	73	0	3	10	9	0	426	0	3	0	3

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Broadway St & SW 2nd Ave

Tuesday, March 14, 2006
3:00 PM to 6:00 PM

Peak Hour Summary
3:45 PM to 4:45 PM

Heavy Vehicle 15-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Broadway St				Southbound Broadway St				Eastbound SW 2nd Ave				Westbound SW 2nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	1	0	0	1	1	0	0	1	1	0	0	0	0	3
4:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	1	2	0	0	1	1	1	0	0	1	1	0	0	1	5
5:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Survey	2	4	1	7	0	1	3	4	3	0	3	6	1	0	1	2	19

Heavy Vehicle Peak Hour Summary
3:45 PM to 4:45 PM

By Approach	Northbound Broadway St			Southbound Broadway St			Eastbound SW 2nd Ave			Westbound SW 2nd Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	3	5	2	0	2	2	3	5	0	0	0	6
PHF	0.13			0.25			0.17			0.00			0.17

By Movement	Northbound Broadway St				Southbound Broadway St				Eastbound SW 2nd Ave				Westbound SW 2nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	0	0	2	0	1	1	2	0	0	2	2	0	0	0	0	6
PHF	0.25	0.00	0.00	0.13	0.00	0.25	0.13	0.25	0.00	0.00	0.25	0.17	0.00	0.00	0.00	0.00	0.17

Heavy Vehicle Rolling Hour Summary
3:00 PM to 6:00 PM

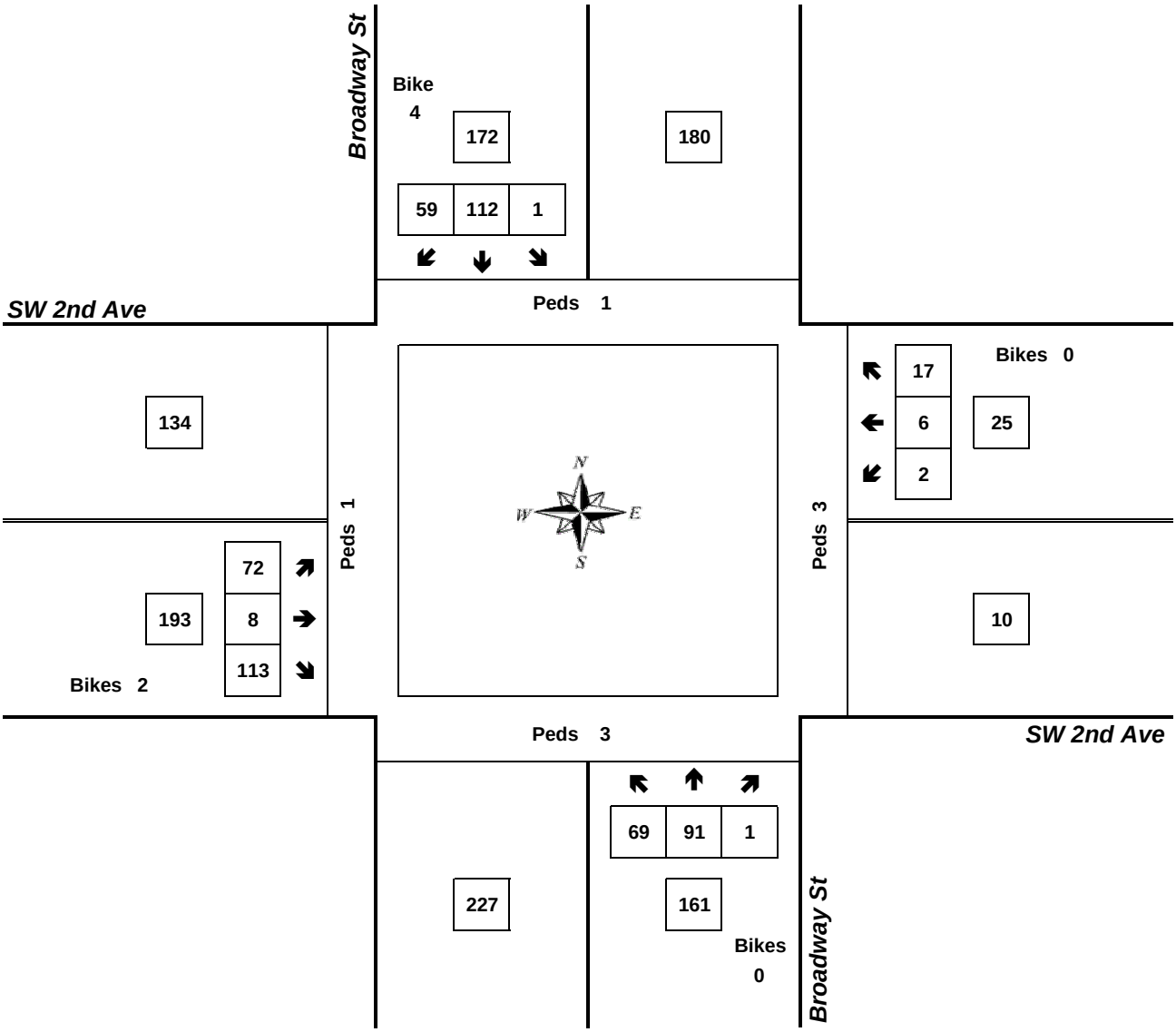
Interval Start Time	Northbound Broadway St				Southbound Broadway St				Eastbound SW 2nd Ave				Westbound SW 2nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
3:15 PM	1	0	0	1	0	0	2	2	0	0	1	1	0	0	0	0	4
3:30 PM	1	0	0	1	0	1	2	3	0	0	2	2	0	0	0	0	6
3:45 PM	2	0	0	2	0	1	1	2	0	0	2	2	0	0	0	0	6
4:00 PM	2	1	1	4	0	1	2	3	1	0	2	3	1	0	0	1	11
4:15 PM	1	2	1	4	0	1	1	2	1	0	2	3	1	0	1	2	11
4:30 PM	1	2	1	4	0	0	1	1	2	0	1	3	1	0	1	2	10
4:45 PM	0	2	1	3	0	0	1	1	2	0	1	3	1	0	1	2	9
5:00 PM	0	1	0	1	0	0	0	0	2	0	1	3	0	0	1	1	5

Peak Hour Summary

Clay Carney
(503) 833-2740

Broadway St & SW 2nd Ave

3:45 PM to 4:45 PM
Tuesday, March 14, 2006



Approach	PHF	HV%	Volume
EB	0.85	1.0%	193
WB	0.78	0.0%	25
NB	0.75	1.2%	161
SB	0.78	1.2%	172
Intersection	0.88	1.1%	551

Count Period: 3:00 PM to 6:00 PM

APPENDIX B: Capacity Analysis Worksheets

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Scenario Report

Scenario:	2006 Existing Conditions
Command:	2006 Exisitng Conditions
Volume:	2006 Existing Conditions
Geometry:	2006 Existing Conditions
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Eagle Creek Rd/Duus Rd	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V
# 2 Oregon 224/River Mill Rd	B	14.5	0.000	B	14.5	0.000	+ 0.000 D/V
# 3 Eagle Creek Rd/River Mill Rd	B	10.6	0.000	B	10.6	0.000	+ 0.000 D/V
# 4 Oregon 224/Evergreen Ave	B	14.9	0.000	B	14.9	0.000	+ 0.000 D/V
# 5 Oregon 224/Heiple Rd	C	17.0	0.000	C	17.0	0.000	+ 0.000 D/V
# 6 Oregon 224/ Ely Rd	C	16.7	0.000	C	16.7	0.000	+ 0.000 D/V
# 7 Oregon 224/Park Ave	C	17.4	0.000	C	17.4	0.000	+ 0.000 D/V
# 8 6th Ave/Broadway St	C	15.0	0.000	C	15.0	0.000	+ 0.000 D/V
# 9 6th Ave/Main St	B	10.0	0.386	B	10.0	0.386	+ 0.000 V/C
# 10 6th Ave/ Shafford Rd	B	11.7	0.000	B	11.7	0.000	+ 0.000 D/V
# 11 Cemetary Rd/6th Ave	A	9.4	0.000	A	9.4	0.000	+ 0.000 D/V
# 12 Broadway St/SW 2nd Ave	B	13.2	0.000	B	13.2	0.000	+ 0.000 D/V
# 13 2nd Ave/Main St	B	12.4	0.000	B	12.4	0.000	+ 0.000 D/V
# 14 Shafford Av/Regan Hill Rd	A	9.3	0.000	A	9.3	0.000	+ 0.000 D/V
# 15 Oregon 224/SW 2nd Ave	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 16 Oregon 224/Wade St	B	14.3	0.000	B	14.3	0.000	+ 0.000 D/V
# 17 Oregon 224/Broadway St	B	12.6	0.278	B	12.6	0.278	+ 0.000 D/V
# 18 Oregon 224/Highway 211	C	16.5	0.000	C	16.5	0.000	+ 0.000 D/V
# 20 Main St/4th Ave	B	14.1	0.000	B	14.1	0.000	+ 0.000 D/V
# 21 Oregon 224/Main St	C	22.6	0.000	C	22.6	0.000	+ 0.000 D/V

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Eagle Creek Rd/Duus Rd

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	0	1	0	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 4 Mar 2006 << 16:00-17:00																
Base Vol:	0	124		13	38	140		0	0		0	0	8		0	13
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	124		13	38	140		0	0		0	0	8		0	13
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.90	0.90		0.90	0.90	0.90		0.90	0.90		0.90	0.90	0.90		0.90	0.90
PHF Volume:	0	138		14	42	156		0	0		0	0	9		0	14
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	138		14	42	156		0	0		0	0	9		0	14
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	6.4		6.5	6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	152	xxxx		xxxxx	xxxx		xxxx	xxxxx	385		386	147
Potent Cap.:	xxxx	xxxx		xxxxx	1429	xxxx		xxxxx	xxxx		xxxx	xxxxx	622		551	905
Move Cap.:	xxxx	xxxx		xxxxx	1429	xxxx		xxxxx	xxxx		xxxx	xxxxx	608		534	904
Volume/Cap:	xxxx	xxxx		xxxx	0.03	xxxx		xxxx	xxxx		xxxx	xxxx	0.01		0.00	0.02
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
Control Del:	xxxxx	xxxx		xxxxx	7.6	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
LOS by Move:	*	*		*	A	*		*	*		*	*	*		*	*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		762	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	7.6	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		9.9	xxxxx
Shared LOS:	*	*		*	A	*		*	*		*	*	*		A	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				9.9			
ApproachLOS:	*				*				*				A			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Oregon 224/River Mill Rd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	1 0	1	0	1	1 0	0	1	0	0 1	0	0	1!	0 0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	6	291		22	78	415		9	8		2	18	17		2	25
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	6	291		22	78	415		9	8		2	18	17		2	25
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.89	0.89		0.89	0.89	0.89		0.89	0.89		0.89	0.89	0.89		0.89	0.89
PHF Volume:	7	327		25	88	466		10	9		2	20	19		2	28
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	7	327		25	88	466		10	9		2	20	19		2	28
Critical Gap Module:																
Critical Gp:	4.2	xxxx		xxxxx	4.2	xxxx		xxxxx	7.8		6.8	7.2	7.5		6.5	6.9
FollowUpTim:	2.3	xxxx		xxxxx	2.2	xxxx		xxxxx	3.6		4.1	3.4	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	476	xxxx		xxxxx	353	xxxx		xxxxx	825		1013	238	763		1005	177
Potent Cap.:	1048	xxxx		xxxxx	1196	xxxx		xxxxx	247		220	730	297		243	842
Move Cap.:	1048	xxxx		xxxxx	1195	xxxx		xxxxx	222		202	730	269		224	841
Volume/Cap:	0.01	xxxx		xxxx	0.07	xxxx		xxxx	0.04		0.01	0.03	0.07		0.01	0.03
Level Of Service Module:																
2Way95thQ:	0.0	xxxx		xxxxx	0.2	xxxx		xxxxx	xxxx		xxxx	0.1	xxxx		xxxx	xxxxx
Control Del:	8.5	xxxx		xxxxx	8.3	xxxx		xxxxx	xxxxx		xxxx	10.1	xxxxx		xxxx	xxxxx
LOS by Move:	A	*		*	A	*		*	*		*	B	*		*	*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	218		xxxx	xxxxx	xxxx		432	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	0.2		xxxx	xxxxx	xxxxx		0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	22.4		xxxx	xxxxx	xxxxx		14.4	xxxxx
Shared LOS:	*	*		*	*	*		*	C		*	*	*		B	*
ApproachDel:	xxxxxx				xxxxxx				14.5				14.4			
ApproachLOS:	*				*				B				B			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Eagle Creek Rd/River Mill Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[10.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0 0	0	1	0	0 0	1!	0	0	0 0	0	0	0
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00																
Base Vol:	46	143	0		0	151	12		20	0	65		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	46	143	0		0	151	12		20	0	65		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	53	164	0		0	174	14		23	0	75		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	53	164	0		0	174	14		23	0	75		0	0	0	
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.5	6.6	6.3	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.6	4.1	3.4	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	187	xxxx	xxxxx	xxxx	xxxx	xxxxx			451	451	180	xxxx	xxxx	xxxxx		
Potent Cap.:	1357	xxxx	xxxxx	xxxx	xxxx	xxxxx			554	494	845	xxxx	xxxx	xxxxx		
Move Cap.:	1357	xxxx	xxxxx	xxxx	xxxx	xxxxx			537	474	845	xxxx	xxxx	xxxxx		
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx			0.04	0.00	0.09	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	744	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				10.6			xxxxxx					
ApproachLOS:	*			*				B			*					

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Oregon 224/Evergreen Ave

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1 0	1	1	0	1 0	1	1	0	0 0	1!	0	0	0 0	1!	0	0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	22	292	2		2	444	6		22	0	25		9	0	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	292	2		2	444	6		22	0	25		9	0	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	25	328	2		2	499	7		25	0	28		10	0	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	25	328	2		2	499	7		25	0	28		10	0	6	
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx		4.2	xxxx	xxxxx		7.6	6.6	7.0		8.1	7.1	7.5	
FollowUpTim:	2.3	xxxx	xxxxx		2.3	xxxx	xxxxx		3.6	4.1	3.3		3.8	4.3	3.6	
Capacity Module:																
Cnflict Vol:	506	xxxx	xxxxx		330	xxxx	xxxxx		721	887	253		633	889	166	
Potent Cap.:	1021	xxxx	xxxxx		1205	xxxx	xxxxx		309	277	738		313	235	768	
Move Cap.:	1021	xxxx	xxxxx		1205	xxxx	xxxxx		301	269	738		295	229	767	
Volume/Cap:	0.02	xxxx	xxxx		0.00	xxxx	xxxx		0.08	0.00	0.04		0.03	0.00	0.01	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	8.6	xxxx	xxxxx		8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*		A	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	439	xxxxx	xxxx	378	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	14.3	xxxxx	xxxxx	14.9	xxxxx			
Shared LOS:	*	*	*		*	*	*	*	B	*	*	B	*			
ApproachDel:	xxxxxx				xxxxxx				14.3			14.9				
ApproachLOS:	*				*				B			B				

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Oregon 224/Heiple Rd

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[17.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	2	0 1	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 25 Mar 2005 << 16:00-17:00																
Base Vol:	13	307		6	23	485		27	13		5	14	2		8	16
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	13	307		6	23	485		27	13		5	14	2		8	16
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.94	0.94		0.94	0.94	0.94		0.94	0.94		0.94	0.94	0.94		0.94	0.94
PHF Volume:	14	327		6	24	516		29	14		5	15	2		9	17
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	14	327		6	24	516		29	14		5	15	2		9	17
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.2	6.6		6.3	7.1	6.5		6.2
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.6	4.1		3.4	3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	545	xxxx	xxxxx		334	xxxx	xxxxx		935	927		258	668	952		331
Potent Cap.:	1009	xxxx	xxxxx		1225	xxxx	xxxxx		241	263		769	375	261		715
Move Cap.:	1009	xxxx	xxxxx		1224	xxxx	xxxxx		223	254		769	352	252		715
Volume/Cap:	0.01	xxxx	xxxx		0.02	xxxx	xxxx		0.06	0.02		0.02	0.01	0.03		0.02
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.6	xxxx	xxxxx		8.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	333	xxxxx		xxxx	435	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.3	xxxxx		xxxxx	0.2	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	17.0	xxxxx		xxxxx	13.8	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	C	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				17.0				13.8			
ApproachLOS:	*				*				C				B			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Oregon 224/ Ely Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[16.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 16:30-17:30																
Base Vol:	1	322		5	0	500		0	1		0	1	2		1	2
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	1	322		5	0	500		0	1		0	1	2		1	2
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.90	0.90		0.90	0.90	0.90		0.90	0.90		0.90	0.90	0.90		0.90	0.90
PHF Volume:	1	358		6	0	556		0	1		0	1	2		1	2
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	1	358		6	0	556		0	1		0	1	2		1	2
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.1	6.5		6.2	7.4	6.8		6.5
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0		3.3	3.7	4.2		3.5
Capacity Module:																
Cnflict Vol:	558	xxxx	xxxxx		xxxx	xxxx	xxxxx		922	923		558	919	920		361
Potent Cap.:	1003	xxxx	xxxxx		xxxx	xxxx	xxxxx		253	272		533	229	248		635
Move Cap.:	1002	xxxx	xxxxx		xxxx	xxxx	xxxxx		250	271		532	229	247		635
Volume/Cap:	0.00	xxxx	xxxx		xxxx	xxxx	xxxx		0.00	0.00		0.00	0.01	0.00		0.00
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	341	xxxxx		xxxx	314	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.0	xxxxx		xxxxx	0.1	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	15.6	xxxxx		xxxxx	16.7	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	C	*		*	C	*	
ApproachDel:	xxxxxx				xxxxxx				15.6				16.7			
ApproachLOS:	*				*				C				C			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Oregon 224/Park Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[17.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	1	0 1	0	0	1!	0 0	0	0	0	0 0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	3	321		0	0	502		1	7		1	1	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	321		0	0	502		1	7		1	1	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	3	349		0	0	546		1	8		1	1	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	3	349		0	0	546		1	8		1	1	0		0	0
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.6		6.7	6.4	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.7		4.2	3.5	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	547	xxxx	xxxxx	xxxx	xxxx	xxxxx			901		901	546	xxxx	xxxx	xxxxx	
Potent Cap.:	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx			290		263	510	xxxx	xxxx	xxxxx	
Move Cap.:	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx			290		262	510	xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx			0.03		0.00	0.00	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	301	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.4	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				17.4		xxxxxx						
ApproachLOS:	*			*				C		*						

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 6th Ave/Broadway St

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: C[15.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 15:15-16:15																
Base Vol:	50	11		63	20	28		5	8	159		80	41	138		40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	11		63	20	28		5	8	159		80	41	138		40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	55	12		69	22	31		5	9	175		88	45	152		44
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	55	12		69	22	31		5	9	175		88	45	152		44
Critical Gap Module:																
Critical Gp:	7.1	6.5		6.2	7.2	6.6		6.3	4.1	xxxx	xxxxx		4.2	xxxx	xxxxx	
FollowUpTim:	3.5	4.0		3.3	3.5	4.0		3.3	2.2	xxxx	xxxxx		2.3	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	525	535		230	551	557		180	202	xxxx	xxxxx		270	xxxx	xxxxx	
Potent Cap.:	463	452		810	441	435		855	1364	xxxx	xxxxx		1265	xxxx	xxxxx	
Move Cap.:	417	427		802	378	411		851	1358	xxxx	xxxxx		1258	xxxx	xxxxx	
Volume/Cap:	0.13	0.03		0.09	0.06	0.07		0.01	0.01	xxxx	xxxx		0.04	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx		8.0	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*			A	*	*		A	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	553	xxxxx	xxxx	418	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	0.5	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	13.6	xxxxx	xxxxx	15.0	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*	*	C	*			*	*	*		*	*	*	
ApproachDel:	13.6			15.0					xxxxxx				xxxxxx			
ApproachLOS:	B			C					*				*			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 6th Ave/Main St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.386
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 10.0
Optimal Cycle: 0 | Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	0	1	0	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00																
Base Vol:	68	0	84		0	0	0		0	168	73		80	151	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	68	0	84		0	0	0		0	168	73		80	151	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	77	0	95		0	0	0		0	191	83		91	172	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	77	0	95		0	0	0		0	191	83		91	172	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	77	0	95		0	0	0		0	191	83		91	172	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		0.35	0.65	0.00	
Final Sat.:	540	0	657		0	0	0		0	669	767		235	444	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	xxxx	0.15		xxxx	xxxx	xxxx		xxxx	0.29	0.11		0.39	0.39	xxxx	
Crit Moves:			****							****				****		
Delay/Veh:	10.0	0.0	8.6		0.0	0.0	0.0		0.0	10.0	7.8		11.3	11.3	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.0	0.0	8.6		0.0	0.0	0.0		0.0	10.0	7.8		11.3	11.3	0.0	
LOS by Move:	B	*	A		*	*	*		*	A	A		B	B	*	
ApproachDel:		9.3				xxxxxx				9.3				11.3		
Delay Adj:		1.00				xxxxx				1.00				1.00		
ApprAdjDel:		9.3				xxxxxx				9.3				11.3		
LOS by Appr:		A				*				A				B		
AllWayAvgQ:	0.1	0.0	0.1		0.0	0.0	0.0		0.0	0.4	0.1		0.6	0.6	0.6	

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 6th Ave/ Shafford Rd

Average Delay (sec/veh): 2.1 | Worst Case Level Of Service: B[11.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 17:00-18:00																
Base Vol:	15		3	13	6		4	15	39	177		28	5	143		6
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	15		3	13	6		4	15	39	177		28	5	143		6
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
PHF Volume:	16		3	14	7		4	16	43	195		31	5	157		7
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
FinalVolume:	16		3	14	7		4	16	43	195		31	5	157		7
Critical Gap Module:																
Critical Gp:	7.1	6.5		6.2	7.1	6.5		6.2	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0		3.3	3.5	4.0		3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	481	476		216	484	488		166	168	xxxx	xxxxx		227	xxxx	xxxxx	
Potent Cap.:	498	490		829	492	478		875	1404	xxxx	xxxxx		1341	xxxx	xxxxx	
Move Cap.:	471	471		825	464	459		871	1399	xxxx	xxxxx		1339	xxxx	xxxxx	
Volume/Cap:	0.04	0.01		0.02	0.01	0.01		0.02	0.03	xxxx	xxxx		0.00	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	0.1	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	7.7	xxxx	xxxxx		7.7	xxxx	xxxxx	
LOS by Move:	*	*		*	*	*		*	A	*	*		A	*	*	
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	574		xxxxx	xxxx	643		xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.2		xxxxx	xxxxx	0.1		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	11.7		xxxxx	xxxxx	10.8		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B		*	*	B		*	*	*		*	*	*		*
ApproachDel:		11.7				10.8				xxxxxx				xxxxxx		
ApproachLOS:		B				B				*				*		

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 Cemetary Rd/6th Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module: >> Count Date: 14 Mar 2006 << 16:00-17:00																
Base Vol:	0	0	0		4	0	56		48	148	0		0	98	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		4	0	56		48	148	0		0	98	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	0	0	0		5	0	64		55	168	0		0	111	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		5	0	64		55	168	0		0	111	7	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.6	6.3		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		393	392	115		118	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		606	539	930		1470	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		587	519	930		1470	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	0.00	0.07		0.04	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	895	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.4	xxxxx		7.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx					9.4			xxxxxx				xxxxxx			
ApproachLOS:	*					A			*				*			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Broadway St/SW 2nd Ave

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: B[13.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 1 Sep 1997 << 15:45-16:45																
Base Vol:	69	91	1		1	112	59		72	8	113		2	6	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	69	91	1		1	112	59		72	8	113		2	6	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	78	103	1		1	127	67		82	9	128		2	7	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	78	103	1		1	127	67		82	9	128		2	7	19	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	199	xxxx	xxxxx		108	xxxx	xxxxx		442	432	171		501	465	107	
Potent Cap.:	1385	xxxx	xxxxx		1496	xxxx	xxxxx		529	519	878		484	497	953	
Move Cap.:	1379	xxxx	xxxxx		1492	xxxx	xxxxx		487	485	871		386	464	950	
Volume/Cap:	0.06	xxxx	xxxx		0.00	xxxx	xxxx		0.17	0.02	0.15		0.01	0.01	0.02	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.8	xxxx	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	656	xxxxx		xxxx	694	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	1.5	xxxxx		xxxxx	0.1	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	13.2	xxxxx		xxxxx	10.4	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	B	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx					13.2				10.4		
ApproachLOS:	*				*					B				B		

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 2nd Ave/Main St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00																
Base Vol:	3	157		18	10	123		5	10	11		4	19		6	5
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	3	157		18	10	123		5	10	11		4	19		6	5
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	0.82	0.82		0.82	0.82	0.82		0.82	0.82	0.82		0.82	0.82		0.82	0.82
PHF Volume:	4	191		22	12	150		6	12	13		5	23		7	6
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
FinalVolume:	4	191		22	12	150		6	12	13		5	23		7	6
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx		4.2	xxxx	xxxxx		7.1	6.5		6.2	7.2		6.6	6.3
FollowUpTim:	2.3	xxxx	xxxxx		2.3	xxxx	xxxxx		3.5	4.0		3.3	3.6		4.1	3.4
Capacity Module:																
Cnflict Vol:	161	xxxx	xxxxx		236	xxxx	xxxxx		399	426		158	419		418	225
Potent Cap.:	1388	xxxx	xxxxx		1296	xxxx	xxxxx		565	523		893	524		508	785
Move Cap.:	1382	xxxx	xxxxx		1271	xxxx	xxxxx		547	505		889	496		490	770
Volume/Cap:	0.00	xxxx	xxxx		0.01	xxxx	xxxx		0.02	0.03		0.01	0.05		0.01	0.01
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.6	xxxx	xxxxx		7.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	561	xxxxx		xxxx	526	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	0.2	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	11.8	xxxxx		xxxxx	12.4	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	B	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				11.8				12.4			
ApproachLOS:	*				*				B				B			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Shafford Av/Regan Hill Rd

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	0	1	0	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 16:00-17:00																
Base Vol:	0	22		60	10	22		0	0	0		0	38		0	9
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	22		60	10	22		0	0	0		0	38		0	9
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	0.80	0.80		0.80	0.80	0.80		0.80	0.80	0.80		0.80	0.80		0.80	0.80
PHF Volume:	0	28		75	13	28		0	0	0		0	48		0	11
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
FinalVolume:	0	28		75	13	28		0	0	0		0	48		0	11
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4		6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		105	xxxx	xxxxx		xxxx	xxxx	xxxxx		120		120	69
Potent Cap.:	xxxx	xxxx	xxxxx		1481	xxxx	xxxxx		xxxx	xxxx	xxxxx		876		771	994
Move Cap.:	xxxx	xxxx	xxxxx		1478	xxxx	xxxxx		xxxx	xxxx	xxxxx		869		763	991
Volume/Cap:	xxxx	xxxx	xxxx		0.01	xxxx	xxxx		xxxx	xxxx	xxxx		0.05		0.00	0.01
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	890	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	9.3	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	A	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				9.3			
ApproachLOS:	*				*				*				A			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Oregon 224/SW 2nd Ave

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[11.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	0	228		6	118	362		0	0		0	0	18		0	88
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	228		6	118	362		0	0		0	0	18		0	88
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.90	0.90		0.90	0.90	0.90		0.90	0.90		0.90	0.90	0.90		0.90	0.90
PHF Volume:	0	253		7	131	402		0	0		0	0	20		0	98
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	253		7	131	402		0	0		0	0	20		0	98
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8		6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx		2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		260	xxxx	xxxxx		xxxx	xxxx	xxxxx		720		921	130
Potent Cap.:	xxxx	xxxx	xxxxx		1280	xxxx	xxxxx		xxxx	xxxx	xxxxx		363		269	896
Move Cap.:	xxxx	xxxx	xxxxx		1280	xxxx	xxxxx		xxxx	xxxx	xxxxx		334		241	896
Volume/Cap:	xxxx	xxxx	xxxx		0.10	xxxx	xxxx		xxxx	xxxx	xxxx		0.06		0.00	0.11
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx
LOS by Move:	*	*	*		A	*	*		*	*	*		*		*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx		697	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		11.2	xxxxx
Shared LOS:	*	*	*		*	*	*		*	*	*		*		B	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				11.2			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Oregon 224/Wade St

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[14.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module: >> Count Date: 14 Mar 2006 << 16:15-17:15																
Base Vol:	11	13		14	26	17		25	26	319		34	33	197		29
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	11	13		14	26	17		25	26	319		34	33	197		29
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93
PHF Volume:	12	14		15	28	18		27	28	343		37	35	212		31
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	12	14		15	28	18		27	28	343		37	35	212		31
Critical Gap Module:																
Critical Gp:	7.6	6.6		7.0	7.5	6.5		6.9	4.2	xxxx	xxxxx		4.2	xxxx	xxxxx	
FollowUpTim:	3.5	4.0		3.3	3.5	4.0		3.3	2.3	xxxx	xxxxx		2.3	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	603	731		190	533	734		122	243	xxxx	xxxxx		380	xxxx	xxxxx	
Potent Cap.:	381	345		817	430	346		907	1299	xxxx	xxxxx		1147	xxxx	xxxxx	
Move Cap.:	340	327		817	392	328		907	1299	xxxx	xxxxx		1147	xxxx	xxxxx	
Volume/Cap:	0.03	0.04		0.02	0.07	0.06		0.03	0.02	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx		8.2	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	426	xxxxx		xxxx	467	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.3	xxxxx		xxxxx	0.6	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	14.3	xxxxx		xxxxx	14.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	14.3				14.1				xxxxxx				xxxxxx			
ApproachLOS:	B				B				*				*			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Oregon 224/Broadway St

Cycle (sec): 50 | Critical Vol./Cap.(X): 0.278
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.6
Optimal Cycle: 22 | Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	1	17	13	152	9	30	42	308	8	10	231	86				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	17	13	152	9	30	42	308	8	10	231	86				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	1	18	14	160	9	32	44	324	8	11	243	91				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	18	14	160	9	32	44	324	8	11	243	91				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	1	18	14	160	9	32	44	324	8	11	243	91				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.85	0.85	0.85	0.72	0.72	0.84	0.90	0.89	0.89	0.90	0.90	0.80				
Lanes:	0.03	0.55	0.42	0.94	0.06	1.00	1.00	1.95	0.05	1.00	2.00	1.00				
Final Sat.:	49	835	638	1221	72	1515	1613	3131	81	1613	3225	1443				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02	0.13	0.13	0.02	0.03	0.10	0.10	0.01	0.08	0.06				
Crit Moves:					****		****				****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.10	0.35	0.35	0.02	0.27	0.27				
Volume/Cap:	0.05	0.05	0.05	0.28	0.28	0.04	0.28	0.30	0.30	0.30	0.28	0.23				
Delay/Veh:	7.2	7.2	7.2	8.3	8.3	7.2	21.8	12.0	12.0	28.8	14.5	14.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	7.2	7.2	7.2	8.3	8.3	7.2	21.8	12.0	12.0	28.8	14.5	14.5				
LOS by Move:	A	A	A	A	A	A	C	B	B	C	B	B				
HCM2kAvgQ:	0	0	0	2	2	0	1	2	2	1	2	1				

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #18 Oregon 224/Highway 211

Average Delay (sec/veh): 5.9 | Worst Case Level Of Service: C[16.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																				
Base Vol:	308		0		32	0		0		0	0		168		342	19		114		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	308		0		32	0		0		0	0		168		342	19		114		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91	
PHF Volume:	338		0		35	0		0		0	0		185		376	21		125		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	338		0		35	0		0		0	0		185		376	21		125		0
Critical Gap Module:																				
Critical Gp:	6.5	xxxx		6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.6	xxxx		3.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	352	xxxx		185	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		560	xxxx	xxxxx						
Potent Cap.:	638	xxxx		847	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1006	xxxx	xxxxx						
Move Cap.:	628	xxxx		847	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1006	xxxx	xxxxx						
Volume/Cap:	0.54	xxxx		0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.02	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	3.2	xxxx		0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx						
Control Del:	17.2	xxxx		9.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx						
LOS by Move:	C	*		A	*	*	*	*	*	*		A	*	*						
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT						
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*		*	*	*	*	*	*		*	*	*						
ApproachDel:		16.5				xxxxxx			xxxxxx				xxxxxx							
ApproachLOS:		C				*			*				*							

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Main St/4th Ave

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[14.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00																
Base Vol:	6	208		37	36	174		11	21	17		21	17		8	27
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	6	208		37	36	174		11	21	17		21	17		8	27
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88		0.88	0.88
PHF Volume:	7	236		42	41	198		13	24	19		24	19		9	31
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
FinalVolume:	7	236		42	41	198		13	24	19		24	19		9	31
Critical Gap Module:																
Critical Gp:	4.1	xxxx		xxxxx	4.1	xxxx		xxxxx	7.1	6.5		6.2	7.1		6.5	6.2
FollowUpTim:	2.2	xxxx		xxxxx	2.2	xxxx		xxxxx	3.5	4.0		3.3	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	220	xxxx		xxxxx	288	xxxx		xxxxx	600	598		229	603		583	280
Potent Cap.:	1331	xxxx		xxxxx	1268	xxxx		xxxxx	410	413		805	408		421	754
Move Cap.:	1320	xxxx		xxxxx	1257	xxxx		xxxxx	368	391		789	362		398	739
Volume/Cap:	0.01	xxxx		xxxx	0.03	xxxx		xxxx	0.06	0.05		0.03	0.05		0.02	0.04
Level Of Service Module:																
2Way95thQ:	0.0	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx
Control Del:	7.7	xxxx		xxxxx	8.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx
LOS by Move:	A	*		*	A	*		*	*	*		*	*		*	*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	464		xxxxx	xxxx		502	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.5		xxxxx	xxxxx		0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	14.1		xxxxx	xxxxx		13.1	xxxxx
Shared LOS:	*	*		*	*	*		*	*	B		*	*		B	*
ApproachDel:	xxxxxx				xxxxxx				14.1				13.1			
ApproachLOS:	*				*				B				B			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Oregon 224/Main St

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: C[22.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	0	0		0	122	0		60	80	392		0	0		267	156
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	0		0	122	0		60	80	392		0	0		267	156
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93		0.93	0.93
PHF Volume:	0	0		0	131	0		65	86	422		0	0		287	168
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
FinalVolume:	0	0		0	131	0		65	86	422		0	0		287	168
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	6.9	6.6		7.0	4.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx	3.5	4.0		3.3	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	754	965		227	455	xxxx		xxxxx	xxxx		xxxx	xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx	341	250		769	1088	xxxx		xxxxx	xxxx		xxxx	xxxxx
Move Cap.:	xxxx	xxxx		xxxxx	320	230		769	1088	xxxx		xxxxx	xxxx		xxxx	xxxxx
Volume/Cap:	xxxx	xxxx		xxxx	0.41	0.00		0.08	0.08	xxxx		xxxx	xxxx		xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	0.3	xxxx		xxxxx	xxxx		xxxx	xxxxx
Control Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	8.6	xxxx		xxxxx	xxxxx		xxxx	xxxxx
LOS by Move:	*	*		*	*	*		*	A	*		*	*		*	*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	397		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	2.6		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	22.6		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	*	*		*	*	C		*	*	*		*	*		*	*
ApproachDel:	xxxxxx				22.6				xxxxxx				xxxxxx			
ApproachLOS:	*				C				*				*			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Scenario Report

Scenario:	2030 Future Conditions
Command:	2006 Exisitng Conditions
Volume:	2006 Existing Conditions
Geometry:	2006 Existing Conditions
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Eagle Creek Rd/Duus Rd	A	9.9	0.000	B	11.3	0.000	+ 1.470 D/V
# 2 Oregon 224/River Mill Rd	B	14.6	0.000	F	120.8	0.000	+106.160 D/V
# 3 Eagle Creek Rd/River Mill Rd	B	10.5	0.000	B	14.9	0.000	+ 4.413 D/V
# 4 Oregon 224/Evergreen Ave	C	16.0	0.000	F	58.4	0.000	+42.389 D/V
# 5 Oregon 224/Heiple Rd	C	17.0	0.000	E	35.9	0.000	+18.854 D/V
# 6 Oregon 224/ Ely Rd	B	14.7	0.000	C	21.1	0.000	+ 6.357 D/V
# 7 Oregon 224/Park Ave	C	17.1	0.000	C	22.5	0.000	+ 5.388 D/V
# 8 6th Ave/Broadway St	B	14.9	0.000	D	27.2	0.000	+12.277 D/V
# 9 6th Ave/Main St	B	10.0	0.386	C	17.8	0.722	+ 0.335 V/C
# 10 6th Ave/ Shafford Rd	B	11.7	0.000	C	17.8	0.000	+ 6.168 D/V
# 11 Cemetary Rd/6th Ave	A	9.4	0.000	B	12.4	0.000	+ 3.032 D/V
# 12 Broadway St/SW 2nd Ave	B	12.4	0.000	B	12.9	0.000	+ 0.492 D/V
# 13 2nd Ave/Main St	B	12.4	0.000	C	15.6	0.000	+ 3.202 D/V
# 14 Shafford Av/Regan Hill Rd	A	9.3	0.000	B	10.6	0.000	+ 1.228 D/V
# 15 Oregon 224/SW 2nd Ave	B	11.2	0.000	B	13.7	0.000	+ 2.478 D/V
# 16 Oregon 224/Wade St	B	14.3	0.000	C	23.2	0.000	+ 8.801 D/V
# 17 Oregon 224/Broadway St	B	12.3	0.268	B	10.7	0.376	-1.603 D/V
# 18 Oregon 224/Highway 211	C	16.5	0.000	F	95.5	0.000	+78.973 D/V
# 20 Main St/4th Ave	B	14.1	0.000	C	23.9	0.000	+ 9.856 D/V
# 21 Oregon 224/Main St	C	22.6	0.000	F	423.4	0.000	+400.758 D/V

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Eagle Creek Rd/Duus Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[11.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	0	1	0	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 4 Mar 2006 << 16:00-17:00																
Base Vol:	0	124	13		38	140	0		0	0	0		8	0	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	124	13		38	140	0		0	0	0		8	0	13	
Added Vol:	0	30	42		30	12	0		0	0	0		18	0	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	154	55		68	152	0		0	0	0		26	0	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	171	61		76	169	0		0	0	0		29	0	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	171	61		76	169	0		0	0	0		29	0	30	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		232	xxxx	xxxxx		xxxx	xxxx	xxxxx		522	523	204	
Potent Cap.:	xxxx	xxxx	xxxxx		1335	xxxx	xxxxx		xxxx	xxxx	xxxxx		519	462	842	
Move Cap.:	xxxx	xxxx	xxxxx		1335	xxxx	xxxxx		xxxx	xxxx	xxxxx		495	434	841	
Volume/Cap:	xxxx	xxxx	xxxx		0.06	xxxx	xxxx		xxxx	xxxx	xxxx		0.06	0.00	0.04	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	626	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.3	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	11.3	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				11.3			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Oregon 224/River Mill Rd

Average Delay (sec/veh): 16.6 Worst Case Level Of Service: F[120.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	1 0	1	0	1	1 0	0	1	0	0 1	0	0	1!	0 0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	6	291	22		53	415	9		8	2	18		17	2	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	291	22		53	415	9		8	2	18		17	2	15	
Added Vol:	8	115	55		63	131	3		8	20	18		65	6	55	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	406	77		116	546	12		16	22	36		82	8	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	16	456	87		130	613	13		18	25	40		92	9	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	16	456	87		130	613	13		18	25	40		92	9	79	
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx		4.2	xxxx	xxxxx		7.8	6.8	7.2		7.5	6.5	6.9	
FollowUpTim:	2.3	xxxx	xxxxx		2.2	xxxx	xxxxx		3.6	4.1	3.4		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	627	xxxx	xxxxx		544	xxxx	xxxxx		1145	1456	313		1112	1420	272	
Potent Cap.:	917	xxxx	xxxxx		1014	xxxx	xxxxx		142	116	651		166	138	731	
Move Cap.:	917	xxxx	xxxxx		1014	xxxx	xxxxx		106	100	651		113	118	731	
Volume/Cap:	0.02	xxxx	xxxx		0.13	xxxx	xxxx		0.17	0.25	0.06		0.82	0.08	0.11	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx		0.4	xxxx	xxxxx		xxxx	xxxx	0.2		xxxx	xxxx	xxxxx	
Control Del:	9.0	xxxx	xxxxx		9.1	xxxx	xxxxx		xxxxx	xxxx	10.9		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	B		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		102	xxxx	xxxxx		xxxx	179	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		1.7	xxxx	xxxxx		xxxxx	8.2	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		63.3	xxxx	xxxxx		xxxxx	121	xxxxx	
Shared LOS:	*	*	*		*	*	*		F	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				37.8				120.8			
ApproachLOS:	*				*				E				F			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Eagle Creek Rd/River Mill Rd

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: B[14.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00																
Base Vol:	36	143	0	0	151	12	20	0	40	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	36	143	0	0	151	12	20	0	40	0	0	0				
Added Vol:	59	54	0	0	65	68	23	0	115	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	95	197	0	0	216	80	43	0	155	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87				
PHF Volume:	109	226	0	0	248	92	49	0	178	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	109	226	0	0	248	92	49	0	178	0	0	0				
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	6.6	6.3	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.6	4.1	3.4	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	340	xxxx	xxxxx	xxxx	xxxx	xxxxx	739	739	294	xxxx	xxxx	xxxxx				
Potent Cap.:	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx	375	337	729	xxxx	xxxx	xxxxx				
Move Cap.:	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx	347	304	729	xxxx	xxxx	xxxxx				
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.24	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	588	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				14.9		xxxxxx						
ApproachLOS:	*			*				B		*						

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Oregon 224/Evergreen Ave

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: F[58.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	22	292	2	37	444	6	22	0	25	19	0	35				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	22	292	2	37	444	6	22	0	25	19	0	35				
Added Vol:	0	147	0	0	214	0	0	6	0	58	2	30				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	22	439	2	37	658	6	22	6	25	77	2	65				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89				
PHF Volume:	25	493	2	42	739	7	25	7	28	87	2	73				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	25	493	2	42	739	7	25	7	28	87	2	73				
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx	7.6	6.6	7.0	8.1	7.1	7.5				
FollowUpTim:	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx	3.6	4.1	3.3	3.8	4.3	3.6				
Capacity Module:																
Cnflict Vol:	746	xxxx	xxxxx	496	xxxx	xxxxx	1124	1371	373	1000	1373	249				
Potent Cap.:	826	xxxx	xxxxx	1044	xxxx	xxxxx	156	141	616	162	114	673				
Move Cap.:	826	xxxx	xxxxx	1044	xxxx	xxxxx	130	132	616	141	106	672				
Volume/Cap:	0.03	xxxx	xxxx	0.04	xxxx	xxxx	0.19	0.05	0.05	0.62	0.02	0.11				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.5	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	207	xxxxx	xxxx	217	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	5.1	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.2	xxxxx	xxxxx	58.4	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*				
ApproachDel:	xxxxxx			xxxxxx				29.2			58.4					
ApproachLOS:	*			*				D			F					

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Oregon 224/Heiple Rd

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: E[35.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	2	0 1	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 25 Mar 2005 << 16:00-17:00																
Base Vol:	13	307		6	23	485		27	13		5	14	2		8	16
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	13	307		6	23	485		27	13		5	14	2		8	16
Added Vol:	0	177		0	42	189		0	0		0	0	0		0	44
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	13	484		6	65	674		27	13		5	14	2		8	60
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94
PHF Volume:	14	515		6	69	717		29	14		5	15	2		9	64
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	14	515		6	69	717		29	14		5	15	2		9	64
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.2	6.6		6.3	7.1	6.5		6.2
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.6	4.1		3.4	3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	746	xxxx	xxxxx		522	xxxx	xxxxx		1437	1405		359	1046	1431		519
Potent Cap.:	849	xxxx	xxxxx		1044	xxxx	xxxxx		108	136		675	208	136		561
Move Cap.:	849	xxxx	xxxxx		1043	xxxx	xxxxx		85	125		675	185	125		560
Volume/Cap:	0.02	xxxx	xxxx		0.07	xxxx	xxxx		0.16	0.04		0.02	0.01	0.07		0.11
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.3	xxxx	xxxxx		8.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	150	xxxxx		xxxx	384	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.8	xxxxx		xxxxx	0.7	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	35.9	xxxxx		xxxxx	16.6	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	E	*		*	C	*	
ApproachDel:	xxxxxx				xxxxxx				35.9				16.6			
ApproachLOS:	*				*				E				C			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Oregon 224/ Ely Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[21.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	1 0	0	1	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 16:30-17:30																
Base Vol:		1	322	5		0	500	0		1	0	1		2	1	2
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:		1	322	5		0	500	0		1	0	1		2	1	2
Added Vol:		0	177	0		0	189	0		0	0	0		0	0	0
PasserByVol:		0	0	0		0	0	0		0	0	0		0	0	0
Initial Fut:		1	499	5		0	689	0		1	0	1		2	1	2
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90
PHF Volume:		1	554	6		0	766	0		1	0	1		2	1	2
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
FinalVolume:		1	554	6		0	766	0		1	0	1		2	1	2
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	6.5		6.9	8.0	7.0		7.4
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0		3.3	3.8	4.3		3.6
Capacity Module:																
Cnflict Vol:	768	xxxx	xxxxx		xxxx	xxxx	xxxxx		1048	1330		385	942	1327		280
Potent Cap.:	829	xxxx	xxxxx		xxxx	xxxx	xxxxx		185	156		619	186	127		653
Move Cap.:	828	xxxx	xxxxx		xxxx	xxxx	xxxxx		183	156		618	185	127		653
Volume/Cap:	0.00	xxxx	xxxx		xxxx	xxxx	xxxx		0.01	0.00		0.00	0.01	0.01		0.00
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	282	xxxxx		xxxx	230	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	0.0	xxxxx		xxxxx	0.1	xxxxx	
Shrd ConDel:	9.4	xxxx	xxxxx		9.0	xxxx	xxxxx		xxxxx	17.9	xxxxx		xxxxx	21.1	xxxxx	
Shared LOS:	A	*	*		A	*	*		*	C	*		*	C	*	
ApproachDel:	xxxxxx				xxxxxx				17.9				21.1			
ApproachLOS:	*				*				C				C			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Oregon 224/Park Ave

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[22.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	1	0 1	0	0	1!	0 0	0	0	0	0 0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	3	321		0	0	502		1	7		0	1		0	0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Initial Bse:	3	321		0	0	502		1	7		0	1		0	0	0
Added Vol:	5	173		0	0	188		2	4		0	10		0	0	0
PasserByVol:	0	0		0	0	0		0	0		0	0		0	0	0
Initial Fut:	8	494		0	0	690		3	11		0	11		0	0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92		0.92	0.92		0.92	0.92	0.92
PHF Volume:	9	537		0	0	750		3	12		0	12		0	0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0	0
FinalVolume:	9	537		0	0	750		3	12		0	12		0	0	0
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.6	6.7		6.4	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.7	4.2		3.5	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	753	xxxx	xxxxx	xxxx	xxxx	xxxxx		1304	1304		750	xxxx	xxxx	xxxxx		
Potent Cap.:	839	xxxx	xxxxx	xxxx	xxxx	xxxxx		164	150		388	xxxx	xxxx	xxxxx		
Move Cap.:	839	xxxx	xxxxx	xxxx	xxxx	xxxxx		163	148		388	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx		0.07	0.00		0.03	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*		*	*	*		*	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	230	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	22.5	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*		*	C	*		*	*	*		
ApproachDel:	xxxxxx			xxxxxx					22.5			xxxxxx				
ApproachLOS:	*			*					C			*				

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 6th Ave/Broadway St

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: D[27.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 15:15-16:15																
Base Vol:	50	11	63		20	28		5	8	159		75	41	138		40
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	50	11	63		20	28		5	8	159		75	41	138		40
Added Vol:	24	0	24		0	0		0	0	188		0	0	127		0
PasserByVol:	0	0	0		0	0		0	0	0		0	0	0		0
Initial Fut:	74	11	87		20	28		5	8	347		75	41	265		40
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.91	0.91	0.91		0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
PHF Volume:	81	12	96		22	31		5	9	381		82	45	291		44
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
FinalVolume:	81	12	96		22	31		5	9	381		82	45	291		44
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.2	6.6		6.3	4.1	xxxx	xxxxx		4.2	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0		3.3	2.2	xxxx	xxxxx		2.3	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	869	878	434		907	898		319	341	xxxx	xxxxx		471	xxxx	xxxxx	
Potent Cap.:	272	286	622		253	276		715	1212	xxxx	xxxxx		1065	xxxx	xxxxx	
Move Cap.:	235	269	617		197	259		711	1206	xxxx	xxxxx		1059	xxxx	xxxxx	
Volume/Cap:	0.35	0.04	0.16		0.11	0.12		0.01	0.01	xxxx	xxxx		0.04	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx	0.0	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx	8.0	xxxx	xxxxx		8.6	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*		*	A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	346	xxxxx		xxxx	245		xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	3.1	xxxxx		xxxxx	0.9		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	27.2	xxxxx		xxxxx	24.2		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	D	*		*	C		*	*	*	*		*	*	*	
ApproachDel:		27.2				24.2			xxxxxx				xxxxxx			
ApproachLOS:		D				C			*				*			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 6th Ave/Main St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 17.8
Optimal Cycle: 0 | Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	0	1	0	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00																
Base Vol:	68	0	84		0	0	0		0	168	73		80	151	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	68	0	84		0	0	0		0	168	73		80	151	0	
Added Vol:	19	0	94		0	0	0		0	184	28		39	108	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	0	178		0	0	0		0	352	101		119	259	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	99	0	202		0	0	0		0	400	115		135	294	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	99	0	202		0	0	0		0	400	115		135	294	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	99	0	202		0	0	0		0	400	115		135	294	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		0.31	0.69	0.00	
Final Sat.:	469	0	555		0	0	0		0	592	665		187	408	0	
Capacity Analysis Module:																
Vol/Sat:	0.21	xxxx	0.36		xxxx	xxxx	xxxx		xxxx	0.68	0.17		0.72	0.72	xxxx	
Crit Moves:			****							****				****		
Delay/Veh:	11.9	0.0	12.0		0.0	0.0	0.0		0.0	19.8	9.1		22.4	22.4	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	11.9	0.0	12.0		0.0	0.0	0.0		0.0	19.8	9.1		22.4	22.4	0.0	
LOS by Move:	B	*	B		*	*	*		*	C	A		C	C	*	
ApproachDel:	12.0				xxxxxx					17.4				22.4		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	12.0				xxxxxx					17.4				22.4		
LOS by Appr:	B				*					C				C		
AllWayAvgQ:	0.2	0.0	0.5		0.0	0.0	0.0		1.8	0.2	2.2		2.2	2.2		

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 6th Ave/ Shafford Rd

Average Delay (sec/veh): 2.0 | Worst Case Level Of Service: C[17.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 17:00-18:00																
Base Vol:	15		3	13	6		4	15	39		177	28	5		143	6
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	15		3	13	6		4	15	39		177	28	5		143	6
Added Vol:	5		0	19	0		0	0	0		277	0	10		143	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	20		3	32	6		4	15	39		454	28	15		286	6
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
PHF Volume:	22		3	35	7		4	16	43		499	31	16		314	7
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	22		3	35	7		4	16	43		499	31	16		314	7
Critical Gap Module:																
Critical Gp:	7.1		6.5	6.2	7.1		6.5	6.2	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5		4.0	3.3	3.5		4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	965		960	520	978		972	324	325	xxxx	xxxxx		532	xxxx	xxxxx	
Potent Cap.:	236		259	560	229		252	715	1229	xxxx	xxxxx		1036	xxxx	xxxxx	
Move Cap.:	218		244	557	202		237	712	1225	xxxx	xxxxx		1034	xxxx	xxxxx	
Volume/Cap:	0.10		0.01	0.06	0.03		0.02	0.02	0.03	xxxx	xxxx		0.02	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx	0.1	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx	8.0	xxxx	xxxxx		8.5	xxxx	xxxxx	
LOS by Move:	*		*	*	*		*	*	A		*	*	A		*	*
Movement:	LT -		LTR -	RT	LT -		LTR -	RT	LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx		341	xxxxx	xxxx		370	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx		0.6	xxxxx	xxxxx		0.2	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx		17.8	xxxxx	xxxxx		15.5	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		C	*	*		C	*	*	*	*		*	*	*	
ApproachDel:			17.8				15.5			xxxxxx				xxxxxx		
ApproachLOS:			C				C			*				*		

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Cemetary Rd/6th Ave

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B[12.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0	0	0	0 0	1!	0	0	0 1	0	0	0	0 0	0	1	0
Volume Module: >> Count Date: 14 Mar 2006 << 16:00-17:00																
Base Vol:	0	0	0		4	0	56		48	148	0		0	98	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		4	0	56		48	148	0		0	98	6	
Added Vol:	0	0	0		13	0	101		142	154	0		0	52	16	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		17	0	157		190	302	0		0	150	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	0	0	0		19	0	178		216	343	0		0	170	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		19	0	178		216	343	0		0	170	25	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.6	6.3		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		959	958	183		195	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		282	254	852		1377	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		243	209	852		1377	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.08	0.00	0.21		0.16	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	684	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	1.2	xxxxx		0.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	12.4	xxxxx		8.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				12.4				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Broadway St/SW 2nd Ave

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[12.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	1!	0	0	0 0	1!	0	0	0 0	1!	0	0	0 0	1!	0	0
Volume Module: >> Count Date: 1 Sep 1997 << 15:45-16:45																
Base Vol:	69	91	1		1	102	39		62	8	113		2	6	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	69	91	1		1	102	39		62	8	113		2	6	17	
Added Vol:	0	48	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	139	1		1	102	39		62	8	113		2	6	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	78	158	1		1	116	44		70	9	128		2	7	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	78	158	1		1	116	44		70	9	128		2	7	19	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	165	xxxx	xxxxx		162	xxxx	xxxxx		474	464	148		532	486	162	
Potent Cap.:	1425	xxxx	xxxxx		1429	xxxx	xxxxx		504	498	904		461	484	889	
Move Cap.:	1419	xxxx	xxxxx		1425	xxxx	xxxxx		464	466	897		369	453	886	
Volume/Cap:	0.06	xxxx	xxxx		0.00	xxxx	xxxx		0.15	0.02	0.14		0.01	0.02	0.02	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.7	xxxx	xxxxx		7.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	661	xxxxx		xxxx	661	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	1.3	xxxxx		xxxxx	0.1	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	12.9	xxxxx		xxxxx	10.7	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	B	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				12.9				10.7			
ApproachLOS:	*				*				B				B			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 2nd Ave/Main St

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[15.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00																
Base Vol:	3	157		18	10	123		5	10	11		4	19		6	5
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	3	157		18	10	123		5	10	11		4	19		6	5
Added Vol:	0	113		0	0	67		0	0	0		0	2		0	0
PasserByVol:	0	0		0	0	0		0	0	0		0	0		0	0
Initial Fut:	3	270		18	10	190		5	10	11		4	21		6	5
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	0.82	0.82		0.82	0.82	0.82		0.82	0.82	0.82		0.82	0.82		0.82	0.82
PHF Volume:	4	329		22	12	232		6	12	13		5	26		7	6
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
FinalVolume:	4	329		22	12	232		6	12	13		5	26		7	6
Critical Gap Module:																
Critical Gp:	4.2	xxxx		xxxxx	4.2	xxxx		xxxxx	7.1	6.5		6.2	7.2		6.6	6.3
FollowUpTim:	2.3	xxxx		xxxxx	2.3	xxxx		xxxxx	3.5	4.0		3.3	3.6		4.1	3.4
Capacity Module:																
Cnflict Vol:	243	xxxx		xxxxx	374	xxxx		xxxxx	618	646		240	639		638	363
Potent Cap.:	1295	xxxx		xxxxx	1152	xxxx		xxxxx	404	393		804	373		379	656
Move Cap.:	1289	xxxx		xxxxx	1130	xxxx		xxxxx	389	379		801	350		365	643
Volume/Cap:	0.00	xxxx		xxxx	0.01	xxxx		xxxx	0.03	0.04		0.01	0.07		0.02	0.01
Level Of Service Module:																
2Way95thQ:	0.0	xxxx		xxxxx	0.0	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx
Control Del:	7.8	xxxx		xxxxx	8.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx
LOS by Move:	A	*		*	A	*		*	*	*		*	*		*	*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	418		xxxxx	xxxx		380	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.2		xxxxx	xxxxx		0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	14.3		xxxxx	xxxxx		15.6	xxxxx
Shared LOS:	*	*		*	*	*		*	*	B		*	*		C	*
ApproachDel:	xxxxxx				xxxxxx				14.3				15.6			
ApproachLOS:	*				*				B				C			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Shafford Av/Regan Hill Rd

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: B[10.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	0	1	0	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 16:00-17:00																
Base Vol:	0	22		60	10	22		0	0	0		0	38		0	9
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	22		60	10	22		0	0	0		0	38		0	9
Added Vol:	0	4		67	9	0		0	0	0		0	68		0	19
PasserByVol:	0	0		0	0	0		0	0	0		0	0		0	0
Initial Fut:	0	26		127	19	22		0	0	0		0	106		0	28
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	0.80	0.80		0.80	0.80	0.80		0.80	0.80	0.80		0.80	0.80		0.80	0.80
PHF Volume:	0	33		159	24	28		0	0	0		0	133		0	35
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
FinalVolume:	0	33		159	24	28		0	0	0		0	133		0	35
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4		6.5	6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	193	xxxx		xxxxx	xxxx	xxxx		xxxxx	189		189	116
Potent Cap.:	xxxx	xxxx		xxxxx	1374	xxxx		xxxxx	xxxx	xxxx		xxxxx	800		706	936
Move Cap.:	xxxx	xxxx		xxxxx	1372	xxxx		xxxxx	xxxx	xxxx		xxxxx	788		692	933
Volume/Cap:	xxxx	xxxx		xxxx	0.02	xxxx		xxxx	xxxx	xxxx		xxxx	0.17		0.00	0.04
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx
Control Del:	xxxxx	xxxx		xxxxx	7.7	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*		*	*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		815	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	7.7	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		10.6	xxxxx
Shared LOS:	*	*		*	A	*		*	*	*		*	*		B	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.6			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Oregon 224/SW 2nd Ave

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[13.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	0	228		6	108	362		0	0		0	0	18		0	68
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	228		6	108	362		0	0		0	0	18		0	68
Added Vol:	0	147		0	0	272		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	375		6	108	634		0	0		0	0	18		0	68
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90
PHF Volume:	0	417		7	120	704		0	0		0	0	20		0	76
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	417		7	120	704		0	0		0	0	20		0	76
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.8	6.5		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.3	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	423	xxxx		xxxxx	xxxx	xxxx		xxxxx	1012	1364		212
Potent Cap.:	xxxx	xxxx		xxxxx	1111	xxxx		xxxxx	xxxx	xxxx		xxxxx	235	146		794
Move Cap.:	xxxx	xxxx		xxxxx	1111	xxxx		xxxxx	xxxx	xxxx		xxxxx	216	130		794
Volume/Cap:	xxxx	xxxx		xxxx	0.11	xxxx		xxxx	xxxx	xxxx		xxxx	0.09	0.00		0.10
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.4	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	8.6	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	*	*		*	A	*		*	*	*		*	*	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	509		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	0.7		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	13.7		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	B		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				13.7			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Oregon 224/Wade St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[23.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module: >> Count Date: 14 Mar 2006 << 16:15-17:15																
Base Vol:	11	13		14	26	17		25	26	319		34	33	197		29
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	11	13		14	26	17		25	26	319		34	33	197		29
Added Vol:	0	0		0	0	0		0	0	272		0	0	147		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	11	13		14	26	17		25	26	591		34	33	344		29
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93
PHF Volume:	12	14		15	28	18		27	28	635		37	35	370		31
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	12	14		15	28	18		27	28	635		37	35	370		31
Critical Gap Module:																
Critical Gp:	7.6	6.6		7.0	7.5	6.5		6.9	4.2	xxxx		xxxxx	4.2	xxxx		xxxxx
FollowUpTim:	3.5	4.0		3.3	3.5	4.0		3.3	2.3	xxxx		xxxxx	2.3	xxxx		xxxxx
Capacity Module:																
Cnflict Vol:	975	1182		336	837	1184		201	401	xxxx		xxxxx	672	xxxx		xxxxx
Potent Cap.:	204	187		657	259	188		807	1133	xxxx		xxxxx	888	xxxx		xxxxx
Move Cap.:	173	175		657	227	176		807	1133	xxxx		xxxxx	888	xxxx		xxxxx
Volume/Cap:	0.07	0.08		0.02	0.12	0.10		0.03	0.02	xxxx		xxxx	0.04	xxxx		xxxx
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	0.1	xxxx		xxxxx	0.1	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	8.3	xxxx		xxxxx	9.2	xxxx		xxxxx
LOS by Move:	*	*		*	*	*		*	A	*		*	A	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	239		xxxxx	xxxx	280		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	0.6		xxxxx	xxxxx	1.0		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	23.2		xxxxx	xxxxx	22.3		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	C		*	*	C		*	*	*		*	*	*		*
ApproachDel:	23.2				22.3				xxxxxx				xxxxxx			
ApproachLOS:	C				C				*				*			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Oregon 224/Broadway St

Cycle (sec): 50 | Critical Vol./Cap.(X): 0.376
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 10.7
Optimal Cycle: 25 | Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00												
Base Vol:	1	17	13	142	9	30	42	308	8	10	231	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	17	13	142	9	30	42	308	8	10	231	86
Added Vol:	0	0	0	0	0	0	24	248	0	0	147	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	17	13	142	9	30	66	556	8	10	378	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	18	14	149	9	32	69	585	8	11	398	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	18	14	149	9	32	69	585	8	11	398	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	18	14	149	9	32	69	585	8	11	398	116
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.84	0.84	0.71	0.71	0.84	0.90	0.89	0.89	0.90	0.90	0.80
Lanes:	0.03	0.55	0.42	0.94	0.06	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	49	833	637	1198	76	1515	1613	3173	46	1613	3225	1443
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.12	0.02	0.04	0.18	0.18	0.01	0.12	0.08
Crit Moves:					****			****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.13	0.49	0.49	0.02	0.38	0.38
Volume/Cap:	0.06	0.06	0.06	0.38	0.38	0.06	0.33	0.38	0.38	0.38	0.33	0.21
Delay/Veh:	11.5	11.5	11.5	13.3	13.3	11.4	20.6	8.1	8.1	32.6	11.2	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	11.5	13.3	13.3	11.4	20.6	8.1	8.1	32.6	11.2	10.8
LOS by Move:	B	B	B	B	B	B	C	A	A	C	B	B
HCM2kAvgQ:	0	0	0	2	2	0	1	3	3	1	3	1

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Oregon 224/Highway 211

Average Delay (sec/veh): 32.3 | Worst Case Level Of Service: F[95.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1 0	0	0	1	0 0	0	0	0	0 0	0	1	0	1 0	1	0	0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	308	0	32		0	0	0		0	168	342		19	114	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	308	0	32		0	0	0		0	168	342		19	114	0	
Added Vol:	175	0	0		0	0	0		0	96	191		0	82	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	483	0	32		0	0	0		0	264	533		19	196	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	531	0	35		0	0	0		0	290	586		21	215	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	531	0	35		0	0	0		0	290	586		21	215	0	
Critical Gap Module:																
Critical Gp:	6.5	xxxx	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx			
FollowUpTim:	3.6	xxxx	3.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	547	xxxx	290	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		876	xxxx	xxxxx			
Potent Cap.:	491	xxxx	740	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		767	xxxx	xxxxx			
Move Cap.:	481	xxxx	740	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		767	xxxx	xxxxx			
Volume/Cap:	1.10	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.03	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	17.6	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx			
Control Del:	101.1	xxxx	10.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx			
LOS by Move:	F	*	B	*	*	*	*	*	*		A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*			
ApproachDel:	95.5			xxxxxx			xxxxxx				xxxxxx					
ApproachLOS:	F			*			*				*					

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Main St/4th Ave

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[23.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00																
Base Vol:	6	208		37	36	174		11	21		17	21	17		8	27
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	6	208		37	36	174		11	21		17	21	17		8	27
Added Vol:	0	94		71	0	69		0	0		0	0	50		0	19
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	6	302		108	36	243		11	21		17	21	67		8	46
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.88	0.88		0.88	0.88	0.88		0.88	0.88		0.88	0.88	0.88		0.88	0.88
PHF Volume:	7	343		123	41	276		13	24		19	24	76		9	52
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	7	343		123	41	276		13	24		19	24	76		9	52
Critical Gap Module:																
Critical Gp:	4.1	xxxx		xxxxx	4.1	xxxx		xxxxx	7.1		6.5	6.2	7.1		6.5	6.2
FollowUpTim:	2.2	xxxx		xxxxx	2.2	xxxx		xxxxx	3.5		4.0	3.3	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	299	xxxx		xxxxx	476	xxxx		xxxxx	836		864	307	829		809	428
Potent Cap.:	1246	xxxx		xxxxx	1081	xxxx		xxxxx	284		290	728	287		312	623
Move Cap.:	1235	xxxx		xxxxx	1072	xxxx		xxxxx	241		272	713	249		293	611
Volume/Cap:	0.01	xxxx		xxxx	0.04	xxxx		xxxx	0.10		0.07	0.03	0.31		0.03	0.09
Level Of Service Module:																
2Way95thQ:	0.0	xxxx		xxxxx	0.1	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
Control Del:	7.9	xxxx		xxxxx	8.5	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
LOS by Move:	A	*		*	A	*		*	*		*	*	*		*	*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		329	xxxxx	xxxx		325	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		0.7	xxxxx	xxxxx		2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		18.7	xxxxx	xxxxx		23.9	xxxxx
Shared LOS:	*	*		*	*	*		*	*		C	*	*		C	*
ApproachDel:	xxxxxx				xxxxxx				18.7				23.9			
ApproachLOS:	*				*				C				C			

Note: Queue reported is the number of cars per lane.

Estacada Existing Conditions
PM Peak Hour Analysis
TSP Update

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Oregon 224/Main St

Average Delay (sec/veh): 75.7 Worst Case Level Of Service: F[423.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																
Base Vol:	0	0		0	122	0		60	80		392	0	0		267	156
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	0		0	122	0		60	80		392	0	0		267	156
Added Vol:	0	0		0	105	0		14	66		183	0	0		158	99
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	0		0	227	0		74	146		575	0	0		425	255
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.93	0.93		0.93	0.93	0.93		0.93	0.93		0.93	0.93	0.93		0.93	0.93
PHF Volume:	0	0		0	244	0		80	157		618	0	0		457	274
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	0		0	244	0		80	157		618	0	0		457	274
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	6.9		6.6	7.0	4.2		xxxx	xxxxx	xxxxx		xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx	3.5		4.0	3.3	2.2		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1217		1526	366	731		xxxx	xxxxx	xxxx		xxxx	xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx	170		114	626	856		xxxx	xxxxx	xxxx		xxxx	xxxxx
Move Cap.:	xxxx	xxxx		xxxxx	146		93	626	856		xxxx	xxxxx	xxxx		xxxx	xxxxx
Volume/Cap:	xxxx	xxxx		xxxx	1.67		0.00	0.13	0.18		xxxx	xxxx	xxxx		xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx	0.7		xxxx	xxxxx	xxxx		xxxx	xxxxx
Control Del:	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	10.1		xxxx	xxxxx	xxxxx		xxxx	xxxxx
LOS by Move:	*	*		*	*		*	*	B		*	*	*		*	*
Movement:	LT -	LTR -		RT	LT -		LTR -	RT	LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx		180	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx		23.2	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx		423	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	*	*		*	*		F	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				423.4				xxxxxx				xxxxxx			
ApproachLOS:	*				F				*				*			

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario:	2030 Future Conditions - Base
Command:	2006 Exisitng Conditions - Base
Volume:	2006 Existing Conditions
Geometry:	2006 Existing Conditions
Impact Fee:	Default Impact Fee
Trip Generation:	Base
Trip Distribution:	Base
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Eagle Creek Rd/Duus Rd	A	9.9	0.000	B	11.3	0.000	+ 1.379 D/V
# 2 Oregon 224/River Mill Rd	B	14.2	0.000	E	46.8	0.000	+32.567 D/V
# 3 Eagle Creek Rd/River Mill Rd	B	10.5	0.000	C	19.0	0.000	+ 8.440 D/V
# 4 Oregon 224/Evergreen Ave	C	16.0	0.000	E	44.2	0.000	+28.193 D/V
# 5 Oregon 224/Heiple Rd	C	17.0	0.000	D	32.9	0.000	+15.857 D/V
# 6 Oregon 224/ Ely Rd	C	16.7	0.000	D	26.0	0.000	+ 9.317 D/V
# 7 Oregon 224/Park Ave	C	17.1	0.000	C	21.8	0.000	+ 4.741 D/V
# 8 6th Ave/Broadway St	B	14.9	0.000	C	18.0	0.000	+ 3.082 D/V
# 9 6th Ave/Main St	B	10.0	0.386	B	13.0	0.603	+ 0.216 V/C
# 10 6th Ave/ Shafford Rd	B	11.7	0.000	C	15.3	0.000	+ 3.683 D/V
# 11 Cemetary Rd/6th Ave	A	9.4	0.000	B	12.5	0.000	+ 3.133 D/V
# 12 Broadway St/SW 2nd Ave	B	12.4	0.000	B	12.5	0.000	+ 0.078 D/V
# 13 2nd Ave/Main St	B	12.4	0.000	B	14.9	0.000	+ 2.540 D/V
# 14 Shafford Av/Regan Hill Rd	A	9.3	0.000	B	11.5	0.000	+ 2.152 D/V
# 15 Oregon 224/SW 2nd Ave	B	11.2	0.000	B	13.8	0.000	+ 2.599 D/V
# 16 Oregon 224/Wade St	B	14.3	0.000	C	23.1	0.000	+ 8.730 D/V
# 17 Oregon 224/Broadway St	B	13.7	0.300	B	11.8	0.409	-1.914 D/V
# 20 Main St/4th Ave	B	14.1	0.000	C	19.3	0.000	+ 5.208 D/V
# 48 Clackamas Highway @ New Collec	A	1.0	0.259	B	10.7	0.397	+ 9.649 D/V
# 53 New 211/224/Main - Base	B	14.4	0.541	B	14.4	0.541	+ 0.000 D/V

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Eagle Creek Rd/Duus Rd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[11.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module: >> Count Date: 4 Mar 2006 << 16:00-17:00																				
Base Vol:	0	124		13		38	140		0		0		0		0	8		0		13
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	124		13		38	140		0		0		0		0	8		0		13
Added Vol:	0	34		12		17	10		0		0		0		0	18		0		4
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	158		25		55	150		0		0		0		0	26		0		17
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90		0.90		0.90	0.90		0.90		0.90
PHF Volume:	0	176		28		61	167		0		0		0		0	29		0		19
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	176		28		61	167		0		0		0		0	29		0		19
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2					
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3					
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		203	xxxx	xxxxx	xxxx	xxxx	xxxxx		478	xxxx		191					
Potent Cap.:	xxxx	xxxx	xxxxx		1368	xxxx	xxxxx	xxxx	xxxx	xxxxx		550	xxxx		855					
Move Cap.:	xxxx	xxxx	xxxxx		1368	xxxx	xxxxx	xxxx	xxxx	xxxxx		530	xxxx		854					
Volume/Cap:	xxxx	xxxx	xxxx		0.04	xxxx	xxxx	xxxx	xxxx	xxxx		0.05	xxxx		0.02					
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
LOS by Move:	*	*	*		A	*	*	*	*	*	*	*	*							
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	624	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx							
Shared LOS:	*	*	*		A	*	*	*	*	*	*	B	*							
ApproachDel:	xxxxxx					xxxxxx			xxxxxx			11.3								
ApproachLOS:	*					*			*			B								

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Oregon 224/River Mill Rd

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: E[46.8]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	1	0	0	1	0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																				
Base Vol:	6	291		22		53	415		9		8		2		18	17		2		15
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	6	291		22		53	415		9		8		2		18	17		2		15
Added Vol:	8	143		21		39	152		3		8		17		19	55		5		37
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	14	434		43		92	567		12		16		19		37	72		7		52
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.89	0.89		0.89		0.89	0.89		0.89		0.89		0.89		0.89	0.89		0.89		0.89
PHF Volume:	16	488		48		103	637		13		18		21		42	81		8		58
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	16	488		48		103	637		13		18		21		42	81		8		58
Critical Gap Module:																				
Critical Gp:	4.2	xxxx	xxxxx		4.2	xxxx	xxxxx		7.8		6.8		7.2		7.5	6.5		6.9		
FollowUpTim:	2.3	xxxx	xxxxx		2.2	xxxx	xxxxx		3.6		4.1		3.4		3.5	4.0		3.3		
Capacity Module:																				
Cnflict Vol:	651	xxxx	xxxxx		537	xxxx	xxxxx		1130		1419		325		1080	1402		269		
Potent Cap.:	899	xxxx	xxxxx		1020	xxxx	xxxxx		146		123		639		175	141		735		
Move Cap.:	899	xxxx	xxxxx		1020	xxxx	xxxxx		116		108		639		127	125		734		
Volume/Cap:	0.02	xxxx	xxxx		0.10	xxxx	xxxx		0.15		0.20		0.07		0.64	0.06		0.08		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxx		xxxx		0.2		3.3	xxxx		xxxxx		
Control Del:	9.1	xxxx	xxxxx		8.9	xxxx	xxxxx		xxxxx		xxxx		11.0		73.6	xxxx		xxxxx		
LOS by Move:	A	*	*		A	*	*		*		*		B		F	*		*		
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				112		xxxx		xxxxx	xxxx		xxxx		465
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				1.4		xxxx		xxxxx	xxxxx		xxxx		0.5
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				53.7		xxxx		xxxxx	xxxxx		xxxx		14.0
Shared LOS:	*	*	*		*	*	*				F		*		*	*		*		B
ApproachDel:	xxxxxx					xxxxxx					31.8					46.8				
ApproachLOS:	*					*					D					E				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Eagle Creek Rd/River Mill Rd

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: C[19.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00																								
Base Vol:	36	143		0		0	151		12		20		0		40		0		0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:	36	143		0		0	151		12		20		0		40		0		0		0			
Added Vol:	35	36		31		17	73		49		20		32		26		14		12		3			
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0			
Initial Fut:	71	179		31		17	224		61		40		32		66		14		12		3			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Adj:	0.87	0.87		0.87		0.87	0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87			
PHF Volume:	82	206		36		20	257		70		46		37		76		16		14		3			
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
Final Vol.:	82	206		36		20	257		70		46		37		76		16		14		3			
Critical Gap Module:																								
Critical Gp:	4.2	xxxx	xxxxx			4.2	xxxx	xxxxx			7.2		6.6		6.3		7.1		6.5		6.2			
FollowUpTim:	2.3	xxxx	xxxxx			2.3	xxxx	xxxxx			3.6		4.1		3.4		3.5		4.0		3.3			
Capacity Module:																								
Cnflict Vol:	328	xxxx	xxxxx			241	xxxx	xxxxx			727		736		293		775		753		224			
Potent Cap.:	1204	xxxx	xxxxx			1296	xxxx	xxxxx			331		338		730		318		341		821			
Move Cap.:	1204	xxxx	xxxxx			1296	xxxx	xxxxx			298		310		730		243		313		821			
Volume/Cap:	0.07	xxxx	xxxx			0.02	xxxx	xxxx			0.15		0.12		0.10		0.07		0.04		0.00			
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx			
Control Del:	8.2	xxxx	xxxxx			7.8	xxxx	xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx			
LOS by Move:	A	*		*		A	*		*		*		*		*		*		*		*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT				
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx		421		xxxxx	xxxx		291		xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		1.7		xxxxx	xxxxx		0.4		xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		18.6		xxxxx	xxxxx		19.0		xxxxx				
Shared LOS:	*	*		*		*	*		*		*		C		*	*		C		*				
ApproachDel:	xxxxxx					xxxxxx							18.6					19.0						
ApproachLOS:	*					*							C					C						

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Oregon 224/Evergreen Ave

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: E[44.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																								
Base Vol:	22	292		2		37	444		6		22		0		25		19		0		35			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:	22	292		2		37	444		6		22		0		25		19		0		35			
Added Vol:	0	173		0		29	188		0		0		5		0		29		2		14			
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0			
Initial Fut:	22	465		2		66	632		6		22		5		25		48		2		49			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Adj:	0.89	0.89		0.89		0.89	0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89			
PHF Volume:	25	522		2		74	710		7		25		6		28		54		2		55			
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
Final Vol.:	25	522		2		74	710		7		25		6		28		54		2		55			
Critical Gap Module:																								
Critical Gp:	4.2	xxxx	xxxxx			4.2	xxxx	xxxxx			7.6		6.6		7.0		8.1		7.1		7.5			
FollowUpTim:	2.3	xxxx	xxxxx			2.3	xxxx	xxxxx			3.6		4.1		3.3		3.8		4.3		3.6			
Capacity Module:																								
Cnflict Vol:	717	xxxx	xxxxx			525	xxxx	xxxxx			1175		1436		358		1079		1438		263			
Potent Cap.:	847	xxxx	xxxxx			1017	xxxx	xxxxx			143		129		629		140		103		657			
Move Cap.:	847	xxxx	xxxxx			1017	xxxx	xxxxx			119		116		629		119		92		657			
Volume/Cap:	0.03	xxxx	xxxx			0.07	xxxx	xxxx			0.21		0.05		0.04		0.45		0.02		0.08			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx			0.2	xxxx	xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx			
Control Del:	9.4	xxxx	xxxxx			8.8	xxxx	xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx			
LOS by Move:	A	*		*		A	*		*		*		*		*		*		*		*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT				
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx		194		xxxxx	xxxx		198		xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		1.2		xxxxx	xxxxx		3.0		xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		31.3		xxxxx	xxxxx		44.2		xxxxx				
Shared LOS:	*	*		*		*	*		*		*		D		*	*		E		*				
ApproachDel:	xxxxxx					xxxxxx							31.3					44.2						
ApproachLOS:	*					*							D					E						

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Oregon 224/Heiple Rd

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: D[32.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		1	0	2	0	1		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 25 Mar 2005 << 16:00-17:00																								
Base Vol:	13	307		6			23	485		27			13		5				14		2		8	16
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00				1.00		1.00		1.00	1.00
Initial Bse:	13	307		6			23	485		27			13		5				14		2		8	16
Added Vol:	0	183		0			25	182		0			0		0				0		0		0	38
PasserByVol:	0	0		0			0	0		0			0		0				0		0		0	0
Initial Fut:	13	490		6			48	667		27			13		5				14		2		8	54
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00				1.00		1.00		1.00	1.00
PHF Adj:	0.94	0.94		0.94			0.94	0.94		0.94			0.94		0.94				0.94		0.94		0.94	0.94
PHF Volume:	14	521		6			51	710		29			14		5				15		2		9	57
Reduct Vol:	0	0		0			0	0		0			0		0				0		0		0	0
Final Vol.:	14	521		6			51	710		29			14		5				15		2		9	57
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.2		6.6				6.3		7.1		6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.6		4.1				3.4		3.5		4.0	3.3
Capacity Module:																								
Cnflict Vol:	738	xxxx	xxxxx				529	xxxx	xxxxx				1397		1368				355		1013		1394	525
Potent Cap.:	854	xxxx	xxxxx				1038	xxxx	xxxxx				115		143				678		219		143	556
Move Cap.:	854	xxxx	xxxxx				1038	xxxx	xxxxx				94		134				678		198		134	556
Volume/Cap:	0.02	xxxx	xxxx				0.05	xxxx	xxxx				0.15		0.04				0.02		0.01		0.06	0.10
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.2	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	9.3	xxxx	xxxxx				8.6	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	A	*		*			A	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		163		xxxxx		xxxx		383		xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		0.8		xxxxx		xxxxx		0.6		xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		32.9		xxxxx		xxxxx		16.4		xxxxx	
Shared LOS:	*	*		*			*	*		*			*		D		*		*		C		*	
ApproachDel:	xxxxxx						xxxxxx						32.9						16.4					
ApproachLOS:	*						*						D						C					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Oregon 224/ Ely Rd

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: D[26.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 14 Mar 2006 << 16:30-17:30																								
Base Vol:	1	322		5			0	500		0			1		0				1		2		1	2
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00				1.00		1.00		1.00	1.00
Initial Bse:	1	322		5			0	500		0			1		0				1		2		1	2
Added Vol:	0	183		2			0	182		0			0		0				0		0		0	0
PasserByVol:	0	0		0			0	0		0			0		0				0		0		0	0
Initial Fut:	1	505		7			0	682		0			1		0				1		2		1	2
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00				1.00		1.00		1.00	1.00
PHF Adj:	0.90	0.90		0.90			0.90	0.90		0.90			0.90		0.90				0.90		0.90		0.90	0.90
PHF Volume:	1	561		8			0	758		0			1		0				1		2		1	2
Reduct Vol:	0	0		0			0	0		0			0		0				0		0		0	0
Final Vol.:	1	561		8			0	758		0			1		0				1		2		1	2
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.1		xxxx		6.2		7.4		6.8		6.5	
FollowUpTim:	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5		xxxx		3.3		3.7		4.2		3.5	
Capacity Module:																								
Cnflict Vol:	760	xxxx	xxxxx				xxxx	xxxx	xxxxx				1329		xxxx		760		1326		1327		565	
Potent Cap.:	843	xxxx	xxxxx				xxxx	xxxx	xxxxx				133		xxxx		409		119		140		483	
Move Cap.:	842	xxxx	xxxxx				xxxx	xxxx	xxxxx				132		xxxx		409		118		139		483	
Volume/Cap:	0.00	xxxx	xxxx				xxxx	xxxx	xxxx				0.01		xxxx		0.00		0.02		0.01		0.00	
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	9.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	A	*		*			*	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		199		xxxxx		xxxx		177		xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		0.0		xxxxx		xxxxx		0.1		xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		23.3		xxxxx		xxxxx		26.0		xxxxx	
Shared LOS:	*	*		*			*	*		*			*		C		*		*		D		*	
ApproachDel:	xxxxxx						xxxxxx						23.3						26.0					
ApproachLOS:	*						*						C						D					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Oregon 224/Park Ave

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[21.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	0		0	0	1	0	1		0	0	1!	0	0		0	0	0	0	0	
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																								
Base Vol:	3		321		0		0		502		1		7		0		1		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	3		321		0		0		502		1		7		0		1		0		0		0	
Added Vol:	7		181		0		0		181		1		4		0		13		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	10		502		0		0		683		2		11		0		14		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92	0.92		0.92		0.92	0.92	0.92		0.92		0.92	0.92	0.92		0.92		0.92
PHF Volume:	11		546		0		0		742		2		12		0		15		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	11		546		0		0		742		2		12		0		15		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.2	xxxx		xxxxx		xxxxx	xxxx	xxxxx					6.6	xxxx			6.4	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.3	xxxx		xxxxx		xxxxx	xxxx	xxxxx					3.7	xxxx			3.5	xxxxx	xxxx	xxxxx				
Capacity Module:																								
Cnflict Vol:	745	xxxx		xxxxx		xxxx	xxxx	xxxxx					1310	xxxx			742	xxxx	xxxx	xxxxx				
Potent Cap.:	845	xxxx		xxxxx		xxxx	xxxx	xxxxx					163	xxxx			392	xxxx	xxxx	xxxxx				
Move Cap.:	845	xxxx		xxxxx		xxxx	xxxx	xxxxx					162	xxxx			392	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx		xxxx		xxxx	xxxx	xxxx					0.07	xxxx			0.04	xxxx	xxxx	xxxx				
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx		xxxxx		xxxx	xxxx	xxxxx					xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx				
Control Del:	9.3	xxxx		xxxxx		xxxxx	xxxx	xxxxx					xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx				
LOS by Move:	A	*		*		*	*	*		*		*	*	*		*		*	*	*		*		*
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx					xxxx	241		xxxxx		xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx					xxxxx	0.4		xxxxx		xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx					xxxxx	21.8		xxxxx		xxxxx	xxxx	xxxxx				
Shared LOS:	*	*		*		*	*	*		*		*	C			*		*	*	*		*		*
ApproachDel:	xxxxxx						xxxxxx						21.8						xxxxxx					
ApproachLOS:	*						*						C						*					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 6th Ave/Broadway St

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: C[18.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 14 Mar 2006 << 15:15-16:15																								
Base Vol:	50		11		63		20		28		5		8		159		75		41		138		40	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	50		11		63		20		28		5		8		159		75		41		138		40	
Added Vol:	4		0		1		0		0		0		0		81		0		0		62		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	54		11		64		20		28		5		8		240		75		41		200		40	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	0.91	0.91		0.91		0.91	0.91	0.91		0.91		0.91	0.91	0.91		0.91		0.91	0.91	0.91		0.91		0.91
PHF Volume:	59		12		70		22		31		5		9		264		82		45		220		44	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	59		12		70		22		31		5		9		264		82		45		220		44	
Critical Gap Module:																								
Critical Gp:	7.1		6.5		6.2		7.2		6.6		6.3		4.1	xxxx		xxxxx		4.2	xxxx		xxxxx			
FollowUpTim:	3.5		4.0		3.3		3.5		4.0		3.3		2.2	xxxx		xxxxx		2.3	xxxx		xxxxx			
Capacity Module:																								
Cnflict Vol:	680		689		316		706		709		248		270	xxxx		xxxxx		353	xxxx		xxxxx			
Potent Cap.:	365		369		725		347		356		784		1288	xxxx		xxxxx		1178	xxxx		xxxxx			
Move Cap.:	324		348		718		292		336		780		1282	xxxx		xxxxx		1171	xxxx		xxxxx			
Volume/Cap:	0.18	0.03		0.10		0.08	0.09		0.01		0.01	xxxx		xxxx		0.04	xxxx		xxxx					
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx					0.0	xxxx		xxxxx		0.1	xxxx		xxxxx			
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx					7.8	xxxx		xxxxx		8.2	xxxx		xxxxx			
LOS by Move:	*	*		*		*	*	*		*		*	A	*		*		A	*		*			
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	448		xxxxx		xxxx	334	xxxxx					xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	1.3		xxxxx		xxxxx	0.6	xxxxx					xxxxx	xxxxx		xxxxx		xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	16.7		xxxxx		xxxxx	18.0	xxxxx					xxxxx	xxxxx		xxxxx		xxxxx	xxxx	xxxxx				
Shared LOS:	*	C		*		*	C		*		*		*	*		*		*	*	*		*		*
ApproachDel:	16.7						18.0						xxxxxx						xxxxxx					
ApproachLOS:	C						C						*						*					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 6th Ave/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	0	1	0	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00																
Base Vol:	68		0	84	0		0	0	0		168	73	80		151	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	68		0	84	0		0	0	0		168	73	80		151	0
Added Vol:	4		0	62	0		0	0	0		65	17	48		58	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	72		0	146	0		0	0	0		233	90	128		209	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88
PHF Volume:	82		0	166	0		0	0	0		265	102	145		238	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	82		0	166	0		0	0	0		265	102	145		238	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	82		0	166	0		0	0	0		265	102	145		238	0
Saturation Flow Module:																
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	1.00		1.00	0.38	0.62		0.00
Final Sat.:	498		0	596	0		0	0	0		619	702	241		394	0
Capacity Analysis Module:																
Vol/Sat:	0.16	xxxx		0.28	xxxx	xxxx		xxxx	xxxx	0.43		0.15	0.60	0.60		xxxx
Crit Moves:				****						****			****			
Delay/Veh:	10.8	0.0		10.4	0.0	0.0		0.0	0.0	12.4		8.5	16.4	16.4		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	10.8	0.0		10.4	0.0	0.0		0.0	0.0	12.4		8.5	16.4	16.4		0.0
LOS by Move:	B	*		B	*	*		*	*	B		A	C	C		*
ApproachDel:		10.5				xxxxxx				11.3				16.4		
Delay Adj:		1.00				xxxxx				1.00				1.00		
ApprAdjDel:		10.5				xxxxxx				11.3				16.4		
LOS by Appr:		B				*				B				C		
AllWayAvgQ:	0.2	0.0		0.3	0.0	0.0		0.0	0.0	0.7		0.2	1.4	1.4		1.4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 6th Ave/ Shafford Rd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[15.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module: >> Count Date: 14 Mar 2006 << 17:00-18:00																
Base Vol:	15		3	13	6		4	15	39		177	28	5		143	6
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	15		3	13	6		4	15	39		177	28	5		143	6
Added Vol:	20		0	21	0		0	0	0		119	8	9		87	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	35		3	34	6		4	15	39		296	36	14		230	6
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
PHF Volume:	38		3	37	7		4	16	43		325	40	15		253	7
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Final Vol.:	38		3	37	7		4	16	43		325	40	15		253	7
Critical Gap Module:																
Critical Gp:	7.1		6.5	6.2	7.1		6.5	6.2	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5		4.0	3.3	3.5		4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	732		727	351	746		743	262	263	xxxx	xxxxx		367	xxxx	xxxxx	
Potent Cap.:	339		353	697	328		342	774	1295	xxxx	xxxxx		1192	xxxx	xxxxx	
Move Cap.:	316		335	694	295		324	770	1291	xxxx	xxxxx		1190	xxxx	xxxxx	
Volume/Cap:	0.12		0.01	0.05	0.02		0.01	0.02	0.03	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	0.1	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	7.9	xxxx	xxxxx		8.1	xxxx	xxxxx	
LOS by Move:	*	*		*	*	*		*	A	*		*	A	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	427		xxxxx	xxxx	480		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	0.7		xxxxx	xxxxx	0.2		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	15.3		xxxxx	xxxxx	13.0		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	C		*	*	B		*	*	*		*	*	*		*
ApproachDel:		15.3				13.0				xxxxxx				xxxxxx		
ApproachLOS:		C				B				*				*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Cemetary Rd/6th Ave

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[12.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		1	0	1	0	0		0	0	0	1	0	
Volume Module: >> Count Date: 14 Mar 2006 << 16:00-17:00																								
Base Vol:	0	0	0	4	0	56	48	148	0	0	98	6												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	0	0	4	0	56	48	148	0	0	98	6												
Added Vol:	0	0	0	31	0	41	57	82	0	0	55	35												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	0	35	0	97	105	230	0	0	153	41												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88												
PHF Volume:	0	0	0	40	0	110	119	261	0	0	174	47												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Final Vol.:	0	0	0	40	0	110	119	261	0	0	174	47												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.3	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	698	xxxx	197	220	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	xxxxx	402	xxxx	836	1349	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	xxxxx	374	xxxx	836	1349	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	0.13	0.09	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*												
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	630	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx				12.5		xxxxxx				xxxxxx													
ApproachLOS:	*				B		*				*													

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Broadway St/SW 2nd Ave

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[12.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 1 Sep 1997 << 15:45-16:45																								
Base Vol:	69	91	1	1	102	39	62	8	113	2	6	17												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	69	91	1	1	102	39	62	8	113	2	6	17												
Added Vol:	0	4	0	0	0	0	1	0	0	0	0	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	69	95	1	1	102	39	63	8	113	2	6	17												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88												
PHF Volume:	78	108	1	1	116	44	72	9	128	2	7	19												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Final Vol.:	78	108	1	1	116	44	72	9	128	2	7	19												
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2												
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3												
Capacity Module:																								
Cnflict Vol:	165	xxxx	xxxxx	112	xxxx	xxxxx	424	414	148	482	436	112												
Potent Cap.:	1425	xxxx	xxxxx	1490	xxxx	xxxxx	544	532	904	498	517	947												
Move Cap.:	1419	xxxx	xxxxx	1486	xxxx	xxxxx	502	497	897	399	483	945												
Volume/Cap:	0.06	xxxx	xxxx	0.00	xxxx	xxxx	0.14	0.02	0.14	0.01	0.01	0.02												
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	7.7	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*												
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	687	xxxxx	xxxx	706	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	0.1	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	10.3	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*												
ApproachDel:	xxxxxx			xxxxxx			12.5			10.3														
ApproachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 2nd Ave/Main St

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[14.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00												
Base Vol:	3	157	18	10	123	5	10	11	4	19	6	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	157	18	10	123	5	10	11	4	19	6	5
Added Vol:	0	66	0	17	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	223	18	27	172	5	10	11	4	19	6	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	4	272	22	33	210	6	12	13	5	23	7	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	272	22	33	210	6	12	13	5	23	7	6
Critical Gap Module:												
Critical Gp:	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx	7.1	6.5	6.2	7.2	6.6	6.3
FollowUpTim:	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx	3.5	4.0	3.3	3.6	4.1	3.4
Capacity Module:												
Cnflict Vol:	221	xxxx	xxxxx	317	xxxx	xxxxx	581	608	218	601	600	306
Potent Cap.:	1319	xxxx	xxxxx	1210	xxxx	xxxxx	428	413	827	395	399	707
Move Cap.:	1314	xxxx	xxxxx	1187	xxxx	xxxxx	407	391	824	366	378	693
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	0.03	0.03	0.01	0.06	0.02	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	434	xxxxx	xxxx	400	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx	xxxxx	14.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.9			14.9		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Shafford Av/Regan Hill Rd

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: B[11.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 14 Mar 2006 << 16:00-17:00												
Base Vol:	0	22	60	10	22	0	0	0	0	38	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	22	60	10	22	0	0	0	0	38	0	9
Added Vol:	0	0	0	34	0	0	7	56	0	0	35	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	22	60	44	22	0	7	56	0	38	35	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	28	75	55	28	0	9	70	0	48	44	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	28	75	55	28	0	9	70	0	48	44	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	104	xxxx	xxxxx	253	242	xxxxx	240	205	69
Potent Cap.:	xxxx	xxxx	xxxxx	1481	xxxx	xxxxx	704	663	xxxxx	715	692	994
Move Cap.:	xxxx	xxxx	xxxxx	1478	xxxx	xxxxx	613	637	xxxxx	635	664	991
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.01	0.11	xxxx	0.07	0.07	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	634	xxxx	xxxxx	xxxx	744	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxx	11.0	xxxxx
Shared LOS:	*	*	*	A	*	*	B	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.5			11.0		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Oregon 224/SW 2nd Ave

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[13.8]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00																				
Base Vol:	0	228		6		108	362		0		0		0		0	18		0		68
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	228		6		108	362		0		0		0		0	18		0		68
Added Vol:	0	173		0		0	218		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	401		6		108	580		0		0		0		0	18		0		68
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90		0.90	0.90		0.90	
PHF Volume:	0	446		7		120	644		0		0		0		0	20		0		76
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	446		7		120	644		0		0		0		0	20		0		76
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9					
FollowUpTim:	xxxxx	xxxx	xxxxx		2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3					
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		452	xxxx	xxxxx	xxxx	xxxx	xxxxx		1011	xxxx		226					
Potent Cap.:	xxxx	xxxx	xxxxx		1084	xxxx	xxxxx	xxxx	xxxx	xxxxx		236	xxxx		777					
Move Cap.:	xxxx	xxxx	xxxxx		1084	xxxx	xxxxx	xxxx	xxxx	xxxxx		216	xxxx		777					
Volume/Cap:	xxxx	xxxx	xxxx		0.11	xxxx	xxxx	xxxx	xxxx	xxxx		0.09	xxxx		0.10					
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
LOS by Move:	*	*	*		A	*	*	*	*	*	*	*	*							
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	503	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx						
Shared LOS:	*	*	*			*	*	*	*	*	*	*	B	*						
ApproachDel:	xxxxxx					xxxxxx			xxxxxx				13.8							
ApproachLOS:	*					*			*				B							

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Oregon 224/Wade St

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[23.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module: >> Count Date: 14 Mar 2006 << 16:15-17:15																				
Base Vol:	11		13		14	26		17		25	26		319		34	33		197		29
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	11		13		14	26		17		25	26		319		34	33		197		29
Added Vol:	0		0		0	7		0		0	0		218		0	0		173		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	11		13		14	33		17		25	26		537		34	33		370		29
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.93	0.93		0.93		0.93	0.93		0.93		0.93	0.93		0.93		0.93	0.93		0.93	
PHF Volume:	12		14		15	35		18		27	28		577		37	35		398		31
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	12		14		15	35		18		27	28		577		37	35		398		31
Critical Gap Module:																				
Critical Gp:	7.6		6.6		7.0	7.5		6.5		6.9	4.2	xxxx	xxxxx			4.2	xxxx	xxxxx		
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.3	xxxx	xxxxx			2.3	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	931	1152		307		836	1154		215		429	xxxx	xxxxx			614	xxxx	xxxxx		
Potent Cap.:	220		195		686	260		196		790	1106	xxxx	xxxxx			935	xxxx	xxxxx		
Move Cap.:	187		183		686	228		184		790	1106	xxxx	xxxxx			935	xxxx	xxxxx		
Volume/Cap:	0.06	0.08		0.02		0.16	0.10		0.03		0.03	xxxx	xxxx			0.04	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			8.3	xxxx	xxxxx			9.0	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	*			A	*	*			A	*	*		
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	253	xxxxx			xxxx	279	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	0.6	xxxxx			xxxxx	1.2	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	22.0	xxxxx			xxxxx	23.1	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	C	*			*	C	*			*	*	*			*	*	*		
ApproachDel:	22.0					23.1					xxxxxx					xxxxxx				
ApproachLOS:	C					C					*					*				

Note: Queue reported is the number of cars per lane.

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Oregon 224/Broadway St
********************************************************************************
Cycle (sec):          50                 Critical Vol./Cap.(X):         0.409
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        11.8
Optimal Cycle:        33                 Level Of Service:                 B
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         0  0  1! 0  0    0  1  0  0  1    1  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Mar 2005 << 16:00-17:00
Base Vol:       1   17    13   142    9    30    42  308     8    10  231    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1   17    13   142    9    30    42  308     8    10  231    86
Added Vol:      0    0     0     0    0     0     0  225     0     0  173     4
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1   17    13   142    9    30    42  533     8    10  404    90
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     1   18    14   149    9    32    44  561     8    11  425    95
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1   18    14   149    9    32    44  561     8    11  425    95
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     1   18    14   149    9    32    44  561     8    11  425    95
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  0.84 0.84  0.84  0.69 0.70  0.84  0.90 0.89  0.89  0.90 0.90  0.80
Lanes:       0.03 0.55  0.42  0.94 0.06  1.00  1.00 1.97  0.03  1.00 2.00  1.00
Final Sat.:    49  833   637  1175   74  1515  1613 3171    48  1613 3225  1443
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.02  0.13 0.13  0.02  0.03 0.18  0.18  0.01 0.13  0.07
Crit Moves:                          ****             ****        ****
Green/Cycle: 0.31 0.31  0.31  0.31 0.31  0.31  0.08 0.43  0.43  0.02 0.37  0.37
Volume/Cap:  0.07 0.07  0.07  0.41 0.41  0.07  0.35 0.41  0.41  0.41 0.35  0.18
Uniform Del: 12.1 12.1  12.1  13.6 13.6  12.1  21.9  9.8   9.8  24.4 11.4  10.6
IncremntDel:  0.1  0.1   0.1   0.7  0.7   0.1   1.7  0.2   0.2  10.2  0.2   0.2
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   12.2 12.2  12.2  14.3 14.3  12.2  23.6 10.0  10.0  34.6 11.6  10.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  12.2 12.2  12.2  14.3 14.3  12.2  23.6 10.0  10.0  34.6 11.6  10.7
LOS by Move:   B    B     B     B    B     B     C    A     A     C    B     B
HCM2kAvgQ:     0    0     0     2    2     0     1    4     4     1    3     1
********************************************************************************
Note: Queue reported is the number of cars per lane.
```



```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #20 Main St/4th Ave
********************************************************************************
Average Delay (sec/veh):      3.9       Worst Case Level Of Service: C[ 19.3]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:         0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Mar 2006 << 15:00-16:00
Base Vol:       6  208    37    36  174    11    21   17    21    17    8    27
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6  208    37    36  174    11    21   17    21    17    8    27
Added Vol:      0   62    62     1   48     0     0    0     0    32    0     4
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    6  270    99    37  222    11    21   17    21    49    8    31
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:     7  307   113    42  252    13    24   19    24    56    9    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     7  307   113    42  252    13    24   19    24    56    9    35
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  275 xxxx xxxxx   429 xxxx xxxxx   764  796   284   766  746   386
Potent Cap.: 1271 xxxx xxxxx  1125 xxxx xxxxx   318  318   751   317  340   657
Move Cap.:   1261 xxxx xxxxx  1115 xxxx xxxxx   279  299   735   276  319   645
Volume/Cap:  0.01 xxxx  xxxx  0.04 xxxx  xxxx  0.09 0.06  0.03  0.20 0.03  0.05
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.9 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  367 xxxxx  xxxx  351 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.7 xxxxx xxxxx  1.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.0 xxxxx xxxxx 19.3 xxxxx
Shared LOS:    *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx            xxxxxx             17.0             19.3
ApproachLOS:       *                 *                C                C
********************************************************************************
Note: Queue reported is the number of cars per lane.
```

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Clackamas Highway @ New Collector

Cycle (sec):	90	Critical Vol./Cap.(X):	0.397
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	35	Level Of Service:	B

Street Name:	224/211					New Collector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	510	0	0	691	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	510	0	0	691	0	0	0	0	0	0	0
Added Vol:	0	131	57	69	157	0	0	0	0	60	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	641	57	69	848	0	0	0	0	60	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	712	63	77	942	0	0	0	0	67	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	712	63	77	942	0	0	0	0	67	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	712	63	77	942	0	0	0	0	67	0	47
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	0	3420	1530	1710	3420	0	0	0	0	971	0	679
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.04	0.04	0.28	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.57	0.57	0.12	0.69	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.36	0.07	0.36	0.40	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Uniform Del:	0.0	10.5	8.6	36.2	5.8	0.0	0.0	0.0	0.0	33.1	0.0	33.1
IncremntDel:	0.0	0.1	0.0	1.1	0.1	0.0	0.0	0.0	0.0	0.9	0.0	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.6	8.7	37.3	5.9	0.0	0.0	0.0	0.0	34.0	0.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	8.7	37.3	5.9	0.0	0.0	0.0	0.0	34.0	0.0	34.0
LOS by Move:	A	B	A	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	1	2	6	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #53 New 211/224/Main - Base

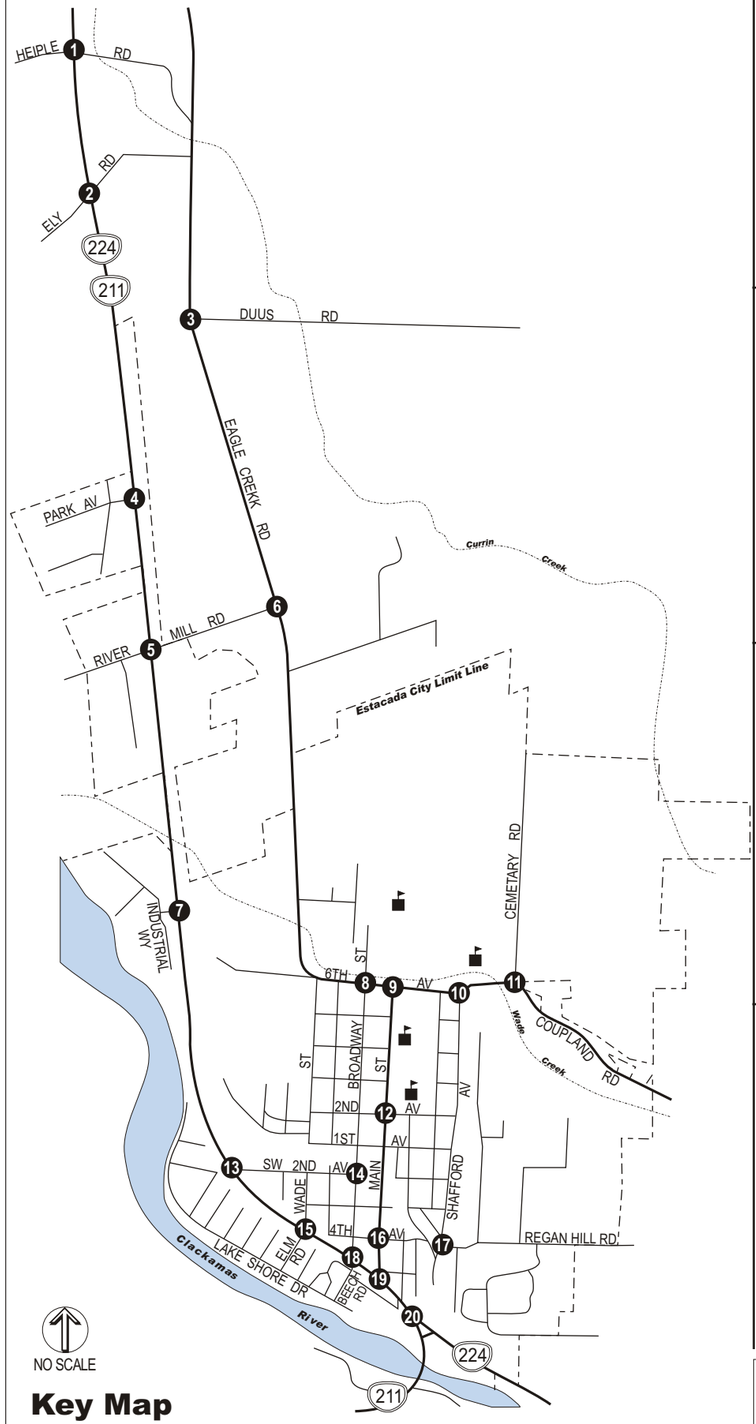
Cycle (sec):	50	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	306	178	32		63	125	74		110	197	386		19	124	72	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	306	178	32		63	125	74		110	197	386		19	124	72	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	306	178	32		63	125	74		110	197	386		19	124	72	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	306	178	32		63	125	74		110	197	386		19	124	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	306	178	32		63	125	74		110	197	386		19	124	72	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	306	178	32		63	125	74		110	197	386		19	124	72	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	0.98	0.98		0.95	0.94	0.94		0.58	1.00	0.85		0.58	0.95	0.95	
Lanes:	1.00	0.85	0.15		1.00	0.63	0.37		1.00	1.00	1.00		1.00	0.63	0.37	
Final Sat.:	1710	1491	268		1710	1067	632		1044	1800	1530		1039	1076	625	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.12	0.12		0.04	0.12	0.12		0.11	0.11	0.25		0.02	0.12	0.12	
Crit Moves:	****					****								****		
Green/Cycle:	0.33	0.42	0.42		0.13	0.22	0.22		0.21	0.21	0.54		0.21	0.21	0.21	
Volume/Cap:	0.54	0.29	0.29		0.29	0.54	0.54		0.49	0.51	0.46		0.09	0.54	0.54	
Uniform Del:	13.6	9.6	9.6		19.7	17.4	17.4		17.3	17.4	7.0		15.8	17.5	17.5	
IncremntDel:	1.1	0.2	0.2		0.7	1.6	1.6		1.7	1.2	0.4		0.2	1.7	1.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	14.7	9.8	9.8		20.4	19.0	19.0		19.0	18.6	7.4		15.9	19.2	19.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.7	9.8	9.8		20.4	19.0	19.0		19.0	18.6	7.4		15.9	19.2	19.2	
LOS by Move:	B	A	A		C	B	B		B	B	A		B	B	B	
HCM2kAvgQ:	5	2	2		1	4	4		2	3	4		0	4	4	

Note: Queue reported is the number of cars per lane.

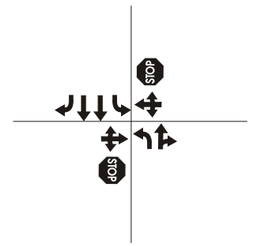
Traffix 7.8.0715 (c) 2006 Dowling Assoc. Licensed to DKS ASSOC., PORTLAND, OR

APPENDIX C: Existing Lane Configurations

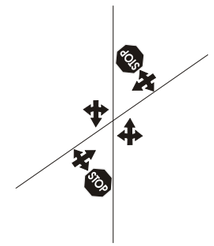


Key Map

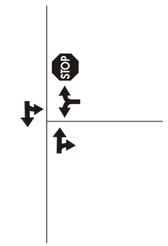
1 OR 211/224 @ Heiple Rd



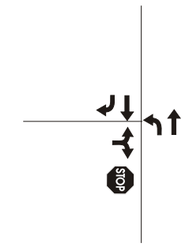
2 OR 211/224 @ Ely Rd



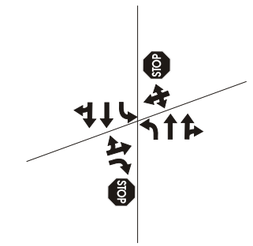
3 Duus Rd @ Eagle Creek Rd



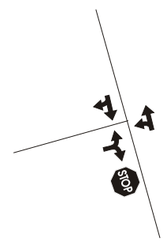
4 OR 211/224 @ Park Av



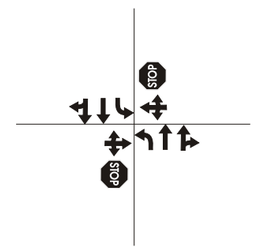
5 OR 211/224 @ River Mill Rd



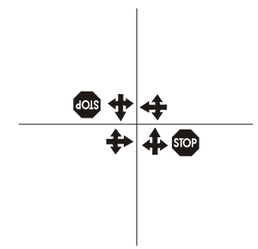
6 River Mill Rd @ Eagle Creek Rd



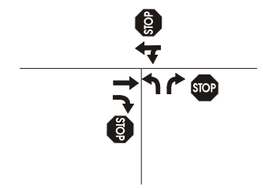
7 OR 211/224 @ Evergreen Av



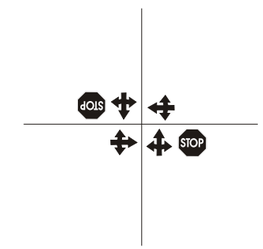
8 Broadway @ N 6th Av



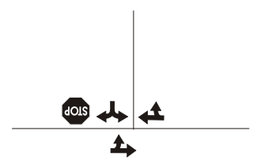
9 Main St @ N 6th Av



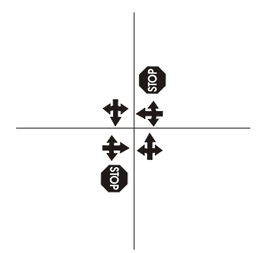
10 Shafford Av/SB School Driveway @ N 6th Av



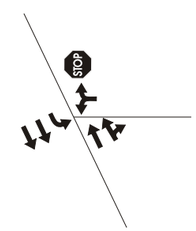
11 Cemetary Rd @ N 6th Av



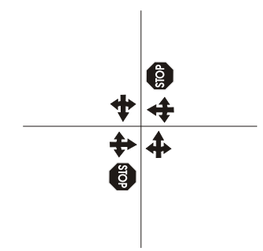
12 Main St @ N 2nd Av



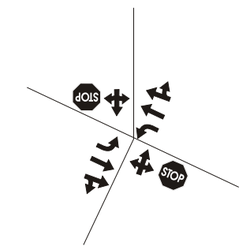
13 OR 211/224 @ 2nd Av



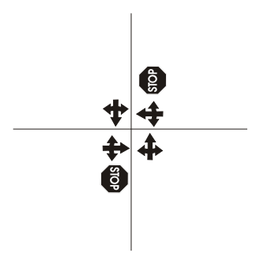
14 Broadway @ S 2nd Av/WB Commercial Driveway



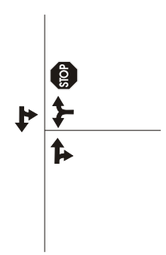
15 OR 211/224 @ Wade St



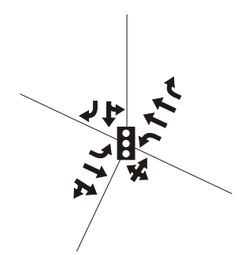
16 Main St @ S. 4th Av



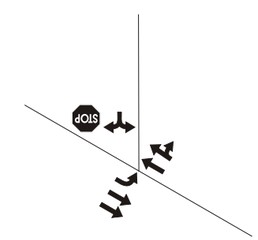
17 Shafford Av @ S 4th Av



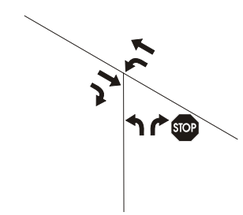
18 OR 211/224 @ Broadway



19 OR 211/224 @ Main St



20 OR 224 @ OR 211



LEGEND

- 00 - Study Intersection & Number
- Signalized Intersection
- STOP - Stop Sign Controlled Intersection
- Indicates Lane Configuration
- School Site

DKS Associates
TRANSPORTATION SOLUTIONS

NO SCALE

Figure 2

EXISTING LANE CONFIGURATOINS

APPENDIX D: Turn Lane and Signal Warrant Worksheets

Figure 7-14 Preliminary Traffic Signal Warrant Analysis Form

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis[8]					
Major Street: Clackamas Hwy			**Minor Street:** Evergreen (Industrial Way)		
Project: TSP Update			**City/County:** Estacada		
Year: 2030			**Alternative:** A		
Preliminary Signal Warrant Volumes					
Number of Approach Lanes		ADT on Major Street Approaching From Both Directions		ADT on Minor Street, Highest Approaching Volume	
Major Street	Minor Street	Percent of Standard Warrants		Percent of Standard Warrants	
2+	1	100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	1,100	1,350	950
2 or more	2 or more	15,900	1,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)					
	100 percent of standard warrants				
	70 percent of standard warrants[9]				
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2+	7400	21,190	X
	Minor	1	1850	900	
Case B	Major	2+	1,100	21,190	X
	Minor	1	950	900	
Analyst and Date: MJD 2/14/07			Reviewer and Date:		

[8] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Before a signal can be installed a traffic signal investigation must be conducted or reviewed by the Region Traffic Manager. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[9] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure 7-14 Preliminary Traffic Signal Warrant Analysis Form

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis[8]					
Major Street: Clackamas Hwy			**Minor Street:** Main/OR 211		
Project: TSP Update			**City/County:** Estacada		
Year: 2030			**Alternative:** BASE		
Preliminary Signal Warrant Volumes					
Number of Approach Lanes		ADT on Major Street Approaching From Both Directions		ADT on Minor Street, Highest Approaching Volume	
Major Street	Minor Street	Percent of Standard Warrants		Percent of Standard Warrants	
1	2	100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	1,100	1,350	950
2 or more	2 or more	15,900	1,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)					
	100 percent of standard warrants				
	70 percent of standard warrants[9]				
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	9080	X
	Minor	2	2500	4,800+	X
Case B	Major	1	9300	9080	
	Minor	2	1250	4,800+	X
Analyst and Date: MJD 2/14/07			Reviewer and Date:		

[8] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Before a signal can be installed a traffic signal investigation must be conducted or reviewed by the Region Traffic Manager. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[9] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure 7-14 Preliminary Traffic Signal Warrant Analysis Form

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis[8]					
Major Street: Clackamas Hwy			**Minor Street:** Heiple		
Project: TSP Update			**City/County:** ~~Clackamas~~ Estacada		
Year: 2030			**Alternative:** A		
Preliminary Signal Warrant Volumes					
Number of Approach Lanes		ADT on Major Street Approaching From Both Directions		ADT on Minor Street, Highest Approaching Volume	
Major Street	Minor Street	Percent of Standard Warrants		Percent of Standard Warrants	
		100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
~~2 or more~~	~~1~~	10,600	7,400	2,650	1,850
~~2 or more~~	~~2 or more~~	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
~~2 or more~~	~~1~~	15,900	1,100	1,350	950
~~2 or more~~	~~2 or more~~	15,900	1,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)					
	100 percent of standard warrants				
	70 percent of standard warrants[9]				
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2+	7,400	15,800	X
	Minor	~~2~~ 1	1,850	3,250	X
Case B	Major	2+	1,100	15,800	X
	Minor	~~2~~ 1	950	3,250	X
Analyst and Date: HJD 2/9/07			Reviewer and Date:		

[8] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Before a signal can be installed a traffic signal investigation must be conducted or reviewed by the Region Traffic Manager. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[9] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure 7-14 Preliminary Traffic Signal Warrant Analysis Form

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis[8]					
Major Street: Clackamas Hwy			**Minor Street:** Park		
Project: TSP Update			**City/County:** Estacada		
Year: 2030			**Alternative:** A		
Preliminary Signal Warrant Volumes					
Number of Approach Lanes		ADT on Major Street Approaching From Both Directions		ADT on Minor Street, Highest Approaching Volume	
Major Street	Minor Street	Percent of Standard Warrants		Percent of Standard Warrants	
		100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	1,100	1,350	950
2 or more	2 or more	15,900	1,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)					
	100 percent of standard warrants				
	70 percent of standard warrants[9]				
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2+	7,400	15,800	X
	Minor	1	1,850	4,210	X
Case B	Major	2+	1,100	15,800	X
	Minor	1	950	4,210	X
Analyst and Date: MJD 2/9/07			Reviewer and Date:		

[8] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Before a signal can be installed a traffic signal investigation must be conducted or reviewed by the Region Traffic Manager. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[9] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure 7-14 Preliminary Traffic Signal Warrant Analysis Form

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis[8]					
Major Street: Clackamas Hwy			**Minor Street:** River Mill		
Project: TSP Update			**City/County:** Estacada		
Year: 2030			**Alternative:** A		
Preliminary Signal Warrant Volumes					
Number of Approach Lanes		ADT on Major Street Approaching From Both Directions		ADT on Minor Street, Highest Approaching Volume	
Major Street	Minor Street	Percent of Standard Warrants		Percent of Standard Warrants	
2	1	100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	1,100	1,350	950
2 or more	2 or more	15,900	1,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)					
	100 percent of standard warrants				
	70 percent of standard warrants[9]				
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2+	7,400	24,700	X
	Minor	1	850	1,000	
Case B	Major	2+	1,100	24,700	X
	Minor	1	950	1,000	X
Analyst and Date: MJD 2/14/07			Reviewer and Date:		

[8] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Before a signal can be installed a traffic signal investigation must be conducted or reviewed by the Region Traffic Manager. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[9] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure 7-14 Preliminary Traffic Signal Warrant Analysis Form

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis[8]					
Major Street: Clackamas Hwy			**Minor Street:** New Collector		
Project: TSP Update			**City/County:** Estacada		
Year: 2030			**Alternative:** A		
Preliminary Signal Warrant Volumes					
Number of Approach Lanes		ADT on Major Street Approaching From Both Directions		ADT on Minor Street, Highest Approaching Volume	
Major Street	Minor Street	Percent of Standard Warrants		Percent of Standard Warrants	
2	1	100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	1,100	1,350	950
2 or more	2 or more	15,900	1,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)					
	100 percent of standard warrants				
	70 percent of standard warrants[9]				
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2+	7,400	26,950	X
	Minor	1	1,850	410	
Case B	Major	2+	1,100	26,950	X
	Minor	1	950	410	
Analyst and Date: MJD 2/14/07			Reviewer and Date:		

[8] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Before a signal can be installed a traffic signal investigation must be conducted or reviewed by the Region Traffic Manager. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[9] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure 7-14 Preliminary Traffic Signal Warrant Analysis Form

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis[8]					
Major Street: Clackamas Hwy			**Minor Street:** Main / OR 211		
Project: TSP Update			**City/County:** Estacada		
Year: 2030			**Alternative:** A		
Preliminary Signal Warrant Volumes					
Number of Approach Lanes		ADT on Major Street Approaching From Both Directions		ADT on Minor Street, Highest Approaching Volume	
Major Street	Minor Street	Percent of Standard Warrants		Percent of Standard Warrants	
1	2	100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	1,100	1,350	950
2 or more	2 or more	15,900	1,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)					
	100 percent of standard warrants				
	70 percent of standard warrants[9]				
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	14,380	X
	Minor	2	2500	5,500+	X
Case B	Major	1	9300	14,380	X
	Minor	2	1250	5,500+	X
Analyst and Date: MJD 2/14/07			Reviewer and Date:		

[8] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Before a signal can be installed a traffic signal investigation must be conducted or reviewed by the Region Traffic Manager. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[9] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure 7-14 Preliminary Traffic Signal Warrant Analysis Form

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis[8]					
Major Street: Clackamas Hwy			**Minor Street:** River Mill		
Project: TSP Update			**City/County:** Estacada		
Year: 2030			**Alternative:** B		
Preliminary Signal Warrant Volumes					
Number of Approach Lanes		ADT on Major Street Approaching From Both Directions		ADT on Minor Street, Highest Approaching Volume	
Major Street	Minor Street	Percent of Standard Warrants		Percent of Standard Warrants	
2	1	100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	1,100	1,350	950
2 or more	2 or more	15,900	1,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)					
	100 percent of standard warrants				
	70 percent of standard warrants[9]				
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	12,600+	X
	Minor	1	1850	740	
Case B	Major	2	1100	12,600+	X
	Minor	1	950	740	
Analyst and Date: MJD 2/14/07			Reviewer and Date:		

[8] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Before a signal can be installed a traffic signal investigation must be conducted or reviewed by the Region Traffic Manager. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[9] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

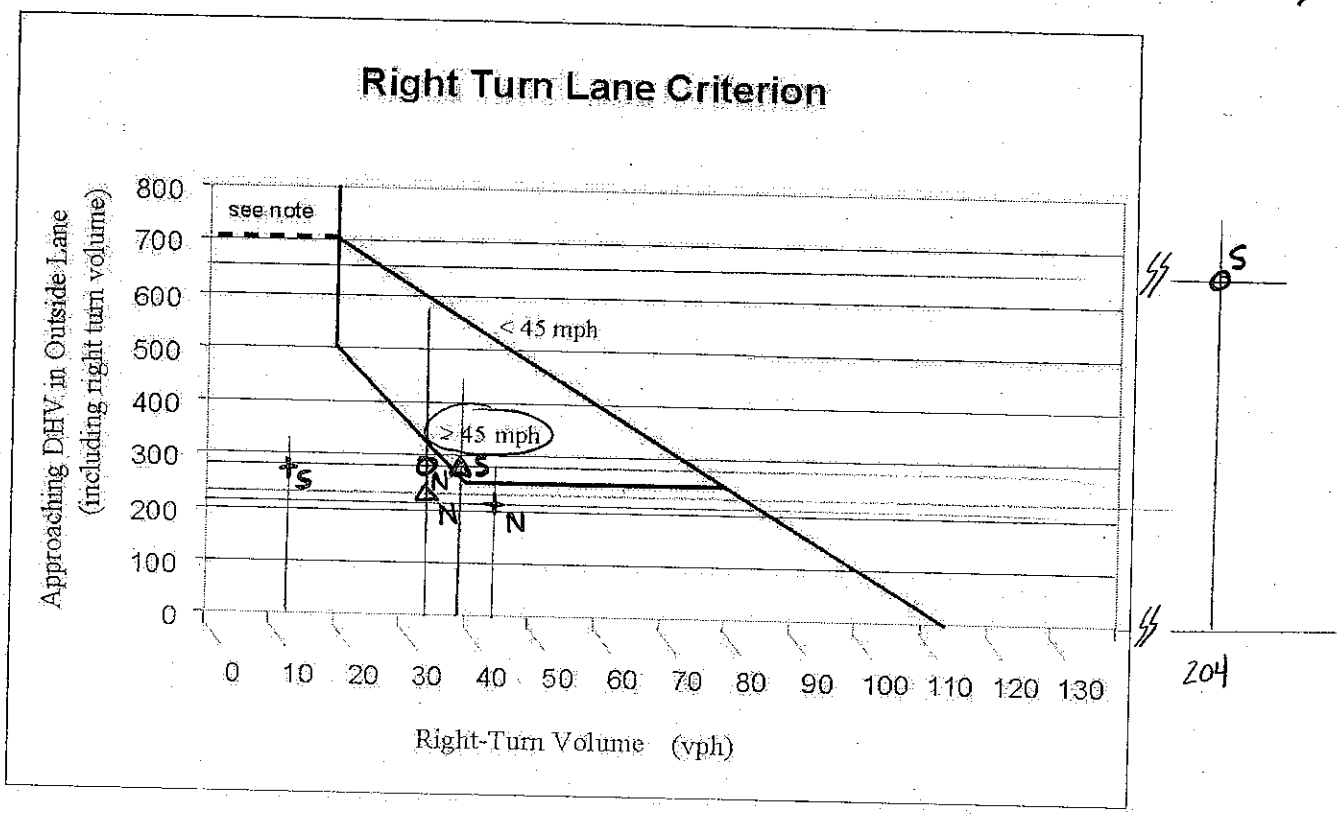
Figure 7-14 Preliminary Traffic Signal Warrant Analysis Form

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis[8]					
Major Street: Clackamas Hwy			**Minor Street:** Main / OR 211		
Project: TSP Update			**City/County:** Estacada		
Year: 2030			**Alternative:** B		
Preliminary Signal Warrant Volumes					
Number of Approach Lanes		ADT on Major Street Approaching From Both Directions		ADT on Minor Street, Highest Approaching Volume	
Major Street	Minor Street	Percent of Standard Warrants		Percent of Standard Warrants	
1	2	100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	1,100	1,350	950
2 or more	2 or more	15,900	1,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)					
	100 percent of standard warrants				
	70 percent of standard warrants[9]				
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	9050	X
	Minor	2	2500	4,800+	X
Case B	Major	1	9300	9050	
	Minor	2	1250	4,800+	X
Analyst and Date: MJD 2/14/07			Reviewer and Date:		

[8] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. Before a signal can be installed a traffic signal investigation must be conducted or reviewed by the Region Traffic Manager. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[9] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure 7-3 Right Turn Lane Criterion (ODOT Analysis Procedures Manual, Sept. 2006)



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

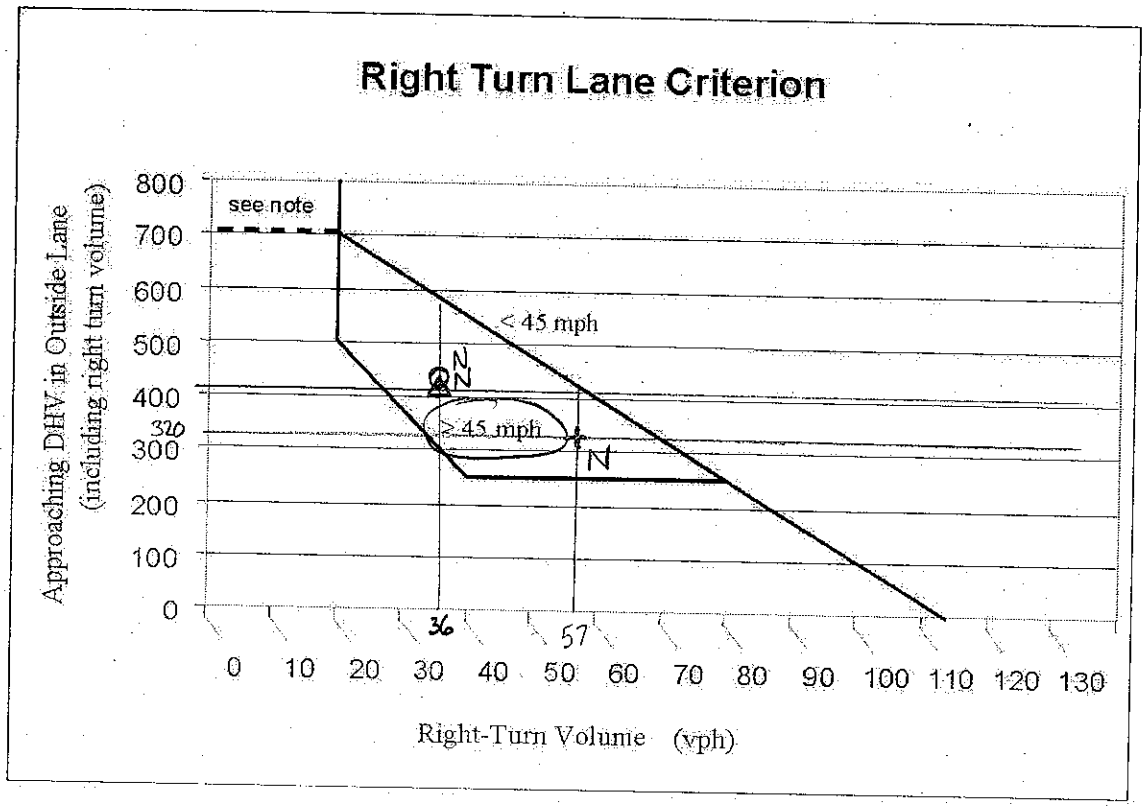
OR 224 / River Mill Rd

+ 2026 Base Scenario
○ 2026 Scenario A
△ 2026 Scenario B

E eastbound right
W westbound right
N northbound right
S southbound right

- Northbound RT is not warranted under any scenario.
- Southbound RT is warranted under scenarios A and B, but not under the base scenario.

Figure 7-3 Right Turn Lane Criterion (ODOT Analysis Procedures Manual, Sept. 2006)



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

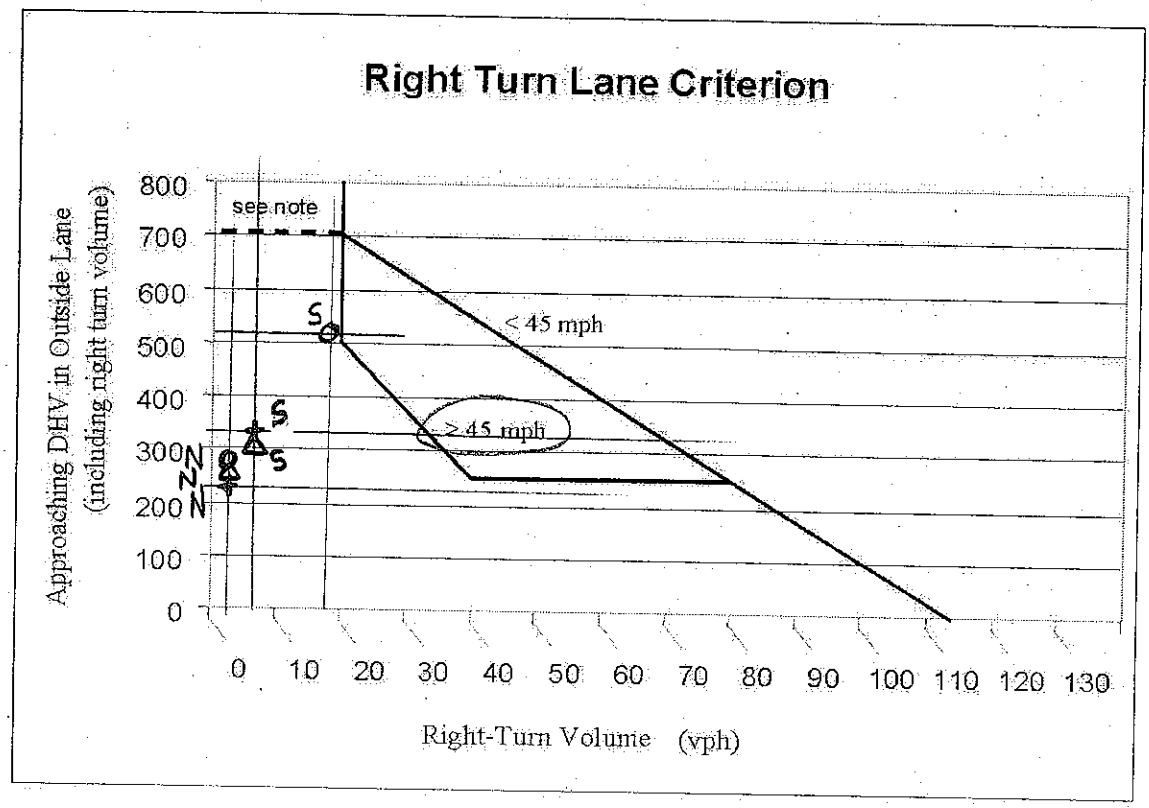
OR 224 / New Collector

+ 2026 Base Scenario
○ 2026 Scenario A
△ 2026 Scenario B

E eastbound right
W westbound right
N northbound right
S southbound right

- Southbound RT is not an option.
- Northbound RT is warranted under all scenarios.

Figure 7-3 Right Turn Lane Criterion (ODOT Analysis Procedures Manual, Sept. 2006)



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

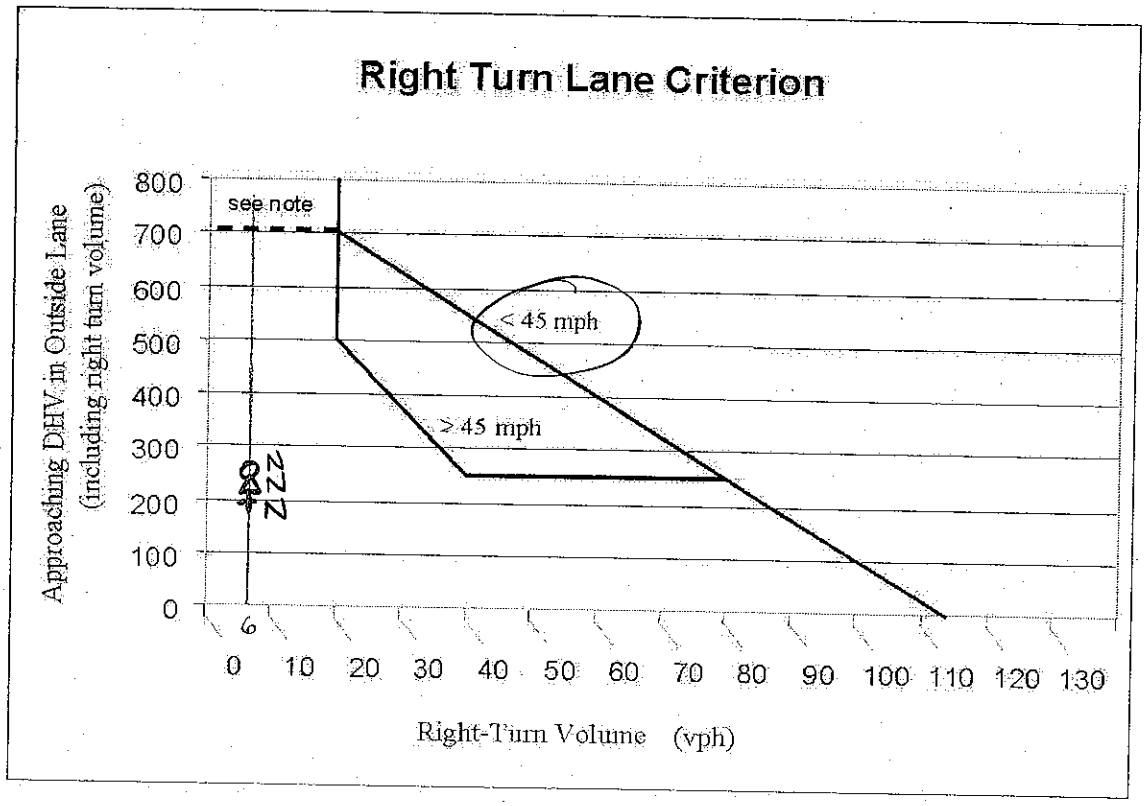
OR 224 / Evergreen

- RT lanes on OR224 are not warranted under any scenario.

+ 2026 Base Scenario
○ 2026 Scenario A
△ 2026 Scenario B

E eastbound right
W westbound right
N northbound right
S southbound right

Figure 7-3 Right Turn Lane Criterion (ODOT Analysis Procedures Manual, Sept. 2006)



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

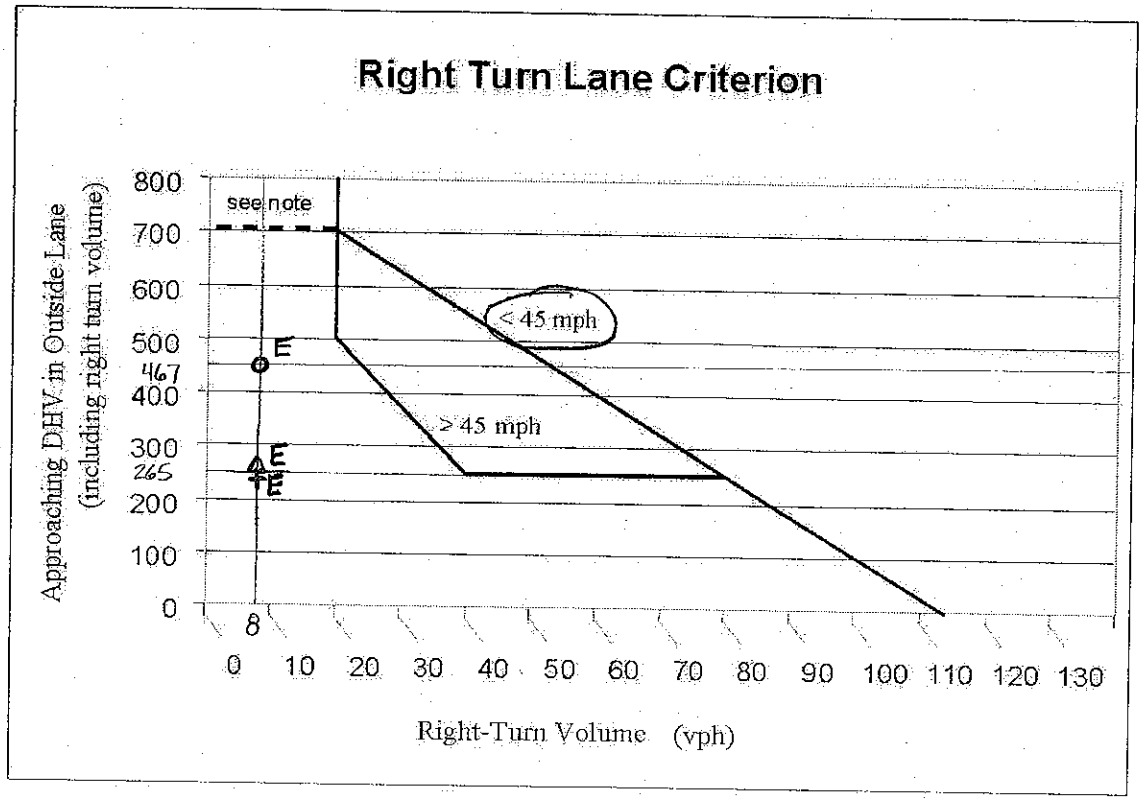
OR 224 / 2nd Ave

+ 2026 Base Scenario
O 2026 Scenario A
Δ 2026 Scenario B

E eastbound right
W westbound right
N northbound right
S southbound right

- Southbound RT is not an option.
- Northbound RT is not warranted under any scenario.

Figure 7-3 Right Turn Lane Criterion (ODOT Analysis Procedures Manual, Sept. 2006)



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

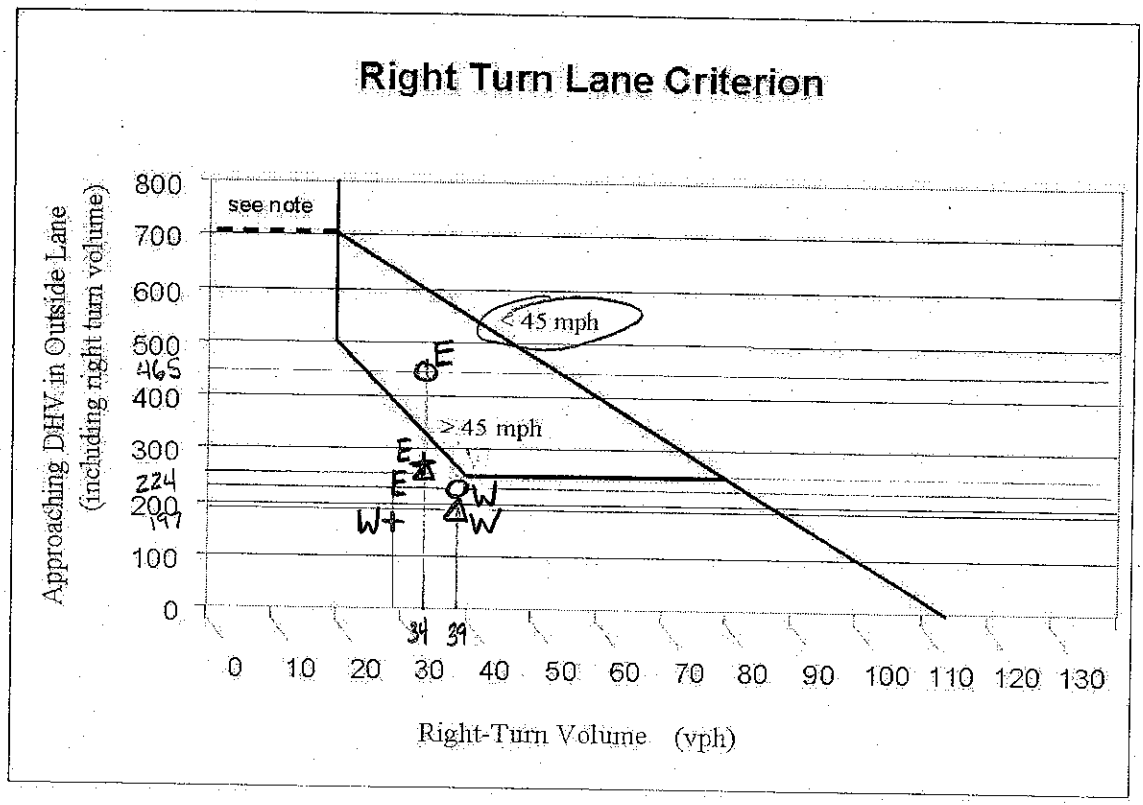
OR 224 / Broadway St.

- Westbound RT already exists.
- Eastbound RT is not warranted under any scenario.

+ 2026 Base Scenario
○ 2026 Scenario A
△ 2026 Scenario B

E eastbound right
W westbound right
N northbound right
S southbound right

Figure 7-3 Right Turn Lane Criterion (ODOT Analysis Procedures Manual, Sept. 2006)



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

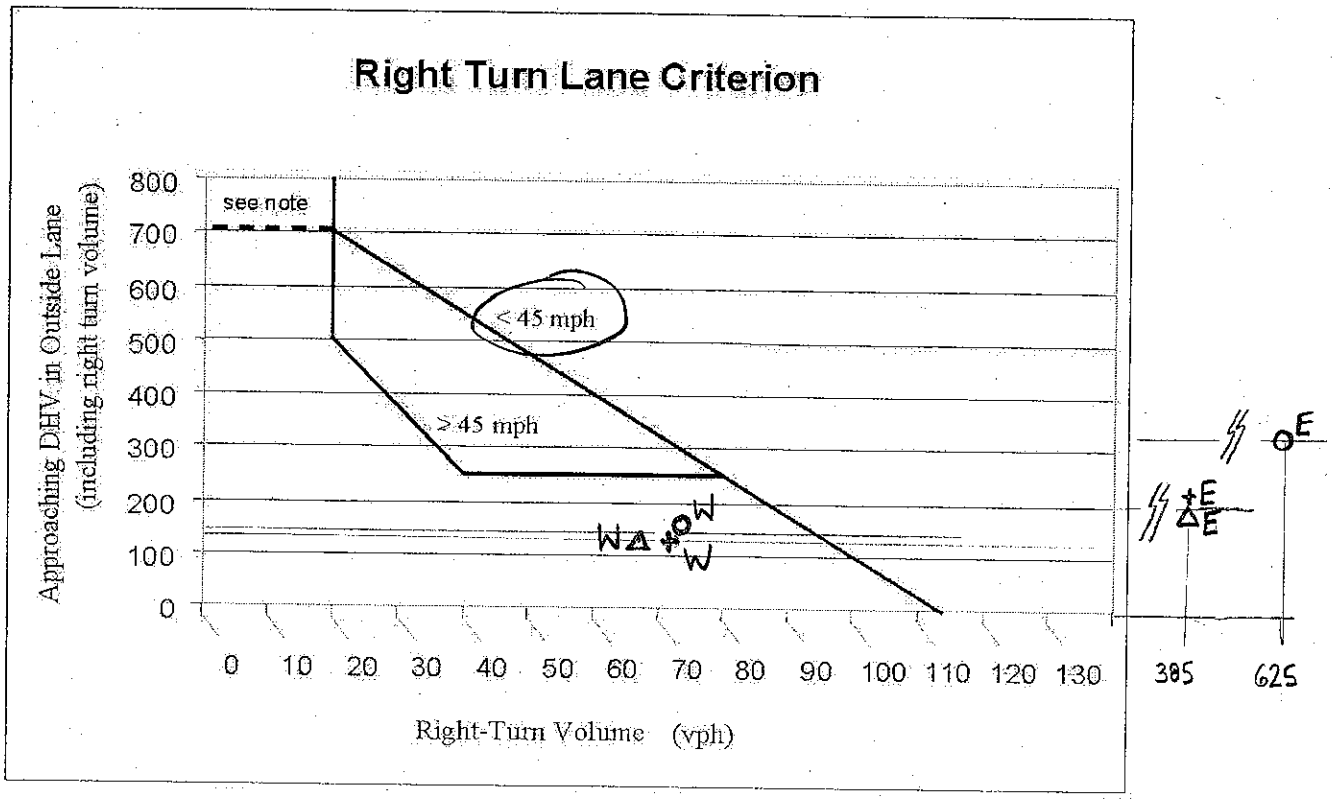
OR 224 / Wade St

- RT lanes on OR 224 are not warranted under any scenario.

+ 2026 Base Scenario
○ 2026 Scenario A
△ 2026 Scenario B

E eastbound right
W westbound right
N northbound right
S southbound right

Figure 7-3 Right Turn Lane Criterion (ODOT Analysis Procedures Manual, Sept. 2006)



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

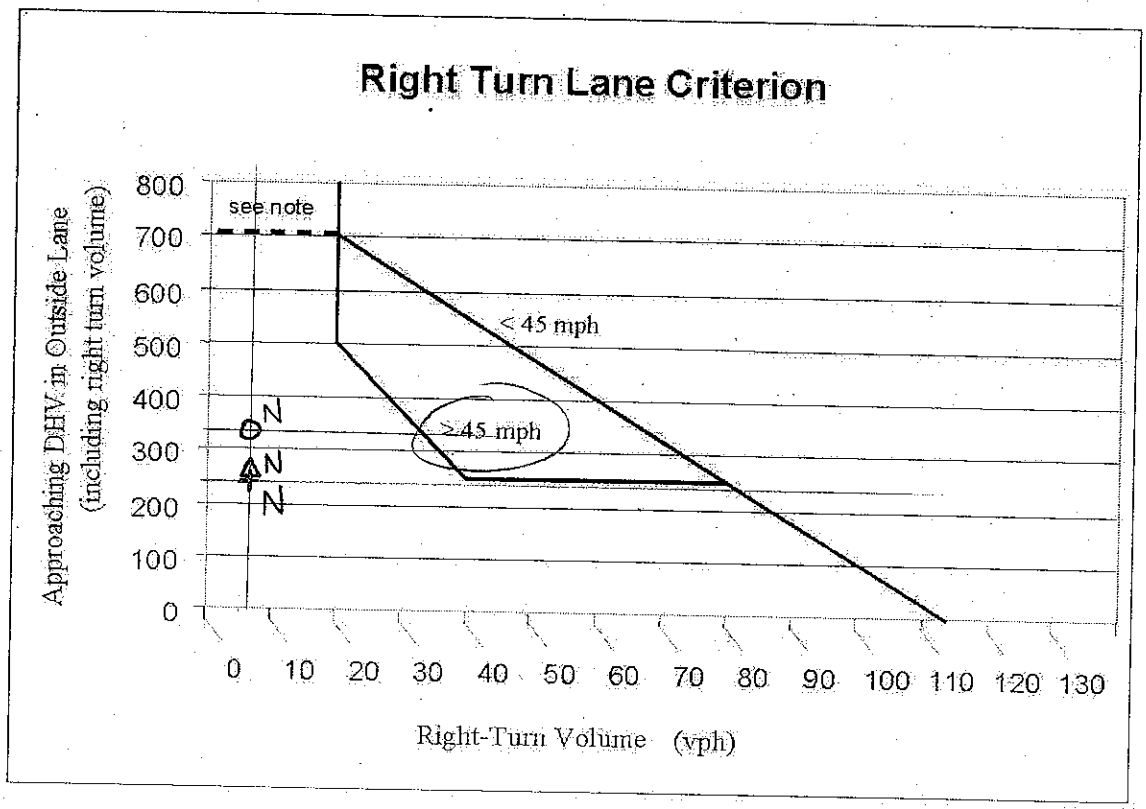
OR 211 / Main St

- Eastbound RT is warranted under all scenarios. already there
- Westbound RT is not warranted under any scenario.

+ 2026 Base Scenario
O 2026 Scenario A
Δ 2026 Scenario B

E eastbound right
W westbound right
N northbound right
S southbound right

Figure 7-3 Right Turn Lane Criterion (ODOT Analysis Procedures Manual, Sept. 2006)



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

OR 224 / Heiple Rd

+ 2026 Base Scenario
○ 2026 Scenario A
△ 2026 Scenario B

E eastbound right
W westbound right
N northbound right
S southbound right

- Southbound RT already exists.
- Northbound RT is not warranted under any scenario.

APPENDIX E: Future Forecasting Memo

DKS Associates
TRANSPORTATION SOLUTIONS

MEMORANDUM

DATE: July 06, 2006

TO: Sonya Kazen, ODOT
Randy Ealy, City of Estacada

FROM: Mat Dolata

SUBJECT: **Revised Forecast Trip Growth in Estacada**

P05001-010

The purpose of this memorandum is to summarize the methodology being used to project trip growth on local streets in Estacada. The forecast will be used for analysis of future conditions in the TSP update.

Employment forecasts are based on Metro 2030 model Transportation Analysis Zone (TAZ) 816 (Northwest Estacada/Clackamas County) and TAZ 876 (Estacada). Although the Metro TAZ areas extend well beyond the Estacada UGB, the analysis assumes all forecasted growth occurs within Estacada, since the surrounding areas are predominantly rural in nature.

Table 1 - Metro 2030 Growth Forecast (Change from 2005)

Metro TAZ:	816	876
Growth Segment	Northwest Estacada /Clackamas County	Estacada
Households	-25	777
Retail Employment	49	331
Service Employment	32	84
Other Employment	81	595

DRAFT

Forecasted PM peak hour trip growth results from the Metro land use growth forecast by using ITE Trip Generation rates (shown below). Because the Specialty Retail Center ITE code has no trip generation rate for PM peak hour based on employees, a daily rate had to be modified to a PM peak hour rate by utilizing the ratio of daily to PM peak hour trip generation rates of square footage based trip generation rates.

1400 SW Fifth Avenue
Suite 500
Portland, OR 97201

(503) 243-3500
((503) 243-1934 fax
www.dksassociates.com

Table 2 - Applied ITE Trip Rates Forecast

Growth Segment	Land Use Description	ITE Code	Rate
Households	Single Family Detached Housing Dwelling Units	210	1.01
Retail Employment	Specialty Retail Center Employees	814	1.34
Service Employment	Specialty Retail Center Employees	814	1.34
Other Employment	General Light Industrial	117	0.42

The ITE trip generation rates are applied to the Metro growth forecasts to yield an expected PM peak hour trip growth for 2030. The decline in households for Metro TAZ 816 is assumed to occur outside of the Estacada UGB. Therefore, no growth is assumed for households in this Metro TAZ.

Table 3 - 2030 PM Peak Hour Growth Forecast (Additional Trips)

TAZ:	816	876
Growth Segment	Northwest Estacada /Clackamas County	Estacada
Households	-	785
Retail Employment	66	444
Service Employment	43	113
Other Employment	34	250
TOTAL	143	1592

DRAFT

Since the Metro TAZs are far too large to be beneficial for traffic analysis in Estacada, smaller project TAZs are defined based on Vacant Buildable Land by Comprehensive Land Use Designations (*City of Estacada – 2004 Comprehensive Plan Update*). The defined TAZs are shown in the attached illustration.

The forecasted growth in trips is allocated to the project TAZs based on land use (comprehensive plan land use designation) proportionally to the vacant buildable land in the TAZ, as follows:

- Zones 1 and 2 are located in both Metro TAZ 816 and Metro TAZ 876. For allocation of trips, the vacant buildable land in zones 1 and 2 is subdivided between the two Metro TAZs.

- In order to account for all forecasted trips in Metro TAZ 816, all additional trips, including those resulting from retail and service employment, are allocated to zones 1 and 2, despite the industrial land use designation.

Table 4a – Allocation for All Trips in Metro TAZ 816

TAZ	Developable Acreage	Trip Allocation	Trips
1 (876)	0.0	0%	0
1 (816)	77.1	54%	78
2 (876)	0.0	0%	0
2 (816)	64.7	46%	65
3	0.0	0%	0
4	0.0	0%	0
5	0.0	0%	0
6	0.0	0%	0
7	0.0	0%	0
TOTAL	141.8	100%	143

- All service and retail trips in TAZ 876 are allocated to commercial land use (TAZ 3).

Table 4b – Allocation of Retail and Service Employment Trips in Metro TAZ 876

TAZ	Developable Acreage	Trip Allocation	Trips
1 (876)	0.0	0%	0
1 (816)	0.0	0%	0
2 (876)	0.0	0%	0
2 (816)	0.0	0%	0
3	35.6	100%	557
4	0.0	0%	0
5	0.0	0%	0
6	0.0	0%	0
7	0.0	0%	0
TOTAL	35.6	100%	557

DRAFT

- Trips resulting from growth in other employment from Metro TAZ 876 are allocated between industrial zones (1, 2, and 4)

Table 4c – Allocation of Other Employment Trips for Metro Zone 876

TAZ	Developable Acreage	Trip Allocation	Trips
1 (876)	20.0	13%	33
1 (816)	0.0	0%	0
2 (876)	123.1	81%	203
2 (816)	0.0	0%	0
3	0.0	0%	0
4	8.1	5%	13
5	0.0	0%	0
6	0.0	0%	0
7	0.0	0%	0
TOTAL	151.1	100%	250

- Trips associated with household growth are allocated between residential zones (5, 6, and 7).

The trips in zones 5 and 6 do not correspond directly to the developable acreage due to the pattern of approved and planned developments in the city. The list of approved developments for Estacada identifies 318 single family dwelling units in zone 5 and 182 in zone 6, yet the majority of possible developments that have yet to be approved are located in zone 5. To accommodate this information, the allocation based on developable acreage was adjusted.

DRAFT

Table 4d – Allocation of Residential Trips for Metro Zone 876

TAZ	Developable Acreage	Trip Allocation	Trips
1 (876)	0.0	0%	0
1 (816)	0.0	0%	0
2 (876)	0.0	0%	0
2 (816)	0.0	0%	0
3	0.0	0%	0
4	0.0	0%	0
5	778.2	81%	*427*
6	167.6	18%	*350*
7	9.4	1%	8
TOTAL	955.2	100%	785

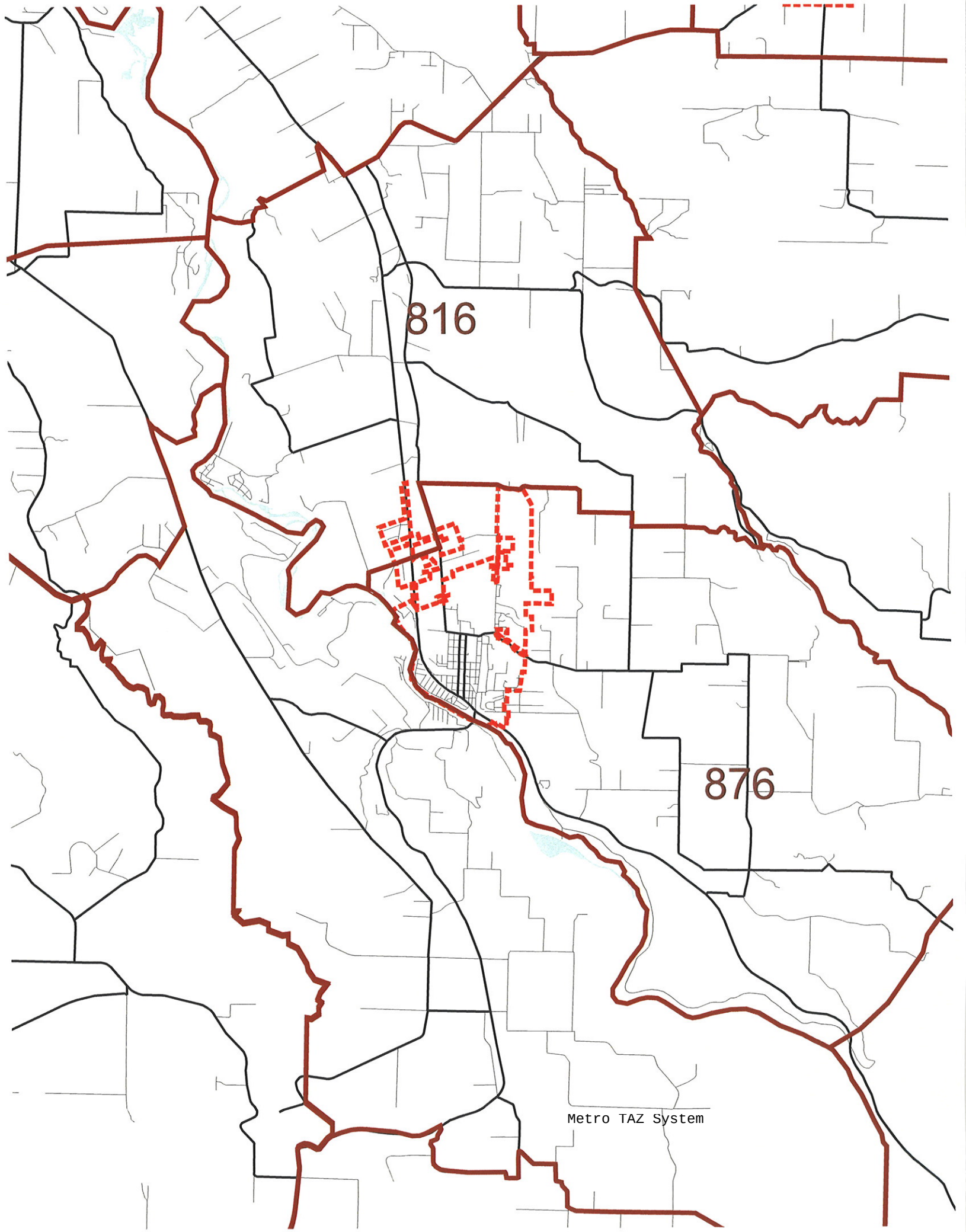
The total trips added from each Metro TAZ and project TAZ land use allocation are summarized below:

Table 5 - PM Peak Hour Trip Allocation in Estacada TAZs

TAZ	Vacant Buildable Land (Acres)	Land Use Designation	Trips Assigned
1	97	Industrial	111
2	188	Industrial	268
3	36	Commercial	557
4	8	Industrial	13
5	778	Residential	428
6	168	Residential	350
7	9	Residential	8
TOTAL	1284	-	1735

DRAFT

APPENDIX F: Metro TAZ System


816
876
Metro TAZ System