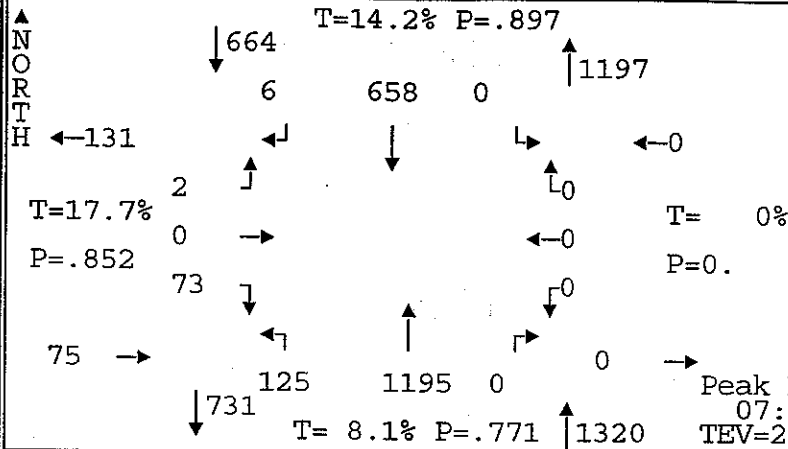


Traffic Counts

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

1ST @ HIGHWAY 101



DATE OF COUNT: 08/13/02
 DAY OF WEEK: TUE
 TIME STARTED: 07:00
 TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V5AZ

Peak Hour
 07:35-08:35
 TEV=2059

Traffic Smithy
 (503) 641-6333

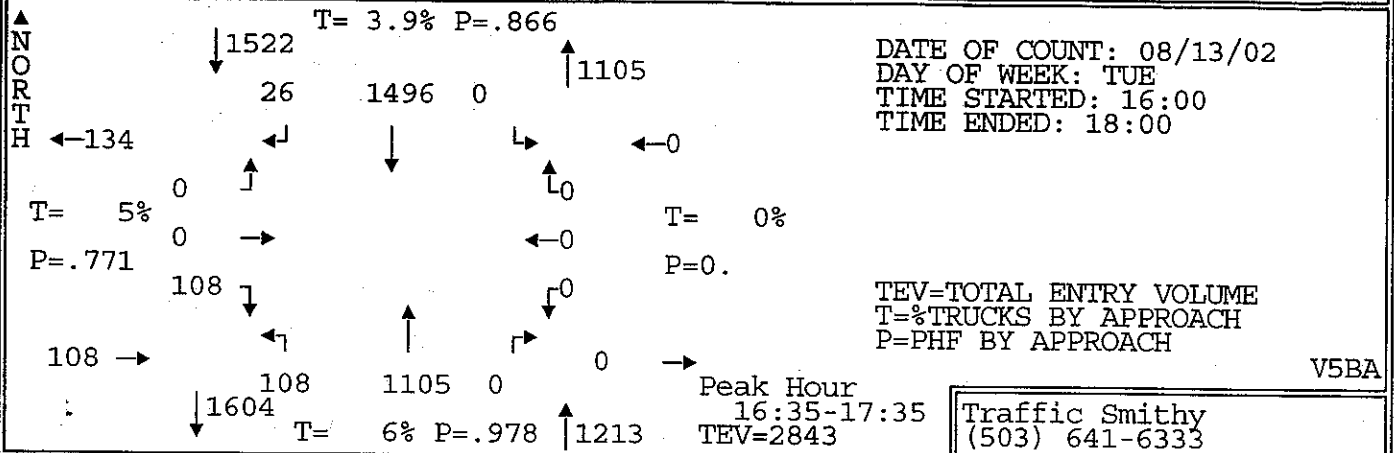
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
07:00-07:05	6	0	0	0	31	0	3	49	0	0	0	0	89
07:05-07:10	3	0	0	0	44	0	7	62	0	0	0	0	116
07:10-07:15	4	0	0	1	42	0	8	58	0	0	0	0	113
07:15-07:20	4	0	0	0	34	0	5	69	0	0	0	0	112
07:20-07:25	1	0	0	0	40	0	15	85	0	0	0	0	141
07:25-07:30	2	0	0	0	46	0	6	86	0	0	0	0	140
07:30-07:35	4	0	0	0	53	0	8	80	0	0	0	0	145
07:35-07:40	6	0	0	1	50	0	10	118	0	0	0	0	185
07:40-07:45	7	0	0	0	55	0	15	130	0	0	0	0	207
07:45-07:50	6	0	0	0	55	0	21	133	0	0	0	0	215
07:50-07:55	6	0	0	1	57	0	7	122	0	0	0	0	193
07:55-08:00	4	0	0	1	58	0	12	95	0	0	0	0	170
08:00-08:05	7	0	0	0	68	0	8	72	0	0	0	0	155
08:05-08:10	7	0	0	1	46	0	5	82	0	0	0	0	141
08:10-08:15	2	0	0	0	63	0	10	77	0	0	0	0	152
08:15-08:20	7	0	1	1	56	0	4	84	0	0	0	0	153
08:20-08:25	3	0	0	0	50	0	10	88	0	0	0	0	151
08:25-08:30	8	0	1	0	37	0	8	97	0	0	0	0	151
08:30-08:35	10	0	0	1	63	0	15	97	0	0	0	0	186
08:35-08:40	5	0	0	2	46	0	5	85	0	0	0	0	143
08:40-08:45	5	0	0	0	49	0	11	116	0	0	0	0	181
08:45-08:50	6	0	0	1	53	0	6	100	0	0	0	0	166
08:50-08:55	5	0	0	0	51	0	8	89	0	0	0	0	153
08:55-09:00	10	0	0	1	75	0	4	78	0	0	0	0	168

Total Survey	128	0	2	11	1222	0	211	2152	0	0	0	0	3726
PHF	.87	0	.25	.75	.9	0	.68	.78	0	0	0	0	.836
% Trucks	18	0	0	9.1	14.2	0	6.2	8.3	0	0	0	0	10.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
07:00-08:00	53	0	0	4	565	0	117	1087	0	0	0	0	1826
07:15-08:15	56	0	0	4	625	0	122	1149	0	0	0	0	1956
07:30-08:30	67	0	2	5	648	0	118	1178	0	0	0	0	2018
07:45-08:45	70	0	2	7	648	0	116	1148	0	0	0	0	1991
08:00-09:00	75	0	2	7	657	0	94	1065	0	0	0	0	1900

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

1ST @ HIGHWAY 101



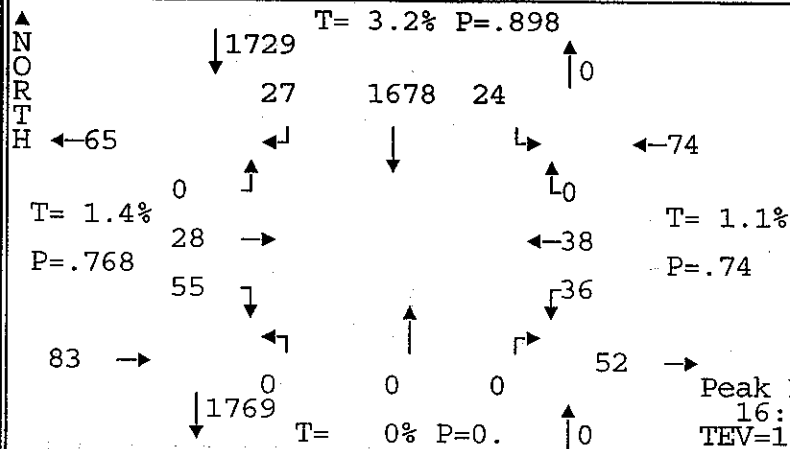
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↑	←	↑	→	↓	←	↑	
16:00-16:05	16	0	0	0	123	0	8	96	0	0	0	0	243
16:05-16:10	8	0	0	6	106	0	7	94	0	0	0	0	221
16:10-16:15	5	0	0	1	113	0	10	81	0	0	0	0	210
16:15-16:20	11	0	0	0	115	0	12	79	0	0	0	0	217
16:20-16:25	3	0	0	2	110	0	12	98	0	0	0	0	225
16:25-16:30	7	0	0	3	122	0	8	112	0	0	0	0	252
16:30-16:35	15	0	1	1	119	0	10	81	0	0	0	0	227
16:35-16:40	12	0	0	4	112	0	17	102	0	0	0	0	247
16:40-16:45	8	0	0	2	111	0	10	95	0	0	0	0	226
16:45-16:50	3	0	0	3	102	0	9	77	0	0	0	0	194
16:50-16:55	5	0	0	3	103	0	10	100	0	0	0	0	221
16:55-17:00	5	0	0	2	121	0	6	72	0	0	0	0	206
17:00-17:05	12	0	0	1	123	0	11	110	0	0	0	0	257
17:05-17:10	10	0	0	4	144	0	2	87	0	0	0	0	247
17:10-17:15	11	0	0	2	150	0	8	90	0	0	0	0	261
17:15-17:20	7	0	0	2	137	0	13	96	0	0	0	0	255
17:20-17:25	9	0	0	3	128	0	8	92	0	0	0	0	240
17:25-17:30	15	0	0	0	113	0	5	90	0	0	0	0	223
17:30-17:35	11	0	0	0	152	0	9	94	0	0	0	0	266
17:35-17:40	13	0	0	1	107	0	10	56	0	0	0	0	187
17:40-17:45	9	0	0	1	128	0	12	91	0	0	0	0	241
17:45-17:50	11	0	0	1	132	0	9	74	0	0	0	0	227
17:50-17:55	4	0	0	0	115	0	8	74	0	0	0	0	201
17:55-18:00	8	0	0	2	105	1	5	68	0	0	0	0	189

Total Survey	218	0	1	44	2891	1	219	2109	0	0	0	0	5483
PHF	.77	0	0	.72	.87	0	.75	.96	0	0	0	0	.929
% Trucks	5	0	0	6.8	3.8	0	5.5	6	0	0	0	0	4.8
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	2	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	98	0	1	27	1357	0	119	1087	0	0	0	0	2689
16:15-17:15	102	0	1	27	1432	0	115	1103	0	0	0	0	2780
16:30-17:30	112	0	1	27	1463	0	109	1092	0	0	0	0	2804
16:45-17:45	110	0	0	22	1508	0	103	1055	0	0	0	0	2798
17:00-18:00	120	0	0	17	1534	1	100	1022	0	0	0	0	2794

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

HALL @ HIGHWAY 101 SB



DATE OF COUNT: 08/14/02
 DAY OF WEEK: WED
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V4ZT

Peak Hour
 16:35-17:35
 TEV=1886

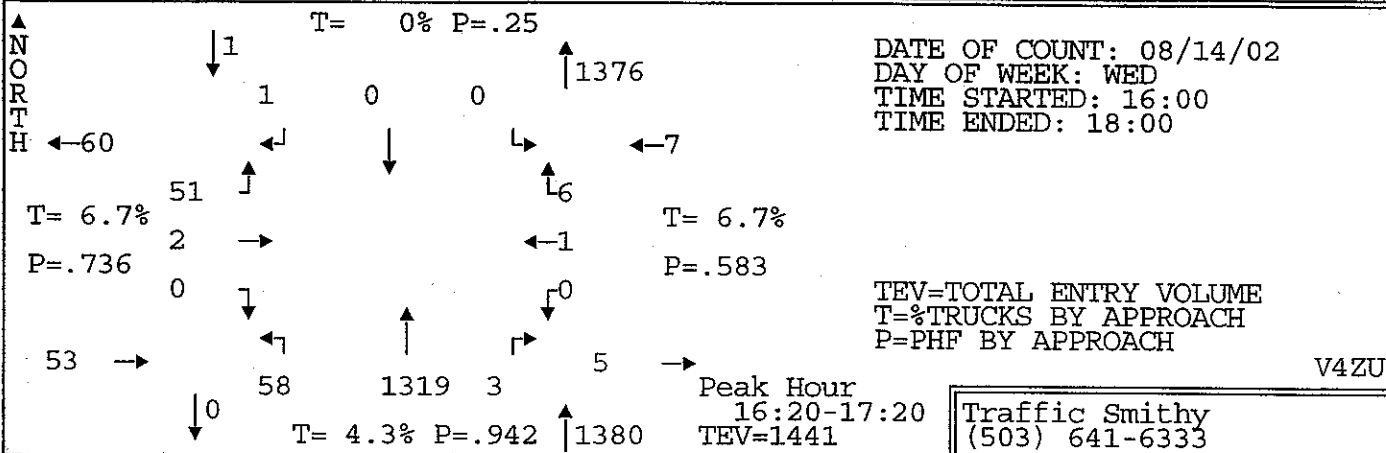
Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↑	←	↑	→	↓	←	↑	
16:00-16:05	3	1	0	2	136	4	0	0	0	3	6	0	155
16:05-16:10	5	1	0	4	107	1	0	0	0	5	2	0	125
16:10-16:15	2	0	0	0	124	5	0	0	0	6	2	0	139
16:15-16:20	3	1	0	2	149	3	0	0	0	4	6	0	168
16:20-16:25	2	5	0	2	126	1	0	0	0	3	0	0	139
16:25-16:30	1	2	0	6	127	1	0	0	0	5	5	0	147
16:30-16:35	6	4	0	3	124	2	0	0	0	5	5	0	149
16:35-16:40	3	5	0	2	149	3	0	0	0	3	1	0	166
16:40-16:45	4	1	0	4	154	1	0	0	0	1	2	0	167
16:45-16:50	4	2	0	1	112	2	0	0	0	3	5	0	129
16:50-16:55	7	0	0	2	141	4	0	0	0	0	6	0	160
16:55-17:00	7	2	0	3	124	2	0	0	0	7	4	0	149
17:00-17:05	6	5	0	2	108	3	0	0	0	0	4	0	128
17:05-17:10	2	3	0	2	170	0	0	0	0	5	3	0	185
17:10-17:15	7	2	0	1	138	5	0	0	0	3	5	0	161
17:15-17:20	7	2	0	2	160	3	0	0	0	4	2	0	180
17:20-17:25	1	3	0	4	145	1	0	0	0	0	2	0	158
17:25-17:30	6	2	0	1	141	0	0	0	0	2	1	0	153
17:30-17:35	1	1	0	3	136	0	0	0	0	6	3	0	150
17:35-17:40	5	3	0	3	128	2	0	0	0	9	6	0	156
17:40-17:45	4	2	0	1	109	3	0	0	0	6	1	0	126
17:45-17:50	3	2	0	1	145	0	0	0	0	5	2	0	158
17:50-17:55	2	1	0	1	96	0	0	0	0	5	3	0	108
17:55-18:00	2	3	0	1	149	1	0	0	0	2	4	0	162

Total Survey	93	53	0	53	3198	47	0	0	0	94	80	0	3618
PHF	.69	.7	0	.84	.9	.67	0	0	0	.75	.63	0	.896
% Trucks	1.1	1.9	0	5.7	3	10.6	0	0	0	1.1	1.3	0	3
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	5	0	0	1	0	0	3	0	0

Hourly Totals													
16:00-17:00	47	24	0	31	1573	29	0	0	0	45	44	0	1793
16:15-17:15	52	32	0	30	1622	27	0	0	0	39	46	0	1848
16:30-17:30	60	31	0	27	1666	26	0	0	0	35	40	0	1885
16:45-17:45	57	27	0	25	1612	25	0	0	0	47	42	0	1835
17:00-18:00	46	29	0	22	1625	18	0	0	0	49	36	0	1825

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT HALL @ HIGHWAY 101 NB

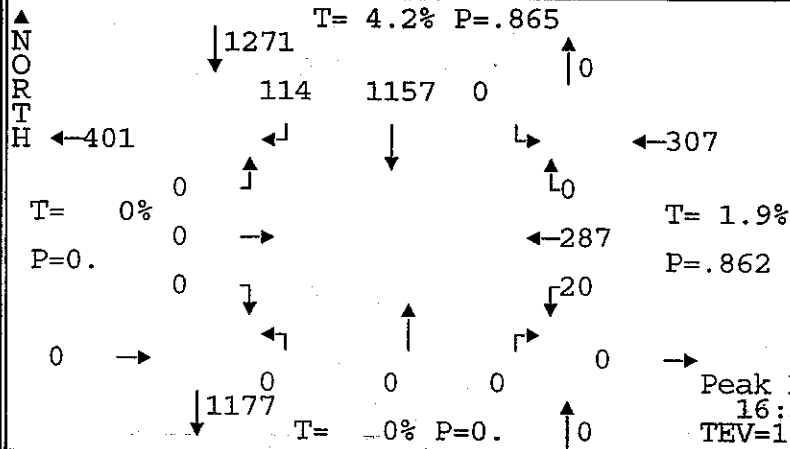


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	5	0	0	0	6	91	0	0	0	0	102
16:05-16:10	0	2	0	0	0	0	2	103	0	0	0	0	107
16:10-16:15	0	0	2	0	0	0	3	103	0	0	0	0	108
16:15-16:20	0	0	4	0	0	0	8	106	0	0	0	0	118
16:20-16:25	0	0	3	0	0	0	1	113	1	0	0	0	118
16:25-16:30	0	0	2	0	0	0	11	119	0	0	0	1	133
16:30-16:35	0	1	5	0	0	0	5	116	0	0	0	1	128
16:35-16:40	0	0	9	0	0	0	3	102	0	0	0	0	114
16:40-16:45	0	0	3	1	0	0	5	118	1	0	0	0	128
16:45-16:50	0	0	3	0	0	0	2	97	0	0	1	0	103
16:50-16:55	0	0	5	0	0	0	7	124	1	0	0	1	138
16:55-17:00	0	0	3	0	0	0	6	112	0	0	0	1	122
17:00-17:05	0	0	4	0	0	0	3	97	0	0	0	1	105
17:05-17:10	0	0	4	0	0	0	2	94	0	0	0	1	101
17:10-17:15	0	1	7	0	0	0	8	114	0	0	0	0	130
17:15-17:20	0	0	3	0	0	0	5	113	0	0	0	0	121
17:20-17:25	0	1	3	0	0	0	2	101	0	0	0	0	107
17:25-17:30	0	0	3	0	0	0	1	122	0	0	0	0	126
17:30-17:35	0	0	0	0	0	0	7	96	1	0	0	0	104
17:35-17:40	0	0	6	0	0	0	9	102	0	0	2	2	121
17:40-17:45	0	1	5	0	0	0	4	113	0	0	0	1	124
17:45-17:50	0	0	2	0	0	0	5	102	0	0	0	0	109
17:50-17:55	0	0	0	0	0	0	4	92	0	0	0	0	96
17:55-18:00	0	0	3	0	0	0	6	81	0	0	0	3	93

Total Survey	0	6	84	1	0	0	115	2531	4	0	3	12	2756
PHF	0	.5	.75	.25	0	0	.76	.95	.38	0	.25	.5	.950
% Trucks	0	50	3.6	0	0	0	3.5	4.4	0	0	0	8.3	4.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	5	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	0	3	44	1	0	0	59	1304	3	0	1	4	1419
16:15-17:15	0	2	52	1	0	0	61	1312	3	0	1	6	1438
16:30-17:30	0	3	52	1	0	0	49	1310	2	0	1	5	1423
16:45-17:45	0	3	46	0	0	0	56	1285	2	0	3	7	1402
17:00-18:00	0	3	40	0	0	0	56	1227	1	0	2	8	1337

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
COMMERCIAL @ BROADWAY (HIGHWAY 101)



DATE OF COUNT: 08/13/02
 DAY OF WEEK: TUE
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

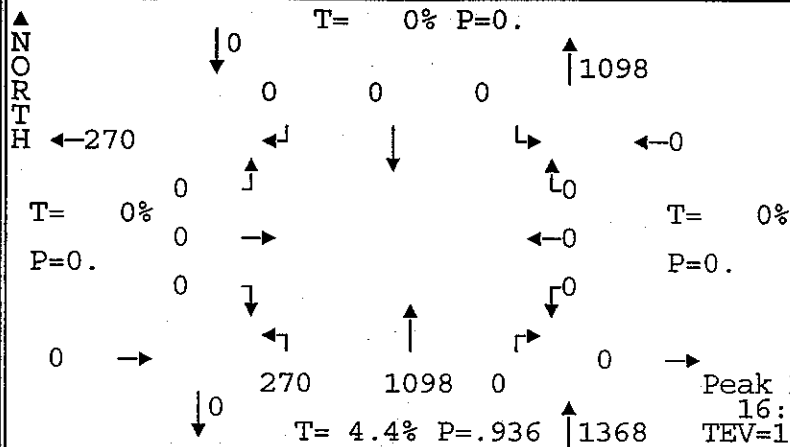
V4AW

Peak Hour
 16:30-17:30
 TEV=1578

Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↙	→	↑	↖	↓	↗	↖	↑	↗	↙	←	↑	
16:00-16:05	0	0	0	13	80	0	0	0	0	7	22	0	122
16:05-16:10	0	0	0	10	96	0	0	0	0	1	19	0	126
16:10-16:15	0	0	0	16	96	0	0	0	0	2	27	0	141
16:15-16:20	0	0	0	7	105	0	0	0	0	1	21	0	134
16:20-16:25	0	0	0	8	98	0	0	0	0	3	13	0	122
16:25-16:30	0	0	0	10	91	0	0	0	0	1	27	0	129
16:30-16:35	0	0	0	13	106	0	0	0	0	4	19	0	142
16:35-16:40	0	0	0	11	105	0	0	0	0	1	24	0	141
16:40-16:45	0	0	0	9	88	0	0	0	0	0	18	0	115
16:45-16:50	0	0	0	11	83	0	0	0	0	3	22	0	119
16:50-16:55	0	0	0	12	68	0	0	0	0	0	31	0	111
16:55-17:00	0	0	0	11	83	0	0	0	0	0	21	0	115
17:00-17:05	0	0	0	8	104	0	0	0	0	2	25	0	139
17:05-17:10	0	0	0	6	78	0	0	0	0	1	26	0	111
17:10-17:15	0	0	0	11	123	0	0	0	0	1	28	0	163
17:15-17:20	0	0	0	9	103	0	0	0	0	4	29	0	145
17:20-17:25	0	0	0	8	113	0	0	0	0	3	20	0	144
17:25-17:30	0	0	0	5	103	0	0	0	0	1	24	0	133
17:30-17:35	0	0	0	4	70	0	0	0	0	2	18	0	94
17:35-17:40	0	0	0	13	97	0	0	0	0	3	16	0	129
17:40-17:45	0	0	0	14	93	0	0	0	0	2	26	0	135
17:45-17:50	0	0	0	6	76	0	0	0	0	2	16	0	100
17:50-17:55	0	0	0	8	65	0	0	0	0	2	22	0	97
17:55-18:00	0	0	0	5	97	0	0	0	0	0	24	0	126
Total Survey	0	0	0	228	2221	0	0	0	0	46	538	0	3033
PHF	0	0	0	.84	.85	0	0	0	0	.63	.86	0	.872
% Trucks	0	0	0	.9	4.5	0	0	0	0	0	2	0	3.7
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	4	0	0	26	0	0	9	0	0	6	0	
Hourly Totals													
16:00-17:00	0	0	0	131	1099	0	0	0	0	23	264	0	1517
16:15-17:15	0	0	0	117	1132	0	0	0	0	17	275	0	1541
16:30-17:30	0	0	0	114	1157	0	0	0	0	20	287	0	1578
16:45-17:45	0	0	0	112	1118	0	0	0	0	22	286	0	1538
17:00-18:00	0	0	0	97	1122	0	0	0	0	23	274	0	1516

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
COMMERCIAL @ BAYSHORE (HIGHWAY 101)



DATE OF COUNT: 08/13/02
 DAY OF WEEK: TUE
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V4AW

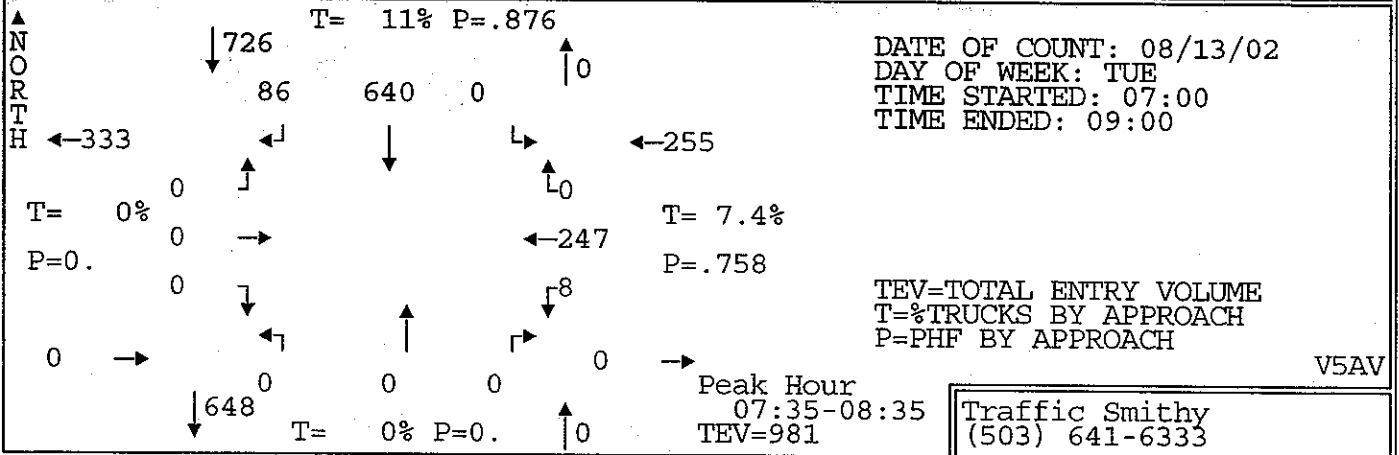
Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	0	0	0	0	25	88	0	0	0	0	113
16:05-16:10	0	0	0	0	0	0	21	83	0	0	0	0	104
16:10-16:15	0	0	0	0	0	0	24	93	0	0	0	0	117
16:15-16:20	0	0	0	0	0	0	19	80	0	0	0	0	99
16:20-16:25	0	0	0	0	0	0	17	79	0	0	0	0	96
16:25-16:30	0	0	0	0	0	0	22	94	0	0	0	0	116
16:30-16:35	0	0	0	0	0	0	18	86	0	0	0	0	104
16:35-16:40	0	0	0	0	0	0	20	106	0	0	0	0	126
16:40-16:45	0	0	0	0	0	0	17	110	0	0	0	0	127
16:45-16:50	0	0	0	0	0	0	22	82	0	0	0	0	104
16:50-16:55	0	0	0	0	0	0	30	81	0	0	0	0	111
16:55-17:00	0	0	0	0	0	0	14	84	0	0	0	0	98
17:00-17:05	0	0	0	0	0	0	30	83	0	0	0	0	113
17:05-17:10	0	0	0	0	0	0	20	82	0	0	0	0	102
17:10-17:15	0	0	0	0	0	0	28	100	0	0	0	0	128
17:15-17:20	0	0	0	0	0	0	25	110	0	0	0	0	135
17:20-17:25	0	0	0	0	0	0	20	82	0	0	0	0	102
17:25-17:30	0	0	0	0	0	0	25	89	0	0	0	0	114
17:30-17:35	0	0	0	0	0	0	19	89	0	0	0	0	108
17:35-17:40	0	0	0	0	0	0	20	69	0	0	0	0	89
17:40-17:45	0	0	0	0	0	0	26	87	0	0	0	0	113
17:45-17:50	0	0	0	0	0	0	17	75	0	0	0	0	92
17:50-17:55	0	0	0	0	0	0	31	70	0	0	0	0	101
17:55-18:00	0	0	0	0	0	0	25	61	0	0	0	0	86

Total Survey	0	0	0	0	0	0	535	2063	0	0	0	0	2598
PHF	0	0	0	0	0	0	.87	.92	0	0	0	0	.936
% Trucks	0	0	0	0	0	0	1.9	5	0	0	0	0	4.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	3	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	0	0	0	0	0	0	249	1066	0	0	0	0	1315
16:15-17:15	0	0	0	0	0	0	257	1067	0	0	0	0	1324
16:30-17:30	0	0	0	0	0	0	269	1095	0	0	0	0	1364
16:45-17:45	0	0	0	0	0	0	279	1038	0	0	0	0	1317
17:00-18:00	0	0	0	0	0	0	286	997	0	0	0	0	1283

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
COMMERCIAL @ HIGHWAY 101 (BROADWAY)



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	0	0	0	0	41	0	0	0	0	0	12	0	53
07:05-07:10	0	0	0	3	32	0	0	0	0	1	17	0	53
07:10-07:15	0	0	0	1	34	0	0	0	0	0	10	0	45
07:15-07:20	0	0	0	1	27	0	0	0	0	0	11	0	39
07:20-07:25	0	0	0	0	29	0	0	0	0	0	7	0	36
07:25-07:30	0	0	0	0	30	0	0	0	0	1	11	0	42
07:30-07:35	0	0	0	7	45	0	0	0	0	2	15	0	69
07:35-07:40	0	0	0	3	46	0	0	0	0	0	22	0	71
07:40-07:45	0	0	0	3	58	0	0	0	0	0	23	0	84
07:45-07:50	0	0	0	5	47	0	0	0	0	0	25	0	77
07:50-07:55	0	0	0	9	58	0	0	0	0	2	30	0	99
07:55-08:00	0	0	0	14	53	0	0	0	0	1	25	0	93
08:00-08:05	0	0	0	7	60	0	0	0	0	0	26	0	93
08:05-08:10	0	0	0	11	62	0	0	0	0	1	19	0	93
08:10-08:15	0	0	0	8	41	0	0	0	0	0	12	0	61
08:15-08:20	0	0	0	7	62	0	0	0	0	0	18	0	87
08:20-08:25	0	0	0	7	54	0	0	0	0	1	19	0	81
08:25-08:30	0	0	0	5	45	0	0	0	0	2	19	0	71
08:30-08:35	0	0	0	7	54	0	0	0	0	1	9	0	71
08:35-08:40	0	0	0	4	44	0	0	0	0	0	14	0	62
08:40-08:45	0	0	0	5	33	0	0	0	0	1	10	0	49
08:45-08:50	0	0	0	9	62	0	0	0	0	0	15	0	86
08:50-08:55	0	0	0	1	66	0	0	0	0	2	12	0	81
08:55-09:00	1	0	0	5	63	0	0	0	0	1	7	0	77
Total Survey													
PHF	0	0	0	.67	.91	0	0	0	0	.5	.76	0	.860
% Trucks	0	0	0	5.7	11.6	0	0	0	0	12.5	7.2	0	10.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	2	0	0	12	0	0	0	0	0	3	0	0
Hourly Totals													
07:00-08:00	0	0	0	46	500	0	0	0	0	7	208	0	761
07:15-08:15	0	0	0	68	556	0	0	0	0	7	226	0	857
07:30-08:30	0	0	0	86	631	0	0	0	0	9	253	0	979
07:45-08:45	0	0	0	89	613	0	0	0	0	9	226	0	937
08:00-09:00	1	0	0	76	646	0	0	0	0	9	180	0	912

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT COMMERCIAL @ HIGHWAY 101 (BAYSHORE)

DATE OF COUNT: 08/13/02
DAY OF WEEK: TUE
TIME STARTED: 07:00
TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

V5AV

Peak Hour
07:30-08:30
TEV=1059

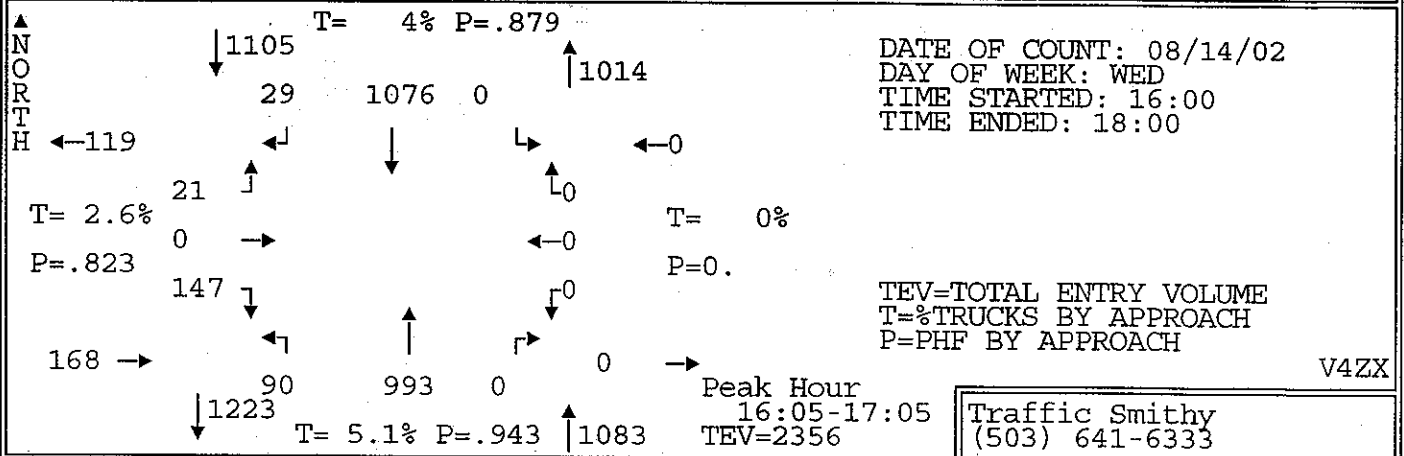
Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	↙	↓	↘	↖	↑	↗	↓	←	↑	
07:00-07:05	0	0	0	0	0	0	13	47	0	0	0	0	60
07:05-07:10	0	0	0	0	0	0	17	41	0	0	0	0	58
07:10-07:15	0	0	0	0	0	0	12	46	0	0	0	0	58
07:15-07:20	0	0	0	0	0	0	13	42	0	0	0	0	55
07:20-07:25	0	0	0	0	0	0	14	60	0	0	0	0	74
07:25-07:30	0	0	0	0	0	0	19	41	0	0	0	0	60
07:30-07:35	0	0	0	0	0	0	13	53	0	0	0	0	66
07:35-07:40	0	0	0	0	0	0	22	61	0	0	0	0	83
07:40-07:45	0	0	0	0	0	0	24	66	0	0	0	0	90
07:45-07:50	0	0	0	0	0	0	25	79	0	0	0	0	104
07:50-07:55	0	0	0	0	0	0	27	88	0	0	0	0	115
07:55-08:00	0	0	0	0	0	0	24	92	0	0	0	0	116
08:00-08:05	0	0	0	0	0	0	24	77	0	0	0	0	101
08:05-08:10	0	0	0	0	0	0	21	64	0	0	0	0	85
08:10-08:15	0	0	0	0	0	0	12	63	0	0	0	0	75
08:15-08:20	0	0	0	0	0	0	19	48	0	0	0	0	67
08:20-08:25	0	0	0	0	0	0	19	52	0	0	0	0	71
08:25-08:30	0	0	0	0	0	0	18	68	0	0	0	0	86
08:30-08:35	0	0	0	0	0	0	12	52	0	0	0	0	64
08:35-08:40	0	0	0	0	0	0	13	62	0	0	0	0	75
08:40-08:45	0	0	0	0	0	0	10	62	0	0	0	0	72
08:45-08:50	0	0	0	0	0	0	16	52	0	0	0	0	68
08:50-08:55	0	0	0	0	0	0	11	52	0	0	0	0	73
08:55-09:00	0	0	0	0	0	0	8	51	0	0	0	0	59

[illegible]

Hourly Totals													
07:00-08:00	0	0	0	0	0	0	223	716	0	0	0	0	939
07:15-08:15	0	0	0	0	0	0	238	786	0	0	0	0	1024
07:30-08:30	0	0	0	0	0	0	248	811	0	0	0	0	1059
07:45-08:45	0	0	0	0	0	0	224	807	0	0	0	0	1031
08:00-09:00	0	0	0	0	0	0	183	713	0	0	0	0	896

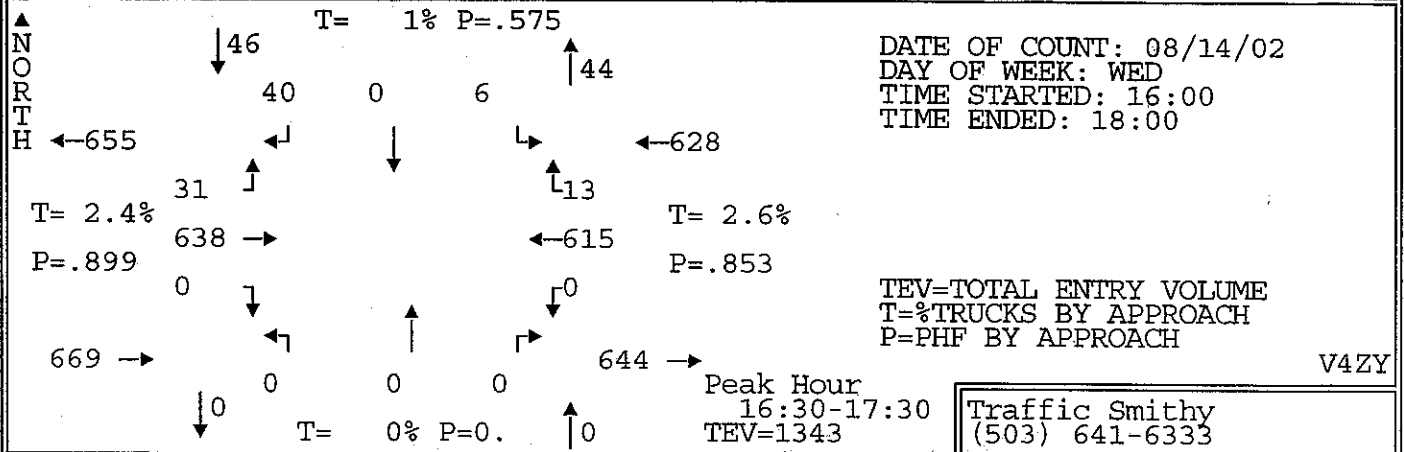
INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
KOOS BAY BLVD @ HIGHWAY 101



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	13	0	1	0	72	0	6	68	0	0	0	0	160
16:05-16:10	10	0	3	2	93	0	9	86	0	0	0	0	203
16:10-16:15	7	0	0	4	107	0	7	73	0	0	0	0	198
16:15-16:20	17	0	1	1	107	0	7	75	0	0	0	0	208
16:20-16:25	7	0	2	1	84	0	9	90	0	0	0	0	193
16:25-16:30	10	0	2	2	104	0	6	92	0	0	0	0	216
16:30-16:35	21	0	3	5	64	0	10	65	0	0	0	0	168
16:35-16:40	8	0	2	6	92	0	5	85	0	0	0	0	198
16:40-16:45	15	0	2	2	76	0	8	96	0	0	0	0	199
16:45-16:50	16	0	2	0	98	0	6	77	0	0	0	0	199
16:50-16:55	10	0	1	1	85	0	10	90	0	0	0	0	197
16:55-17:00	14	0	1	5	74	0	8	86	0	0	0	0	188
17:00-17:05	12	0	2	0	92	0	5	78	0	0	0	0	189
17:05-17:10	14	0	1	3	79	0	9	90	0	0	0	0	196
17:10-17:15	7	0	1	0	103	0	5	88	0	0	0	0	204
17:15-17:20	8	0	1	0	87	0	4	85	0	0	0	0	185
17:20-17:25	10	0	3	2	96	0	13	71	0	0	0	0	195
17:25-17:30	5	0	3	4	81	0	7	81	0	0	0	0	181
17:30-17:35	11	0	0	2	69	0	3	93	0	0	0	0	178
17:35-17:40	20	0	2	2	95	0	6	86	0	0	0	0	211
17:40-17:45	12	0	5	2	71	0	2	91	0	0	0	0	183
17:45-17:50	6	0	0	0	87	0	7	79	0	0	0	0	179
17:50-17:55	11	0	1	0	82	0	6	70	0	0	0	0	170
17:55-18:00	5	0	0	3	68	0	5	52	0	0	0	0	133
Total Survey													
PHF	.84	0	.75	.56	.88	0	.9	.94	0	0	0	0	.954
% Trucks	1.1	0	12.8	4.3	4	0	3.1	5.3	0	0	0	0	4.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	2	0	0	1	0	0	0	0	
Hourly Totals													
16:00-17:00	148	0	20	29	1056	0	91	983	0	0	0	0	2327
16:15-17:15	151	0	20	26	1058	0	88	1012	0	0	0	0	2355
16:30-17:30	140	0	22	28	1027	0	90	992	0	0	0	0	2299
16:45-17:45	139	0	22	21	1030	0	78	1016	0	0	0	0	2306
17:00-18:00	121	0	19	18	1010	0	72	964	0	0	0	0	2204

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

BUTLER @ OCEAN BLVD.



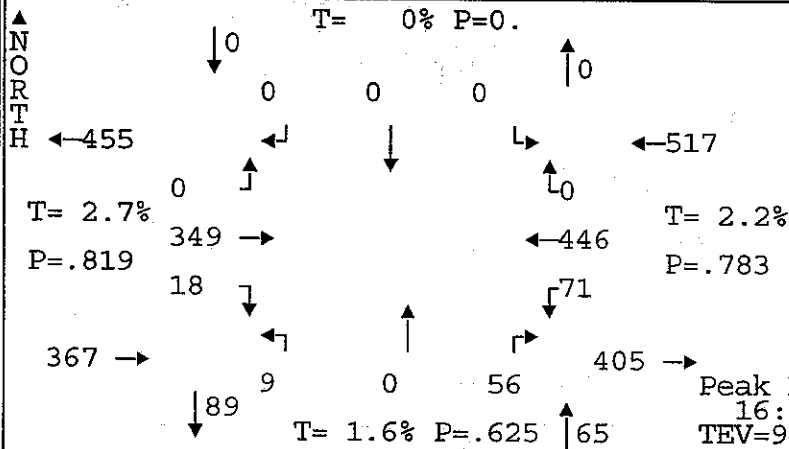
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↲	←	↑	↲	↓	←	↑	
16:00-16:05	0	52	2	3	0	1	0	0	0	0	49	1	108
16:05-16:10	0	45	3	5	0	0	0	0	0	0	52	0	105
16:10-16:15	0	59	1	5	0	1	0	0	0	0	44	1	111
16:15-16:20	0	62	5	3	0	1	0	0	0	0	44	1	116
16:20-16:25	0	42	5	6	0	0	0	0	0	0	35	1	89
16:25-16:30	0	45	3	3	0	5	0	0	0	0	43	2	101
16:30-16:35	0	55	2	2	0	1	0	0	0	0	45	1	106
16:35-16:40	0	63	1	3	0	0	0	0	0	0	43	0	110
16:40-16:45	0	50	3	1	0	1	0	0	0	0	47	0	102
16:45-16:50	0	64	5	3	0	0	0	0	0	0	42	0	114
16:50-16:55	0	40	0	2	0	0	0	0	0	0	43	2	87
16:55-17:00	0	44	2	2	0	0	0	0	0	0	54	2	104
17:00-17:05	0	41	3	2	0	3	0	0	0	0	60	1	110
17:05-17:10	0	64	4	3	0	0	0	0	0	0	57	3	131
17:10-17:15	0	60	4	3	0	1	0	0	0	0	62	1	131
17:15-17:20	0	50	4	6	0	0	0	0	0	0	51	1	112
17:20-17:25	0	58	2	10	0	0	0	0	0	0	54	1	125
17:25-17:30	0	49	1	3	0	0	0	0	0	0	57	1	111
17:30-17:35	0	52	2	2	0	4	0	0	0	0	34	3	97
17:35-17:40	0	58	0	1	0	0	0	0	0	0	37	0	96
17:40-17:45	0	55	2	3	0	0	0	0	0	0	47	2	109
17:45-17:50	0	47	2	6	0	2	0	0	0	0	38	3	98
17:50-17:55	0	55	5	3	0	2	0	0	0	0	50	0	115
17:55-18:00	0	42	1	0	0	1	0	0	0	0	39	0	83

Total Survey	0	1252	62	80	0	23	0	0	0	0	1127	27	2571
PHF	0	.9	.65	.53	0	.38	0	0	0	0	.86	.54	.897
% Trucks	0	2.4	1.6	1.3	0	0	0	0	0	0	2.7	0	2.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	2	0	0	1	0	0

Hourly Totals													
16:00-17:00	0	621	32	38	0	10	0	0	0	0	541	11	1253
16:15-17:15	0	630	37	33	0	12	0	0	0	0	575	14	1301
16:30-17:30	0	638	31	40	0	6	0	0	0	0	615	13	1343
16:45-17:45	0	635	29	40	0	8	0	0	0	0	598	17	1327
17:00-18:00	0	631	30	42	0	13	0	0	0	0	586	16	1318

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

OCEAN BLVD @ RADAR



DATE OF COUNT: 08/14/02
 DAY OF WEEK: WED
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V5AA

Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	0	35	0	0	0	0	0	0	5	9	34	0	83
16:05-16:10	2	23	0	0	0	0	1	0	5	3	34	0	68
16:10-16:15	2	21	0	0	0	0	1	0	6	6	36	0	72
16:15-16:20	0	24	0	0	0	0	1	0	6	3	33	0	67
16:20-16:25	0	41	0	0	0	0	0	0	2	4	41	0	88
16:25-16:30	0	28	0	0	0	0	0	0	6	4	39	0	77
16:30-16:35	0	37	0	0	0	0	1	0	6	4	29	0	77
16:35-16:40	1	26	0	0	0	0	0	0	2	5	28	0	62
16:40-16:45	1	20	0	0	0	0	2	0	4	5	43	0	75
16:45-16:50	2	19	0	0	0	0	2	0	4	8	29	0	64
16:50-16:55	0	31	0	0	0	0	1	0	7	7	29	0	75
16:55-17:00	5	40	0	0	0	0	1	0	9	5	36	0	96
17:00-17:05	4	32	0	0	0	0	1	0	7	5	43	0	92
17:05-17:10	3	26	0	0	0	0	0	0	1	9	61	0	100
17:10-17:15	1	22	0	0	0	0	0	0	5	8	39	0	75
17:15-17:20	1	27	0	0	0	0	1	0	3	7	29	0	68
17:20-17:25	2	23	0	0	0	0	1	0	3	5	42	0	76
17:25-17:30	3	29	0	0	0	0	1	0	2	5	25	0	65
17:30-17:35	2	35	0	0	0	0	0	0	4	5	30	0	76
17:35-17:40	2	29	0	0	0	0	0	0	3	5	28	0	67
17:40-17:45	0	33	0	0	0	0	1	0	2	9	30	0	75
17:45-17:50	1	25	0	0	0	0	2	0	8	5	32	0	73
17:50-17:55	2	15	0	0	0	0	0	0	5	0	23	0	45
17:55-18:00	0	19	0	0	0	0	0	0	1	7	23	0	50

Total Survey	34	660	0	0	0	0	17	0	106	133	816	0	1766
PHF	.38	.82	0	0	0	0	.45	0	.61	.74	.78	0	.823
% Trucks	2.9	2.7	0	0	0	0	0	0	1.9	.8	2.5	0	2.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	2	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	13	345	0	0	0	0	10	0	62	63	411	0	904
16:15-17:15	17	346	0	0	0	0	9	0	59	67	450	0	948
16:30-17:30	23	332	0	0	0	0	11	0	53	73	433	0	925
16:45-17:45	25	346	0	0	0	0	9	0	50	78	421	0	929
17:00-18:00	21	315	0	0	0	0	7	0	44	70	405	0	862

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

MORRISON @ CAPE ARAGO HIGHWAY

DATE OF COUNT: 08/14/02
DAY OF WEEK: WED
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

V5AB

Peak Hour
16:20-17:20
TEV=1603

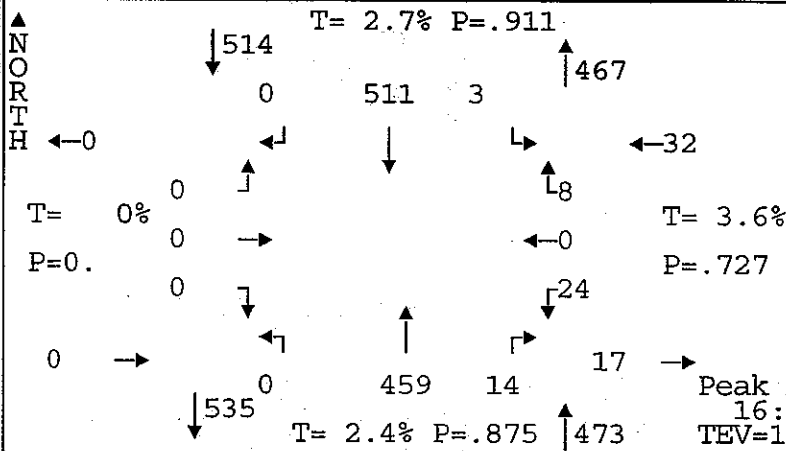
Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	↙	↓	↘	↖	↑	↗	↓	←	↑	
16:00-16:05	2	50	0	0	0	0	1	0	11	6	63	0	133
16:05-16:10	3	55	0	0	0	0	2	0	12	12	63	0	147
16:10-16:15	0	63	0	0	0	0	1	0	11	6	60	0	141
16:15-16:20	1	53	0	0	0	0	1	0	7	10	53	0	125
16:20-16:25	3	39	0	0	0	0	1	0	13	7	60	0	123
16:25-16:30	1	52	0	0	1	1	0	0	9	10	60	0	134
16:30-16:35	0	52	0	0	0	0	0	0	13	7	60	0	132
16:35-16:40	0	43	0	0	0	0	0	0	12	10	58	0	123
16:40-16:45	0	62	0	0	0	0	0	0	9	10	53	0	134
16:45-16:50	1	61	0	0	0	0	0	0	4	5	62	0	133
16:50-16:55	1	52	0	0	0	0	0	0	12	5	53	0	123
16:55-17:00	0	42	0	0	0	0	1	0	10	7	66	0	126
17:00-17:05	0	45	0	0	1	0	0	0	7	5	56	0	114
17:05-17:10	4	67	0	0	0	0	1	0	7	17	63	0	159
17:10-17:15	0	62	0	0	0	0	3	0	16	10	72	0	163
17:15-17:20	1	50	0	0	0	0	0	0	6	11	71	0	139
17:20-17:25	0	43	0	0	0	0	2	0	7	9	57	0	118
17:25-17:30	1	47	0	0	0	1	1	0	13	9	61	0	133
17:30-17:35	0	51	0	0	1	0	0	0	9	14	61	0	136
17:35-17:40	0	53	0	0	0	0	0	0	9	5	51	0	118
17:40-17:45	1	55	0	0	0	0	2	0	7	5	53	0	123
17:45-17:50	0	41	0	0	0	0	1	0	8	10	68	0	128
17:50-17:55	1	52	0	0	0	0	2	0	10	7	57	0	129
17:55-18:00	0	43	0	0	0	0	0	0	9	5	63	0	120

Total Survey	20	1233	0	0	3	2	19	0	231	202	1444	0	3154
PHF	.55	.88	0	0	.5	.25	.38	0	.84	.68	.89	0	.869
% Trucks	5	1.9	0	0	0	0	5.3	0	1.7	1.5	2	0	1.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	11	0	0	2	0	0	0	0	0	3	0	0

Hourly Totals													
16:00-17:00	12	624	0	0	1	1	7	0	123	95	711	0	1574
16:15-17:15	11	630	0	0	2	1	7	0	119	103	716	0	1589
16:30-17:30	8	626	0	0	1	1	8	0	116	105	732	0	1597
16:45-17:45	9	628	0	0	2	1	10	0	107	102	726	0	1585
17:00-18:00	8	609	0	0	2	1	12	0	108	107	733	0	1580

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
PACIFIC @ CAPE ARGO HIGHWAY



DATE OF COUNT: 08/14/02
 DAY OF WEEK: WED
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

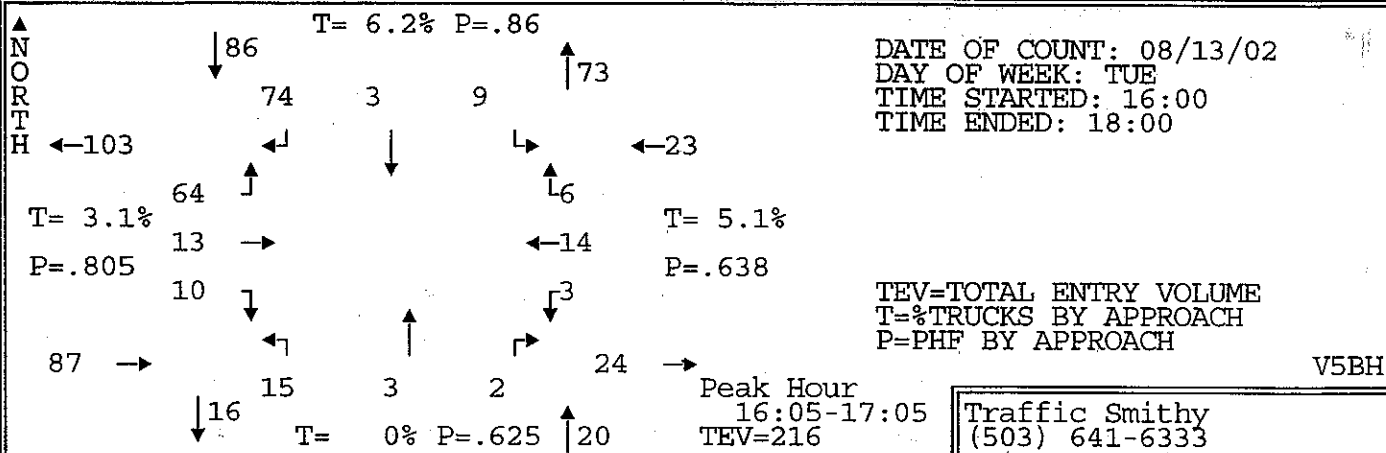
V5AC

Peak Hour
 16:00-17:00
 TEV=1019

Traffic Smithy
 (503) 641-6333

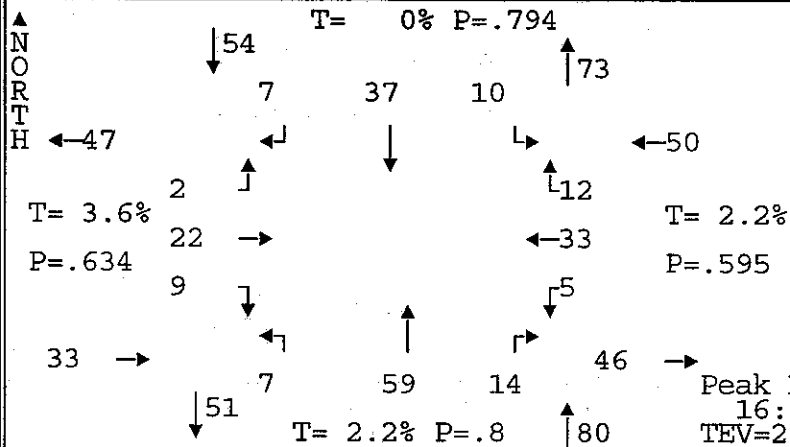
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	0	0	47	1	0	55	2	1	0	1	107
16:05-16:10	0	0	0	0	52	0	0	39	3	3	0	1	98
16:10-16:15	0	0	0	0	41	0	0	35	1	1	0	0	78
16:15-16:20	0	0	0	0	47	0	0	45	4	4	0	1	101
16:20-16:25	0	0	0	0	38	0	0	28	1	4	0	1	72
16:25-16:30	0	0	0	0	33	0	0	37	1	0	0	0	71
16:30-16:35	0	0	0	0	46	0	0	38	0	0	0	0	84
16:35-16:40	0	0	0	0	34	0	0	33	1	4	0	1	73
16:40-16:45	0	0	0	0	40	0	0	54	0	3	0	1	98
16:45-16:50	0	0	0	0	40	0	0	33	0	2	0	0	75
16:50-16:55	0	0	0	0	49	2	0	24	0	1	0	1	77
16:55-17:00	0	0	0	0	44	0	0	38	1	1	0	1	85
17:00-17:05	0	0	0	0	37	0	0	52	1	2	0	0	92
17:05-17:10	0	0	0	0	51	0	0	39	0	2	0	2	94
17:10-17:15	0	0	0	0	42	0	0	34	2	1	0	0	79
17:15-17:20	0	0	0	0	48	1	0	28	1	1	0	0	79
17:20-17:25	0	0	0	0	44	0	0	43	3	3	0	2	95
17:25-17:30	0	0	0	0	47	0	0	28	1	0	0	0	76
17:30-17:35	0	0	0	0	35	0	0	33	1	0	0	0	69
17:35-17:40	0	0	0	0	44	0	0	28	1	3	0	0	76
17:40-17:45	0	0	0	0	56	1	0	44	2	1	0	1	105
17:45-17:50	0	0	0	0	43	0	0	34	1	0	0	0	78
17:50-17:55	0	0	0	0	45	1	0	24	1	0	0	2	73
17:55-18:00	0	0	0	0	36	0	0	24	0	3	0	0	63
Total Survey													
PHF	0	0	0	0	1039	6	0	870	28	40	0	15	1998
% Trucks	0	0	0	0	.91	.38	0	.89	.44	.67	0	1	.900
Stopped Buses	0	0	0	0	2.7	0	0	2.5	0	2.5	0	6.7	2.6
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Totals													
16:00-17:00	0	0	0	0	511	3	0	459	14	24	0	8	1019
16:15-17:15	0	0	0	0	501	2	0	455	11	24	0	8	1001
16:30-17:30	0	0	0	0	522	3	0	444	10	20	0	8	1007
16:45-17:45	0	0	0	0	537	4	0	424	13	17	0	7	1002
17:00-18:00	0	0	0	0	528	3	0	411	14	16	0	7	979

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT 2ND @ LOCKART



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	0	1	2	7	1	0	2	0	0	0	1	0	14
16:05-16:10	2	0	5	4	0	1	1	0	0	0	0	1	14
16:10-16:15	1	2	6	10	1	1	1	0	0	1	3	0	26
16:15-16:20	0	1	6	5	0	1	2	0	1	0	1	0	17
16:20-16:25	0	1	9	3	0	0	1	0	0	1	2	0	17
16:25-16:30	3	0	5	8	1	0	1	1	0	1	3	0	23
16:30-16:35	0	2	7	8	0	0	4	0	1	0	2	0	24
16:35-16:40	2	2	5	5	0	1	0	0	0	0	1	2	18
16:40-16:45	0	0	2	5	1	1	1	0	0	0	0	0	10
16:45-16:50	1	0	1	4	0	1	2	1	0	0	1	1	12
16:50-16:55	1	1	3	7	0	1	1	1	0	0	0	1	16
16:55-17:00	0	1	8	10	0	0	1	0	0	0	0	0	20
17:00-17:05	0	3	7	5	0	2	0	0	0	0	1	1	19
17:05-17:10	0	0	5	6	0	0	0	0	0	0	2	0	13
17:10-17:15	0	1	7	6	0	0	0	0	0	0	1	1	16
17:15-17:20	0	3	5	5	0	1	0	1	0	1	0	1	17
17:20-17:25	0	2	12	5	0	0	0	0	0	0	1	1	21
17:25-17:30	0	1	5	6	0	0	3	1	0	0	3	1	20
17:30-17:35	0	0	6	4	0	0	1	0	0	0	2	0	13
17:35-17:40	0	1	6	3	0	1	0	0	0	0	0	0	11
17:40-17:45	0	1	5	2	0	0	0	0	0	0	0	0	8
17:45-17:50	0	0	4	6	0	0	0	0	0	0	0	0	10
17:50-17:55	0	1	3	2	0	0	0	0	0	0	0	0	6
17:55-18:00	0	0	3	4	0	0	0	0	0	0	0	1	8
Total Survey	10	24	127	130	4	11	21	5	2	4	24	11	373
PHF	.5	.65	.76	.84	.75	.75	.63	.38	.5	.38	.5	.5	.830
% Trucks	0	0	3.9	4.6	0	27.3	0	0	0	0	8.3	0	4.3
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Totals													
16:00-17:00	10	11	59	76	4	7	17	3	2	3	14	5	211
16:15-17:15	7	12	65	72	2	7	13	3	2	2	14	6	205
16:30-17:30	4	16	67	72	1	7	12	4	1	1	12	9	206
16:45-17:45	2	14	70	63	0	6	8	4	0	1	11	7	186
17:00-18:00	0	13	68	54	0	4	4	2	0	1	10	6	162

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT 2ND @ INGERSOL



DATE OF COUNT: 08/13/02
 DAY OF WEEK: TUE
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V5BJ

Peak Hour
 16:15-17:15
 TEV=217

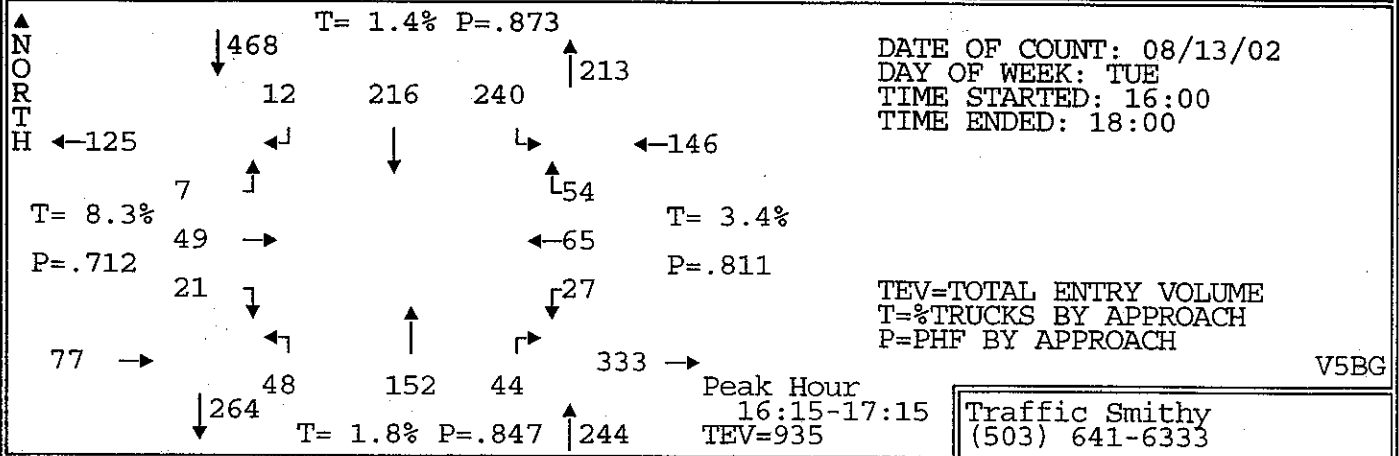
Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	6	3	0	3	1	1	5	4	1	0	0	24
16:05-16:10	1	1	1	0	1	0	1	7	2	0	0	0	14
16:10-16:15	1	0	0	1	4	0	0	6	1	2	1	0	16
16:15-16:20	0	0	0	1	5	2	1	4	3	0	1	1	18
16:20-16:25	2	3	0	2	3	0	0	6	0	0	2	2	20
16:25-16:30	0	2	0	0	3	1	1	2	3	0	2	1	15
16:30-16:35	1	1	0	0	6	0	0	5	1	0	3	1	18
16:35-16:40	0	2	1	0	5	0	0	1	2	0	5	0	16
16:40-16:45	0	1	0	0	0	0	1	6	2	1	0	0	11
16:45-16:50	0	2	1	1	3	1	0	9	0	0	2	0	19
16:50-16:55	1	3	0	0	4	2	1	5	1	0	1	1	19
16:55-17:00	2	3	0	0	1	1	1	3	0	1	4	1	17
17:00-17:05	3	1	0	2	2	1	1	6	0	0	4	1	21
17:05-17:10	0	1	0	0	2	0	0	8	1	3	4	3	22
17:10-17:15	0	3	0	1	3	2	1	4	1	0	5	1	21
17:15-17:20	0	2	0	0	2	1	0	2	0	0	1	2	10
17:20-17:25	2	1	0	1	0	1	0	3	1	3	1	0	13
17:25-17:30	0	3	1	2	0	2	1	1	3	0	3	0	16
17:30-17:35	1	5	0	1	3	0	0	1	1	1	3	2	18
17:35-17:40	2	2	0	1	2	0	0	1	0	2	4	0	14
17:40-17:45	0	3	2	0	0	2	0	3	0	0	2	1	13
17:45-17:50	1	5	1	0	0	0	0	3	2	0	0	1	13
17:50-17:55	1	4	0	1	0	0	1	1	2	2	5	0	17
17:55-18:00	0	2	0	0	0	0	0	2	3	0	3	0	10

Total Survey	18	56	10	14	52	17	11	94	33	16	56	18	395
PHF	.38	.69	.25	.58	.66	.63	.58	.74	.58	.31	.63	.6	.847
% Trucks	16.7	0	0	0	0	0	0	0	9.1	0	1.8	5.6	2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	2	0	0	4	0	0	0	0	0

Hourly Totals													
16:00-17:00	8	24	6	5	38	8	7	59	19	5	21	7	207
16:15-17:15	9	22	2	7	37	10	7	59	14	5	33	12	217
16:30-17:30	9	23	3	7	28	11	6	53	12	8	33	10	203
16:45-17:45	11	29	4	9	22	13	5	46	8	10	34	12	203
17:00-18:00	10	32	4	9	14	9	4	35	14	11	35	11	188

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT 4TH @ ELROD

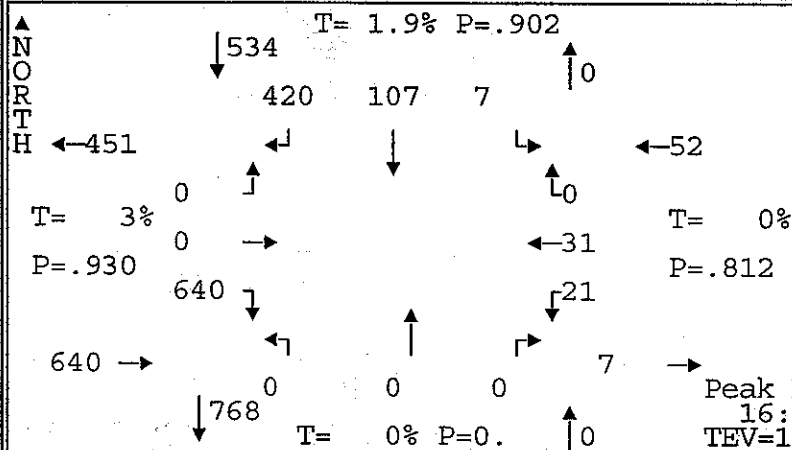


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	2	5	0	3	23	20	7	15	5	4	10	4	98
16:05-16:10	4	5	1	0	13	18	3	9	2	2	4	8	69
16:10-16:15	2	11	0	1	10	19	6	14	1	1	3	4	72
16:15-16:20	3	3	1	1	15	28	1	16	2	1	8	11	90
16:20-16:25	0	4	1	1	15	15	5	13	5	5	6	5	75
16:25-16:30	0	4	0	0	20	20	4	12	4	1	5	1	71
16:30-16:35	1	4	1	0	10	13	6	14	9	1	6	6	71
16:35-16:40	1	5	1	1	17	23	4	8	4	0	4	3	71
16:40-16:45	2	1	1	0	19	27	1	10	3	1	5	1	71
16:45-16:50	3	2	0	3	18	23	1	17	2	2	8	3	82
16:50-16:55	1	4	1	0	23	21	4	17	1	1	3	3	79
16:55-17:00	2	3	1	0	20	13	7	15	1	2	6	3	73
17:00-17:05	2	10	0	3	31	13	3	10	3	6	4	7	92
17:05-17:10	3	3	0	1	17	19	6	9	5	3	7	6	79
17:10-17:15	3	6	0	2	11	25	6	11	5	4	3	5	81
17:15-17:20	5	2	0	1	15	20	4	14	2	2	1	4	70
17:20-17:25	4	7	1	0	26	16	1	16	2	0	6	2	81
17:25-17:30	1	5	1	1	14	13	6	15	3	3	5	0	67
17:30-17:35	3	2	1	0	11	19	3	12	1	1	8	2	63
17:35-17:40	1	3	0	0	15	16	1	8	3	4	9	2	62
17:40-17:45	0	3	0	2	9	23	5	13	0	2	4	2	63
17:45-17:50	1	3	3	0	15	16	3	11	2	1	3	2	60
17:50-17:55	1	7	1	1	8	10	6	9	0	1	3	3	50
17:55-18:00	2	4	0	2	8	8	2	5	0	1	2	2	36

Total Survey	47	106	15	23	383	438	95	293	65	49	123	89	1726
PHF	.66	.64	.58	.5	.73	.82	.75	.78	.61	.52	.86	.75	.927
% Trucks	0	13.2	0	0	1.6	1.4	1.1	1.7	3.1	0	6.5	1.1	2.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	1	0	0	18	0	0	13	0	0	5	0	

Hourly Totals													
16:00-17:00	21	51	8	10	203	240	49	160	39	21	68	52	922
16:15-17:15	21	49	7	12	216	240	48	152	44	27	65	54	935
16:30-17:30	28	52	7	12	221	226	49	156	40	25	58	43	917
16:45-17:45	28	50	5	13	210	221	47	157	28	30	64	39	892
17:00-18:00	26	55	7	13	180	198	46	133	26	28	55	37	804

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT CENTER @ 7TH



DATE OF COUNT: 08/13/02
 DAY OF WEEK: TUE
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V5BF

Peak Hour
 16:10-17:10
 TEV=1226

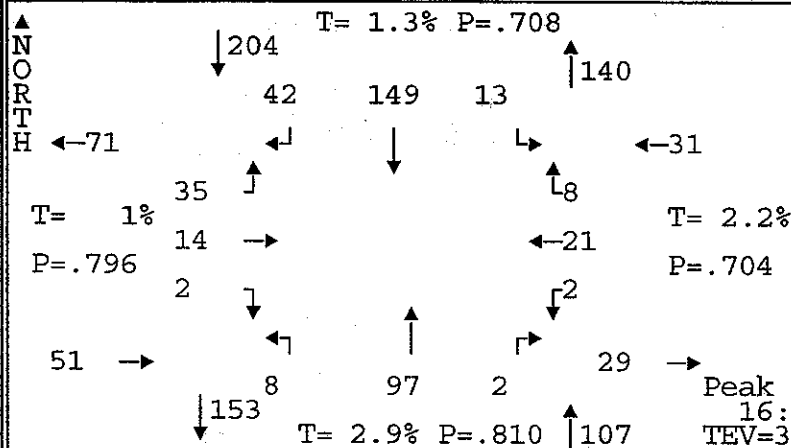
Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	55	0	0	31	11	1	0	0	0	1	3	0	102
16:05-16:10	51	0	0	34	6	1	0	0	0	0	1	0	93
16:10-16:15	58	0	0	41	11	0	0	0	0	3	2	0	115
16:15-16:20	63	0	0	33	8	1	0	0	0	2	0	0	107
16:20-16:25	51	0	0	30	7	1	0	0	0	1	4	0	94
16:25-16:30	52	0	0	35	9	0	0	0	0	1	5	0	102
16:30-16:35	49	0	0	28	11	3	0	0	0	1	4	0	96
16:35-16:40	66	0	0	44	5	0	0	0	0	1	2	0	118
16:40-16:45	44	0	0	33	8	1	0	0	0	2	1	0	89
16:45-16:50	59	0	0	23	5	1	0	0	0	4	1	0	93
16:50-16:55	49	0	0	41	7	0	0	0	0	2	3	0	102
16:55-17:00	54	0	0	34	10	0	0	0	0	2	2	0	102
17:00-17:05	48	0	0	41	12	0	0	0	0	1	2	0	104
17:05-17:10	47	0	0	37	14	0	0	0	0	1	5	0	104
17:10-17:15	44	0	0	43	6	1	0	0	0	0	5	0	99
17:15-17:20	64	0	0	40	4	0	0	0	0	2	5	0	115
17:20-17:25	50	0	0	37	8	0	0	0	0	2	4	0	101
17:25-17:30	43	0	0	35	4	3	0	0	0	2	1	0	88
17:30-17:35	51	0	0	28	5	1	0	0	0	0	1	0	86
17:35-17:40	47	0	0	38	5	0	0	0	0	2	6	0	98
17:40-17:45	33	0	0	32	2	0	0	0	0	1	2	0	70
17:45-17:50	43	0	0	34	6	0	0	0	0	2	2	0	87
17:50-17:55	29	0	0	34	7	0	0	0	0	0	2	0	72
17:55-18:00	49	0	0	23	6	0	0	0	0	2	3	0	83

Total Survey	1199	0	0	829	177	14	0	0	0	35	66	0	2320
PHF	.93	0	0	.91	.74	.44	0	0	0	.66	.6	0	.969
% Trucks	3	0	0	2.2	.6	0	0	0	0	0	0	0	2.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	0	0	0	0	0	

Hourly Totals													
16:00-17:00	651	0	0	407	98	9	0	0	0	20	28	0	1213
16:15-17:15	626	0	0	422	102	8	0	0	0	18	34	0	1210
16:30-17:30	617	0	0	436	94	9	0	0	0	20	35	0	1211
16:45-17:45	589	0	0	429	82	6	0	0	0	19	37	0	1162
17:00-18:00	548	0	0	422	79	5	0	0	0	15	38	0	1107

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT 7TH @ INGERSOL



DATE OF COUNT: 08/13/02
DAY OF WEEK: TUE
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

Peak Hour
16:55-17:55
TEV=393

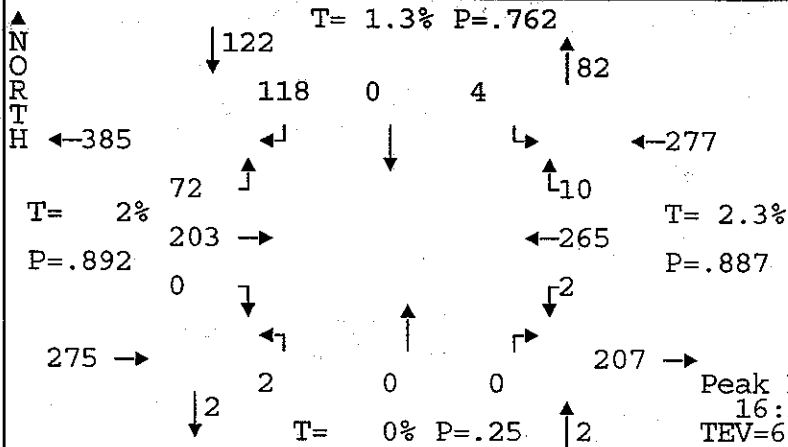
Traffic Smithy
(503) 641-6333

V5BK

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↲	←	↑	↲	↓	←	↑	
16:00-16:05	1	2	5	3	9	2	0	8	0	0	0	1	31
16:05-16:10	1	0	5	3	14	1	0	8	0	0	0	0	32
16:10-16:15	0	0	2	3	15	0	1	8	0	0	1	0	30
16:15-16:20	0	2	2	2	12	0	0	12	1	0	0	0	31
16:20-16:25	0	2	1	2	11	0	1	6	0	0	0	0	23
16:25-16:30	0	1	2	1	15	2	0	6	0	0	1	1	29
16:30-16:35	0	0	2	2	17	1	1	4	0	0	2	2	31
16:35-16:40	1	0	2	1	12	2	1	9	0	0	1	1	30
16:40-16:45	0	2	3	2	8	0	2	8	0	1	0	0	26
16:45-16:50	0	1	0	3	9	1	1	9	0	0	1	1	26
16:50-16:55	0	2	1	4	9	1	0	10	0	0	0	0	27
16:55-17:00	0	1	3	4	11	0	0	9	0	0	4	0	32
17:00-17:05	0	1	3	4	17	2	1	10	0	0	2	0	40
17:05-17:10	0	0	3	1	11	0	1	12	0	0	1	1	30
17:10-17:15	0	1	1	7	16	0	0	5	0	1	1	0	32
17:15-17:20	0	1	4	2	24	2	2	8	0	0	2	0	45
17:20-17:25	0	1	2	4	16	1	0	14	0	0	1	0	39
17:25-17:30	0	1	3	2	7	1	0	4	0	0	2	1	21
17:30-17:35	0	2	5	1	7	3	0	10	0	0	1	1	30
17:35-17:40	1	1	3	5	10	3	1	7	0	0	4	2	37
17:40-17:45	0	0	4	5	13	0	0	5	1	1	0	2	31
17:45-17:50	1	2	3	2	10	0	1	6	1	0	1	1	28
17:50-17:55	0	3	1	5	7	1	2	7	0	0	2	0	28
17:55-18:00	2	0	3	5	10	1	2	3	1	0	2	0	29
Total Survey	7	26	63	73	290	24	17	188	4	3	29	14	738
PHF	.25	.7	.73	.81	.67	.46	.67	.78	.25	.5	.75	.4	.846
% Trucks	0	3.8	0	4.1	.7	0	23.5	1.1	0	0	3.4	0	1.8
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	4	0	0	0	0	0	9	0	0	0	0	
Hourly Totals													
16:00-17:00	3	13	28	30	142	10	7	97	1	1	10	6	348
16:15-17:15	1	13	23	33	148	9	8	100	1	2	13	6	357
16:30-17:30	1	11	27	36	157	11	9	102	0	2	17	6	379
16:45-17:45	1	12	32	42	150	14	6	103	1	2	19	8	390
17:00-18:00	4	13	35	43	148	14	10	91	3	2	19	8	390

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

7TH @ LOCKHART



DATE OF COUNT: 08/13/02
DAY OF WEEK: TUE
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

V5BI

Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	0	20	5	6	0	0	1	0	0	0	27	0	59
16:05-16:10	0	23	8	7	0	1	0	0	0	0	14	0	53
16:10-16:15	0	13	6	9	0	2	0	0	0	0	18	0	48
16:15-16:20	0	15	8	14	0	1	0	0	0	0	13	1	52
16:20-16:25	0	25	6	7	0	0	0	0	0	0	29	0	67
16:25-16:30	0	13	3	9	0	0	0	0	0	0	29	2	56
16:30-16:35	0	27	3	11	0	0	0	0	0	1	9	1	52
16:35-16:40	0	16	4	14	0	0	0	0	0	1	14	1	50
16:40-16:45	0	14	10	8	0	1	0	0	0	0	30	2	65
16:45-16:50	0	18	10	6	0	1	1	0	0	0	25	0	61
16:50-16:55	0	10	6	9	0	0	0	0	0	0	17	0	42
16:55-17:00	0	14	6	7	0	0	1	0	0	0	22	0	50
17:00-17:05	0	10	6	8	0	1	0	0	0	0	16	0	41
17:05-17:10	0	16	5	18	0	0	0	0	0	0	28	0	67
17:10-17:15	0	25	6	9	0	0	0	0	0	0	20	0	60
17:15-17:20	0	15	7	12	0	1	0	0	0	0	26	4	65
17:20-17:25	0	9	5	22	0	0	0	0	0	2	15	1	54
17:25-17:30	0	15	6	10	0	0	0	0	0	0	26	0	57
17:30-17:35	0	26	7	7	0	0	0	0	0	0	15	0	55
17:35-17:40	0	14	9	5	0	0	0	1	0	0	23	0	52
17:40-17:45	0	12	5	9	0	0	0	0	0	0	17	0	43
17:45-17:50	0	20	2	10	0	0	0	0	0	0	21	0	53
17:50-17:55	0	19	5	8	0	0	1	0	0	0	25	0	58
17:55-18:00	0	14	5	5	0	0	0	0	0	0	24	1	49
Total Survey													
PHF	0	.78	.69	.76	0	.5	.25	0	0	.25	.9	.63	.880
% Trucks	0	2.2	1.4	.9	0	12.5	0	0	0	0	2	15.4	2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	2	0	0	0	0	0
Hourly Totals													
16:00-17:00	0	208	75	107	0	6	3	0	0	2	247	7	655
16:15-17:15	0	203	73	120	0	4	2	0	0	2	252	7	663
16:30-17:30	0	189	74	134	0	4	2	0	0	4	248	9	664
16:45-17:45	0	184	78	122	0	3	2	1	0	2	250	5	647
17:00-18:00	0	195	68	123	0	2	1	1	0	2	256	6	654

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

ELROD @ 11TH

ELROD @ 11TH

DATE OF COUNT: 08/15/02
DAY OF WEEK: THU
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

V5BL

Peak Hour
16:10-17:10
TEV=166

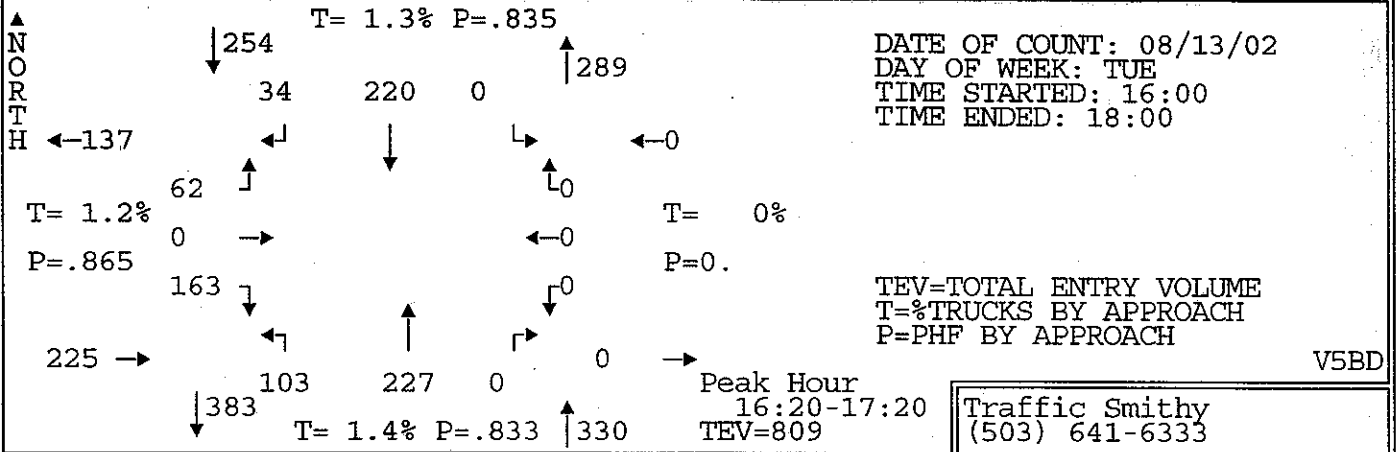
Traffic Smithy
(503) 641-6333

[illegible]

Total Survey	0	25	157	122	0	1	0	0	0	0	13	2	320
PHF	0	.43	.79	.67	0	.25	0	0	0	0	.42	.25	.741
% Trucks	0	0	.6	1.6	0	0	0	0	0	0	0	0	.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	3	0	0	0	0	0

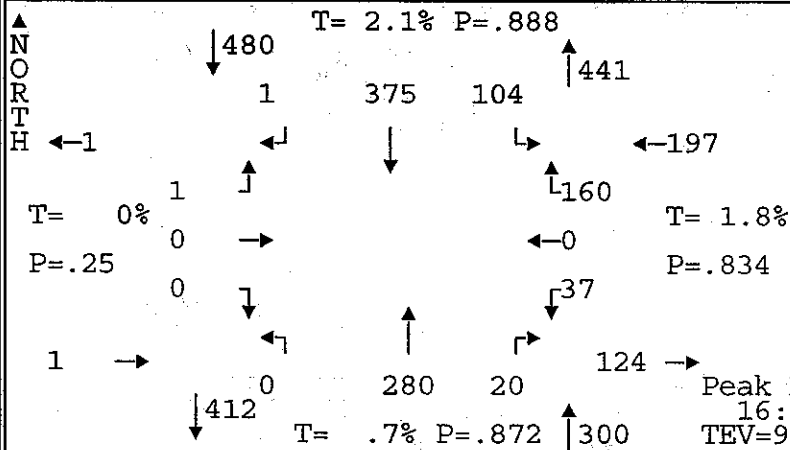
Hourly Totals													
16:00-17:00	0	12	77	67	0	1	0	0	0	0	6	2	165
16:15-17:15	0	12	76	67	0	1	0	0	0	0	7	2	165
16:30-17:30	0	10	79	53	0	1	0	0	0	0	7	2	152
16:45-17:45	0	12	81	48	0	0	0	0	0	0	7	0	148
17:00-18:00	0	13	80	55	0	0	0	0	0	0	7	0	155

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
KOOSBAY BLVD @ THOMPSON



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↗	↖	↓	↗	↖	↑	↗	↓	←	↖	
16:00-16:05	16	0	11	3	12	0	9	21	0	0	0	0	72
16:05-16:10	12	0	5	4	7	0	11	20	0	0	0	0	59
16:10-16:15	16	0	3	5	22	0	14	22	0	0	0	0	82
16:15-16:20	21	0	2	4	20	0	11	12	0	0	0	0	70
16:20-16:25	15	0	5	6	23	0	6	21	0	0	0	0	76
16:25-16:30	11	0	7	3	14	0	6	17	0	0	0	0	58
16:30-16:35	13	0	5	3	15	0	6	16	0	0	0	0	58
16:35-16:40	14	0	5	2	14	0	12	24	0	0	0	0	71
16:40-16:45	15	0	7	0	12	0	9	16	0	0	0	0	59
16:45-16:50	8	0	4	6	19	0	3	17	0	0	0	0	57
16:50-16:55	21	0	6	2	16	0	7	17	0	0	0	0	69
16:55-17:00	9	0	0	3	24	0	9	20	0	0	0	0	65
17:00-17:05	13	0	2	3	13	0	8	17	0	0	0	0	56
17:05-17:10	22	0	8	4	22	0	12	17	0	0	0	0	85
17:10-17:15	11	0	4	2	25	0	17	23	0	0	0	0	82
17:15-17:20	11	0	9	0	23	0	8	22	0	0	0	0	73
17:20-17:25	9	0	4	2	15	0	10	18	0	0	0	0	58
17:25-17:30	12	0	0	4	7	0	10	10	0	0	0	0	43
17:30-17:35	10	0	2	2	13	0	6	15	0	0	0	0	48
17:35-17:40	14	0	2	6	17	0	11	20	0	0	0	0	70
17:40-17:45	7	0	0	2	17	0	6	20	0	0	0	0	52
17:45-17:50	10	0	3	1	11	0	7	19	0	0	0	0	51
17:50-17:55	9	0	1	4	16	0	5	16	0	0	0	0	51
17:55-18:00	5	0	3	1	14	0	7	14	0	0	0	0	44
Total Survey													
	304	0	98	72	391	0	210	434	0	0	0	0	1509
PHF	.89	0	.74	.71	.79	0	.7	.92	0	0	0	0	.842
% Trucks	1	0	2	1.4	1.3	0	1.4	1.4	0	0	0	0	1.3
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	2	0	0	0	0	0	0	0	
Hourly Totals													
16:00-17:00	171	0	60	41	198	0	103	223	0	0	0	0	796
16:15-17:15	173	0	55	38	217	0	106	217	0	0	0	0	806
16:30-17:30	158	0	54	31	205	0	111	217	0	0	0	0	776
16:45-17:45	147	0	41	36	211	0	107	216	0	0	0	0	758
17:00-18:00	133	0	38	31	193	0	107	211	0	0	0	0	713

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT THOMPSON @ WOODLAND



DATE OF COUNT: 08/13/02
DAY OF WEEK: TUE
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

V5BE

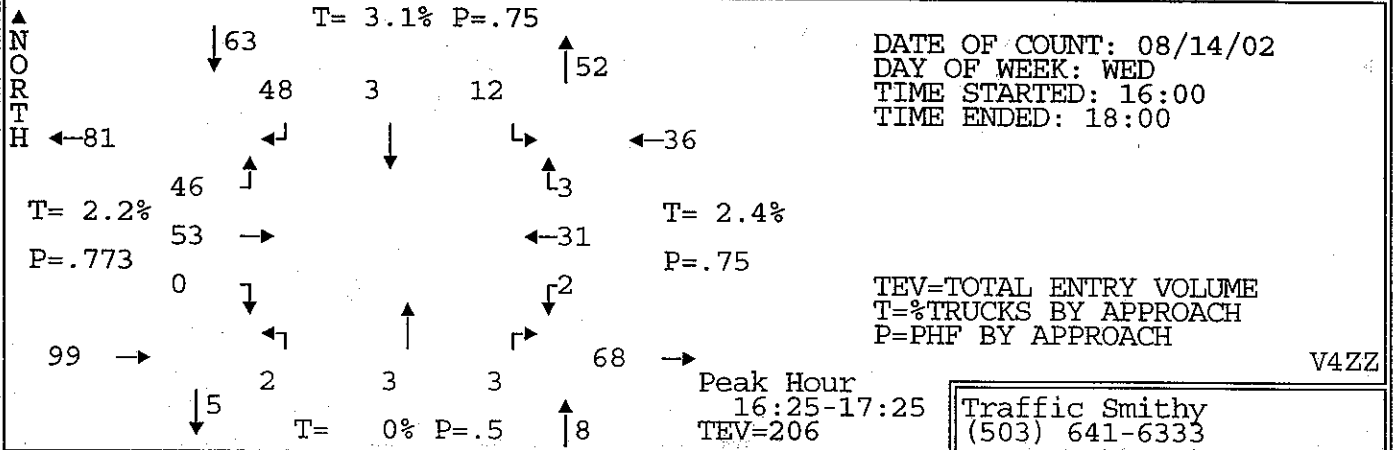
Peak Hour
16:00-17:00
TEV=978

Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↑	←	↑	→	↓	←	↑	
16:00-16:05	0	0	1	0	32	3	0	26	1	2	0	16	81
16:05-16:10	0	0	0	0	36	10	0	27	2	1	0	19	95
16:10-16:15	0	0	0	0	34	11	0	25	1	3	0	15	89
16:15-16:20	0	0	0	0	36	8	0	20	2	3	0	18	87
16:20-16:25	0	0	0	0	33	12	0	18	2	5	0	8	78
16:25-16:30	0	0	0	1	34	4	0	15	0	2	0	15	71
16:30-16:35	0	0	0	0	26	9	0	30	2	1	0	13	81
16:35-16:40	0	0	0	0	29	12	0	24	3	0	0	15	83
16:40-16:45	0	0	0	0	36	10	0	27	0	2	0	6	81
16:45-16:50	0	0	0	0	32	10	0	21	2	4	0	13	82
16:50-16:55	0	0	0	0	24	13	0	21	3	6	0	10	77
16:55-17:00	0	0	0	0	23	2	0	26	2	8	0	12	73
17:00-17:05	0	0	0	0	26	5	0	25	1	0	0	14	71
17:05-17:10	0	0	0	0	36	7	0	30	3	1	0	14	91
17:10-17:15	0	0	0	0	21	6	0	23	5	3	0	11	69
17:15-17:20	0	0	0	0	29	10	0	24	0	5	0	13	81
17:20-17:25	0	0	0	0	24	5	0	18	0	0	0	15	62
17:25-17:30	0	0	0	0	24	14	0	17	1	1	0	9	66
17:30-17:35	0	0	0	0	19	10	0	19	1	1	0	10	60
17:35-17:40	0	0	0	0	24	5	0	25	1	1	0	11	67
17:40-17:45	0	0	0	0	30	12	0	17	3	1	0	7	70
17:45-17:50	0	0	0	0	16	3	0	22	1	1	0	4	47
17:50-17:55	0	0	0	0	22	7	0	19	1	3	0	10	62
17:55-18:00	0	0	0	0	29	5	0	16	1	2	0	5	58
Total Survey													
PHF	0	0	.25	.25	675	193	0	535	38	56	0	283	1782
% Trucks	0	0	0	0	.88	.79	0	.86	.71	.51	0	.77	.902
Stopped Buses	0	0	0	0	2.5	.5	0	.7	0	1.8	0	1.8	1.6
Peds	0	1	0	0	0	0	0	0	0	0	0	0	
Hourly Totals													
16:00-17:00	0	0	1	1	375	104	0	280	20	37	0	160	978
16:15-17:15	0	0	0	1	356	98	0	280	25	35	0	149	944
16:30-17:30	0	0	0	0	330	103	0	286	22	31	0	145	917
16:45-17:45	0	0	0	0	312	99	0	266	22	31	0	139	869
17:00-18:00	0	0	0	0	300	89	0	255	18	19	0	123	804

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

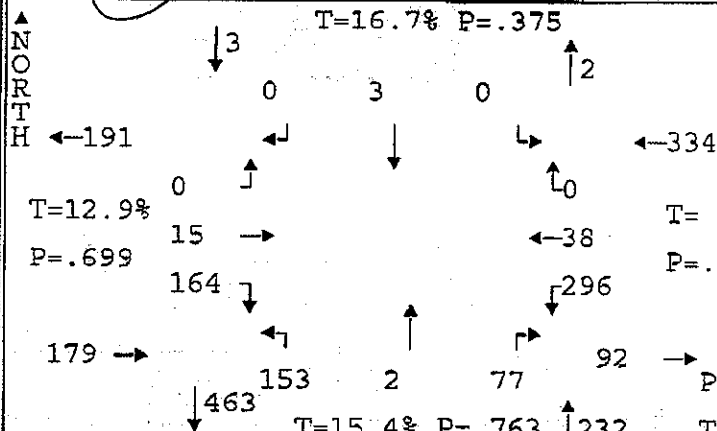
CROKER @ LAKESHORE



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	0	4	5	3	0	3	0	0	0	0	5	0	20
16:05-16:10	0	2	3	3	0	0	0	0	0	0	5	0	13
16:10-16:15	0	2	5	2	0	0	0	0	0	0	2	0	11
16:15-16:20	0	3	4	0	0	0	0	0	0	0	1	1	9
16:20-16:25	0	3	4	2	0	0	0	0	1	0	2	0	12
16:25-16:30	0	7	1	7	2	0	0	0	0	0	3	0	20
16:30-16:35	0	0	4	3	0	1	1	0	0	0	4	1	14
16:35-16:40	0	4	10	2	0	0	0	0	1	0	4	0	21
16:40-16:45	0	3	1	1	0	1	0	0	0	0	2	0	8
16:45-16:50	0	4	2	4	0	1	0	1	0	0	2	1	15
16:50-16:55	0	7	2	4	0	0	1	0	0	1	1	0	16
16:55-17:00	0	7	3	4	1	4	0	0	1	0	3	1	24
17:00-17:05	0	7	6	4	0	1	0	2	0	0	3	0	23
17:05-17:10	0	4	4	6	0	1	0	0	0	0	2	0	17
17:10-17:15	0	2	5	4	0	2	0	0	0	0	3	0	16
17:15-17:20	0	1	1	4	0	0	0	0	1	1	0	0	8
17:20-17:25	0	7	7	5	0	1	0	0	0	0	4	0	24
17:25-17:30	0	7	5	4	0	0	0	0	0	0	3	0	19
17:30-17:35	0	4	4	2	0	0	0	0	1	0	1	1	13
17:35-17:40	0	5	3	1	0	1	0	0	0	0	3	3	16
17:40-17:45	0	4	3	3	0	0	0	0	0	0	4	1	15
17:45-17:50	1	1	3	6	0	0	0	0	0	2	2	0	15
17:50-17:55	0	2	3	3	0	0	0	0	0	0	5	0	13
17:55-18:00	0	2	5	1	0	0	0	0	0	0	6	0	14
Total Survey	1	92	93	78	3	16	2	3	5	4	70	9	376
PHF	0	.63	.77	.86	.38	.5	.5	.38	.75	.5	.7	.38	.804
% Trucks	0	2.2	2.2	2.6	0	6.3	0	0	0	0	2.9	0	2.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	3	0	0	3	0	0	0	0	
Hourly Totals													
16:00-17:00	0	46	44	35	3	10	2	1	3	1	34	4	183
16:15-17:15	0	51	46	41	3	11	2	3	3	1	30	4	195
16:30-17:30	0	53	50	45	1	12	2	3	3	2	31	3	205
16:45-17:45	0	59	45	45	1	11	1	3	3	2	29	7	206
17:00-18:00	1	46	49	43	0	6	0	2	2	3	36	5	193

19

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT (CORRECTED COUNTS) COOS RIVER HIGHWAY (6TH AVENUE) AT D STREET



DATE OF COUNT: 09/17/02
 DAY OF WEEK: Tue
 TIME STARTED: 07:00
 TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

PMMK

Peak Hour
 07:20-08:20
 TEV=748

Traffic Smithy
 (503) 641-6333

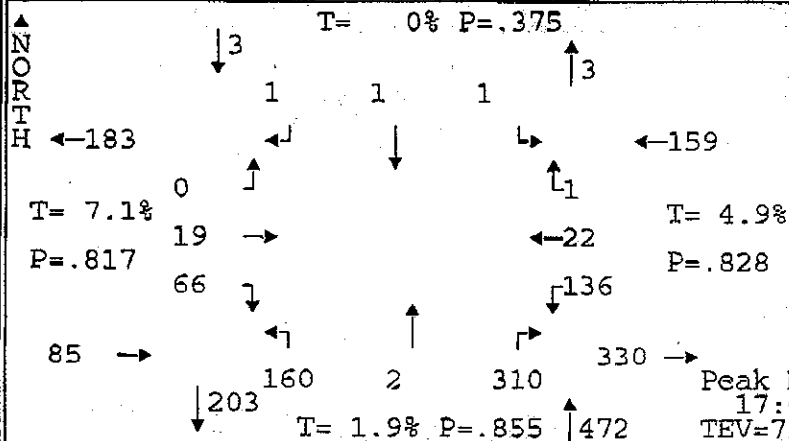
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	3	0	0	0	0	0	10	0	6	14	2	0	35
07:05-07:10	4	0	0	0	0	0	5	0	3	20	0	0	32
07:10-07:15	5	1	0	0	0	0	10	0	4	19	3	0	42
07:15-07:20	6	1	0	0	1	0	3	0	11	27	1	0	50
07:20-07:25	8	1	0	0	0	0	11	0	5	24	4	0	53
07:25-07:30	10	2	0	0	0	0	6	0	3	24	6	0	51
07:30-07:35	11	0	0	0	0	0	11	0	5	19	3	0	49
07:35-07:40	13	0	0	0	0	0	8	1	4	38	2	0	66
07:40-07:45	12	0	0	0	0	0	22	0	7	32	2	0	75
07:45-07:50	24	2	0	0	2	0	18	0	7	22	2	0	80
07:50-07:55	19	1	0	0	0	0	14	0	8	34	3	0	79
07:55-08:00	17	1	0	0	0	0	13	1	10	22	6	0	70
08:00-08:05	17	0	0	0	0	0	12	0	5	18	5	0	57
08:05-08:10	14	3	0	0	0	0	17	0	10	19	0	0	63
08:10-08:15	12	3	0	0	1	0	11	0	4	14	1	0	46
08:15-08:20	7	2	0	0	0	0	10	0	9	30	1	0	59
08:20-08:25	10	0	0	0	0	0	5	0	3	19	0	0	37
08:25-08:30	9	1	0	0	0	0	4	0	8	13	1	0	36
08:30-08:35	6	1	0	0	0	0	2	0	5	19	0	0	33
08:35-08:40	12	0	0	0	1	0	5	1	10	20	0	1	50
08:40-08:45	6	1	0	0	1	0	5	0	7	17	3	0	40
08:45-08:50	2	2	0	0	0	0	5	0	7	14	1	0	31
08:50-08:55	3	0	0	0	0	0	5	1	6	8	0	0	23
08:55-09:00	4	0	0	0	0	0	1	0	7	10	0	0	22

Total Survey	234	22	0	0	6	0	213	4	154	496	49	1	1179
PHF	.68	.47	0	0	.38	0	.71	.5	.77	.8	.68	0	.799
% Trucks	12.4	18.2	0	0	16.7	0	14.1	0	17.5	5	14.3	100	10.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	1	0	0	0	0	0	5	0	0

Hourly Totals													
07:00-08:00	132	9	0	0	3	0	131	2	73	295	37	0	682
07:15-08:15	163	14	0	0	4	0	146	2	79	293	38	0	739
07:30-08:30	165	13	0	0	3	0	145	2	80	280	29	0	717
07:45-08:45	153	15	0	0	5	0	116	2	86	247	25	1	650
08:00-09:00	102	13	0	0	3	0	82	2	81	201	12	1	497

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT COOS RIVER HIGHWAY (6TH AVENUE) AT D STREET

(CORRECTED
COUNTS)



DATE OF COUNT: 09/17/02
DAY OF WEEK: Tue
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

PMMM

Peak Hour
17:00-18:00
TEV=719

Traffic Smithy
(503) 641-6333

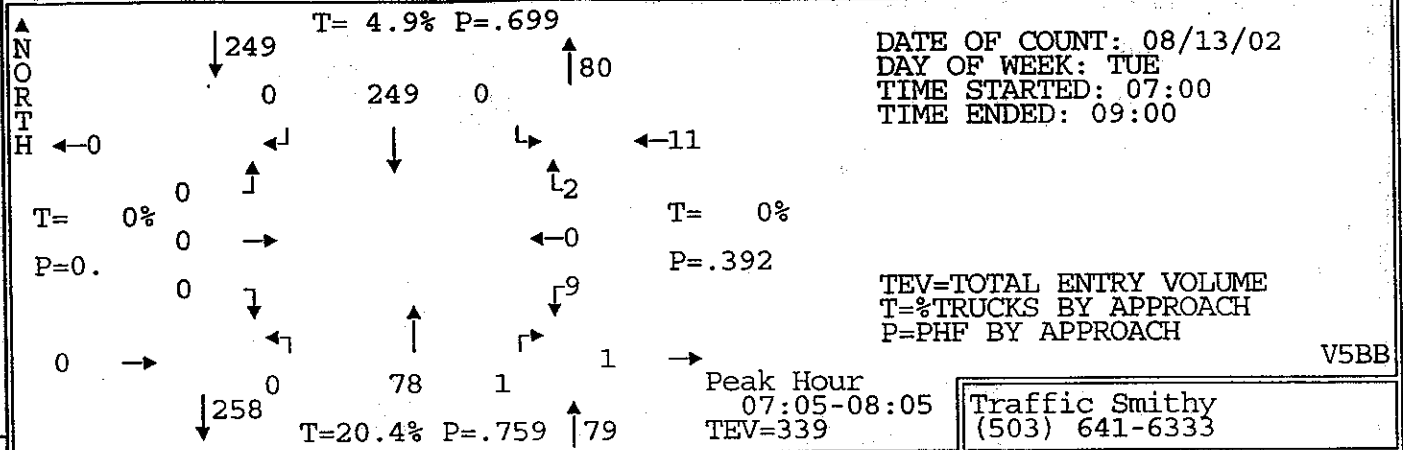
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	10	0	0	0	0	0	3	0	22	34	0	0	69
16:05-16:10	6	1	0	0	0	0	8	0	15	25	2	0	57
16:10-16:15	3	7	0	0	1	0	10	0	24	11	1	0	57
16:15-16:20	5	1	0	0	0	0	6	0	25	12	3	0	52
16:20-16:25	3	1	0	0	0	0	5	0	18	20	1	0	48
16:25-16:30	4	4	0	0	0	0	5	0	31	10	1	0	55
16:30-16:35	3	3	0	0	0	0	5	0	17	14	2	0	44
16:35-16:40	3	3	0	0	0	0	4	0	21	13	1	0	45
16:40-16:45	2	1	0	0	0	0	4	0	25	12	2	0	46
16:45-16:50	3	2	0	0	0	0	9	0	15	17	1	0	47
16:50-16:55	6	0	0	0	0	0	6	0	25	16	1	0	54
16:55-17:00	10	2	1	0	1	0	4	1	23	12	1	0	55
17:00-17:05	5	2	0	0	0	0	13	0	25	13	0	0	58
17:05-17:10	3	0	0	0	1	0	7	0	30	12	2	1	56
17:10-17:15	5	4	0	0	0	1	9	0	25	16	4	0	64
17:15-17:20	5	0	0	0	0	0	10	1	22	12	0	0	50
17:20-17:25	7	0	0	1	0	0	12	0	28	11	1	0	60
17:25-17:30	5	5	0	0	0	0	8	0	21	12	1	0	52
17:30-17:35	6	1	0	0	0	0	15	0	30	12	6	0	70
17:35-17:40	8	1	0	0	0	0	12	0	31	9	1	0	62
17:40-17:45	5	1	0	0	0	0	17	0	33	16	1	0	73
17:45-17:50	5	3	0	0	0	0	19	0	26	5	1	0	62
17:50-17:55	5	2	0	0	0	0	14	0	18	11	4	0	54
17:55-18:00	4	0	0	0	0	0	24	1	21	7	1	0	58

Total Survey	124	44	1	1	3	1	229	3	571	332	38	1	1348
PHF	.79	.68	0	.25	.25	.25	.7	.5	.82	.83	.69	.25	.876
% Trucks	8.9	2.3	0	0	0	0	2.6	0	1.6	4.8	5.3	0	3.3
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	1	0	0	0	0	0	12	0	0

Hourly Totals													
16:00-17:00	58	25	1	0	2	0	69	1	261	196	16	0	629
16:15-17:15	52	23	1	0	2	1	77	1	280	167	19	1	624
16:30-17:30	57	22	1	1	2	1	91	2	277	160	16	1	631
16:45-17:45	68	18	1	1	2	1	122	2	308	158	19	1	701
17:00-18:00	66	19	0	1	1	1	160	2	310	136	22	1	719

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

COOS RIVER HIGHWAY @ "D" ST.



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	0	0	0	0	9	0	0	3	0	0	0	0	12
07:05-07:10	0	0	0	0	20	0	0	6	0	1	0	0	27
07:10-07:15	0	0	0	0	24	0	0	6	0	1	0	0	31
07:15-07:20	0	0	0	0	20	0	0	3	0	1	0	1	25
07:20-07:25	0	0	0	0	12	0	0	4	1	1	0	0	18
07:25-07:30	0	0	0	0	20	0	0	11	0	3	0	1	35
07:30-07:35	0	0	0	0	32	0	0	9	0	0	0	0	41
07:35-07:40	0	0	0	0	30	0	0	6	0	0	0	0	36
07:40-07:45	0	0	0	0	27	0	0	6	0	0	0	0	33
07:45-07:50	0	0	0	0	19	0	0	6	0	2	0	0	27
07:50-07:55	0	0	0	0	13	0	0	3	0	0	0	0	16
07:55-08:00	0	0	0	0	21	0	0	8	0	0	0	0	29
08:00-08:05	0	0	0	0	11	0	0	10	0	0	0	0	21
08:05-08:10	0	0	0	0	14	0	0	10	0	0	0	0	24
08:10-08:15	0	0	0	0	8	0	0	9	0	0	0	0	17
08:15-08:20	0	0	0	0	22	0	0	7	0	1	0	0	30
08:20-08:25	0	0	0	0	13	0	0	7	0	0	0	0	20
08:25-08:30	0	0	0	0	15	0	0	8	0	0	0	0	23
08:30-08:35	0	0	0	0	25	2	0	3	0	0	0	0	30
08:35-08:40	0	0	0	0	15	0	0	7	0	1	0	0	23
08:40-08:45	0	0	0	0	22	1	0	11	0	1	0	0	35
08:45-08:50	0	0	0	0	20	0	0	8	0	1	0	0	29
08:50-08:55	0	0	0	0	12	0	0	4	1	0	0	0	17
08:55-09:00	0	0	0	0	18	0	0	9	1	1	0	0	29
Total Survey	0	0	0	0	442	3	0	164	3	14	0	2	628
PHF	0	0	0	0	.7	0	0	.75	.25	.45	0	.25	.756
% Trucks	0	0	0	0	5	0	0	20.1	33.3	0	0	0	8.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Totals													
07:00-08:00	0	0	0	0	247	0	0	71	1	9	0	2	330
07:15-08:15	0	0	0	0	227	0	0	85	1	7	0	2	322
07:30-08:30	0	0	0	0	225	0	0	89	0	3	0	0	317
07:45-08:45	0	0	0	0	198	3	0	89	0	5	0	0	295
08:00-09:00	0	0	0	0	195	3	0	93	2	5	0	0	298

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

COOS RIVER HIGHWAY @ "D" ST

DATE OF COUNT: 08/13/02
DAY OF WEEK: TUE
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

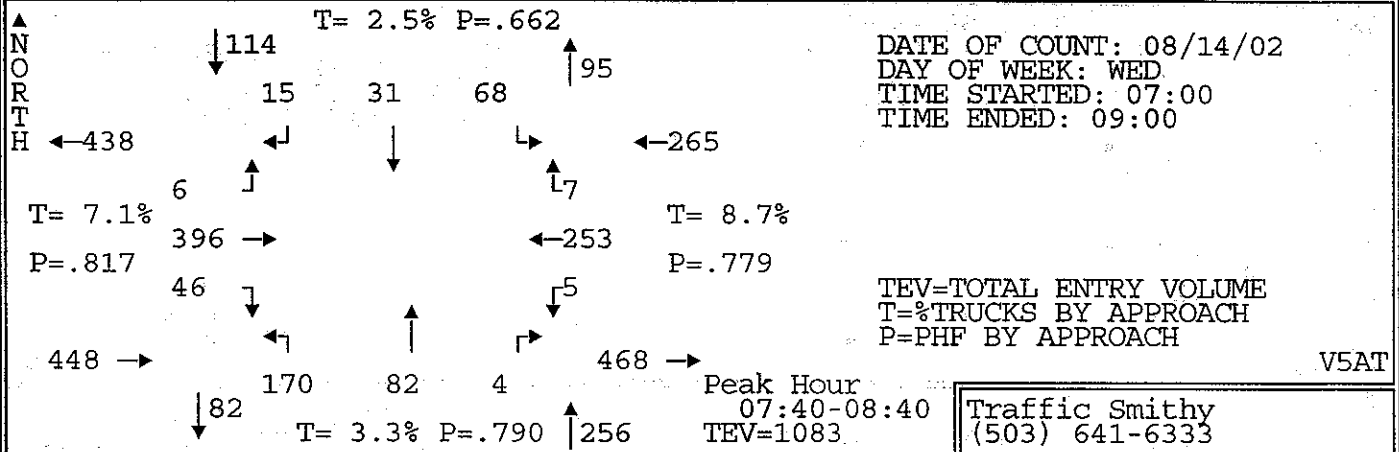
V5BC

Peak Hour
16:50-17:50
TEV=478

Traffic Smithy
(503) 641-6333

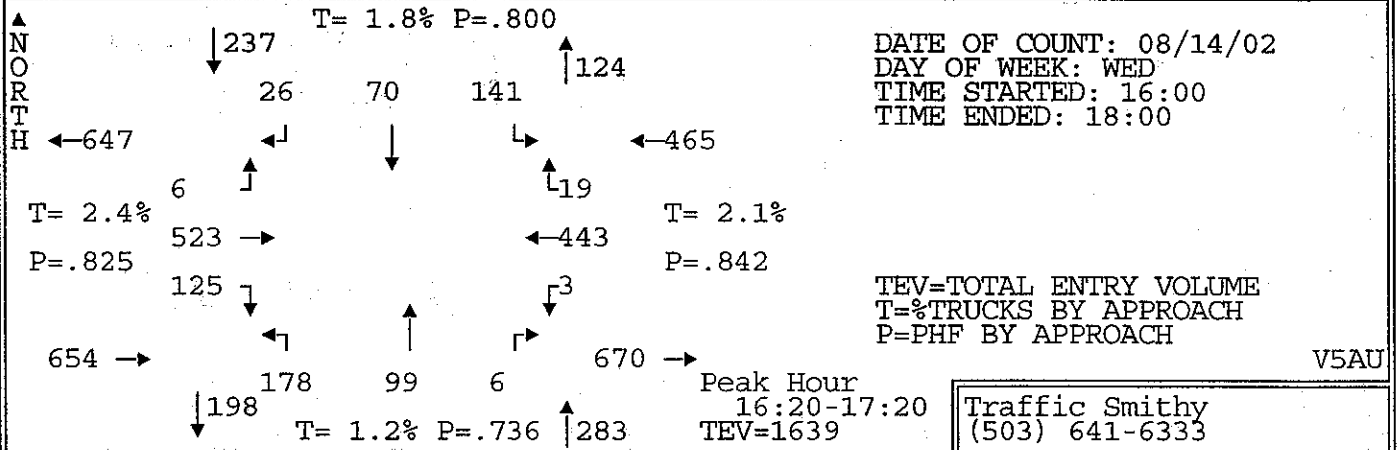
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	↙	↓	↘	↖	↑	↗	↓	←	↑	
16:00-16:05	0	0	0	0	9	0	0	19	0	0	0	0	28
16:05-16:10	0	0	0	0	12	0	0	25	0	0	0	0	37
16:10-16:15	0	0	0	0	15	0	0	20	0	1	0	0	36
16:15-16:20	0	0	0	0	10	0	0	24	1	0	0	0	35
16:20-16:25	0	0	0	0	8	0	0	24	0	0	0	0	32
16:25-16:30	0	0	0	0	12	0	0	19	0	0	0	0	31
16:30-16:35	0	0	0	0	12	0	0	18	0	0	0	1	31
16:35-16:40	0	0	0	0	3	0	0	15	0	0	0	0	18
16:40-16:45	0	0	0	0	7	0	0	18	0	0	0	0	25
16:45-16:50	0	0	0	0	13	0	0	20	1	0	0	0	34
16:50-16:55	0	0	0	0	10	0	0	27	0	0	0	0	37
16:55-17:00	0	0	0	0	13	1	0	16	0	0	0	0	30
17:00-17:05	0	0	0	0	12	0	0	27	0	1	0	0	40
17:05-17:10	0	0	0	0	16	0	0	24	2	1	0	0	43
17:10-17:15	0	0	0	0	22	0	0	27	0	0	0	0	49
17:15-17:20	0	0	0	0	11	0	0	23	1	0	0	2	37
17:20-17:25	0	0	0	0	11	0	0	31	0	0	0	1	43
17:25-17:30	0	0	0	0	16	0	0	20	1	0	0	0	37
17:30-17:35	0	0	0	0	11	0	0	36	2	0	0	0	49
17:35-17:40	0	0	0	0	13	0	0	28	1	1	0	0	43
17:40-17:45	0	0	0	0	10	0	0	21	2	0	0	1	34
17:45-17:50	0	0	0	0	10	0	0	26	0	0	0	0	36
17:50-17:55	0	0	0	0	10	0	0	24	0	1	0	0	35
17:55-18:00	0	0	0	0	8	0	0	15	1	0	0	0	24
Total Survey	0	0	0	0	274	1	0	547	12	5	0	5	844
PHF	0	0	0	0	.77	.25	0	.88	.45	.38	0	.33	.905
% Trucks	0	0	0	0	2.2	0	0	2.2	0	0	0	0	2.1
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Totals													
16:00-17:00	0	0	0	0	124	1	0	245	2	1	0	1	374
16:15-17:15	0	0	0	0	138	1	0	259	4	2	0	1	405
16:30-17:30	0	0	0	0	146	1	0	266	5	2	0	4	424
16:45-17:45	0	0	0	0	158	1	0	300	10	3	0	4	476
17:00-18:00	0	0	0	0	150	0	0	302	10	4	0	4	470

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT CENTRAL @ 10TH



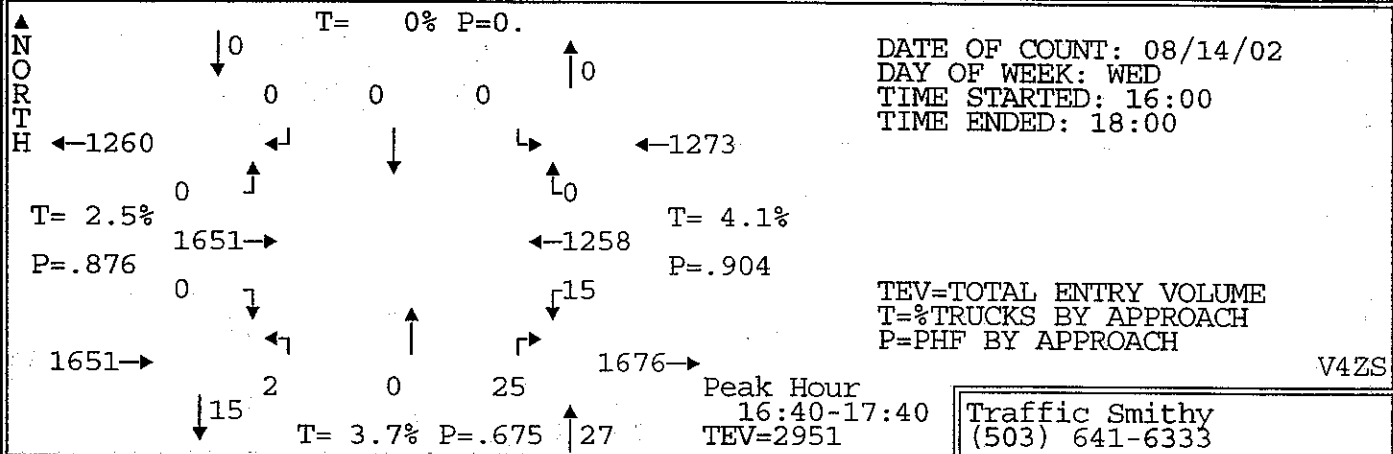
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	1	19	1	0	1	1	2	2	0	0	15	0	42
07:05-07:10	2	13	0	0	0	3	2	1	0	0	9	1	31
07:10-07:15	2	14	0	1	2	1	2	2	0	0	12	1	37
07:15-07:20	2	20	0	0	0	1	11	2	0	0	3	0	39
07:20-07:25	1	19	0	0	2	6	8	6	0	0	12	0	54
07:25-07:30	1	23	0	0	2	1	15	6	1	0	19	1	69
07:30-07:35	3	23	0	0	3	6	7	5	0	0	6	0	53
07:35-07:40	3	23	0	2	1	4	7	2	1	0	20	1	64
07:40-07:45	4	42	0	2	1	4	10	6	1	3	22	0	95
07:45-07:50	5	37	0	1	3	8	15	7	2	0	26	2	106
07:50-07:55	4	39	1	2	2	6	28	7	0	1	30	1	121
07:55-08:00	11	30	0	2	4	11	13	8	1	0	20	0	100
08:00-08:05	6	46	0	0	3	11	15	8	0	0	16	1	106
08:05-08:10	4	24	0	2	3	7	11	5	0	0	13	0	69
08:10-08:15	2	36	0	1	4	1	9	4	0	1	20	1	79
08:15-08:20	3	21	1	0	0	3	11	9	0	0	22	0	70
08:20-08:25	1	38	1	1	1	2	15	11	0	0	19	0	89
08:25-08:30	2	26	1	3	6	3	8	1	0	0	20	0	70
08:30-08:35	1	26	1	0	2	5	14	7	0	0	21	1	78
08:35-08:40	3	31	1	1	2	7	21	9	0	0	24	1	100
08:40-08:45	4	22	0	2	2	3	23	6	1	0	23	1	87
08:45-08:50	2	53	0	4	3	4	13	7	1	0	27	0	114
08:50-08:55	7	35	0	2	2	9	15	9	0	0	17	0	96
08:55-09:00	2	28	0	2	4	9	26	9	0	0	25	1	106
Total Survey	76	688	7	28	53	116	301	139	8	5	441	13	1875
PHF	.55	.84	.5	.75	.77	.59	.76	.85	.33	.31	.81	.58	.827
% Trucks	2.6	7.7	0	7.1	5.7	0	4.3	.7	12.5	40	8.4	7.7	6.1
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	1	0	0	4	0	0	1	0	
Hourly Totals													
07:00-08:00	39	302	2	10	21	52	120	54	6	4	194	7	811
07:15-08:15	46	362	1	12	28	66	149	66	6	5	207	7	955
07:30-08:30	48	385	4	16	31	66	149	73	5	5	234	6	1022
07:45-08:45	46	376	6	15	32	67	183	82	4	2	254	8	1075
08:00-09:00	37	386	5	18	32	64	181	85	2	1	247	6	1064

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT CENTRAL @ 10TH



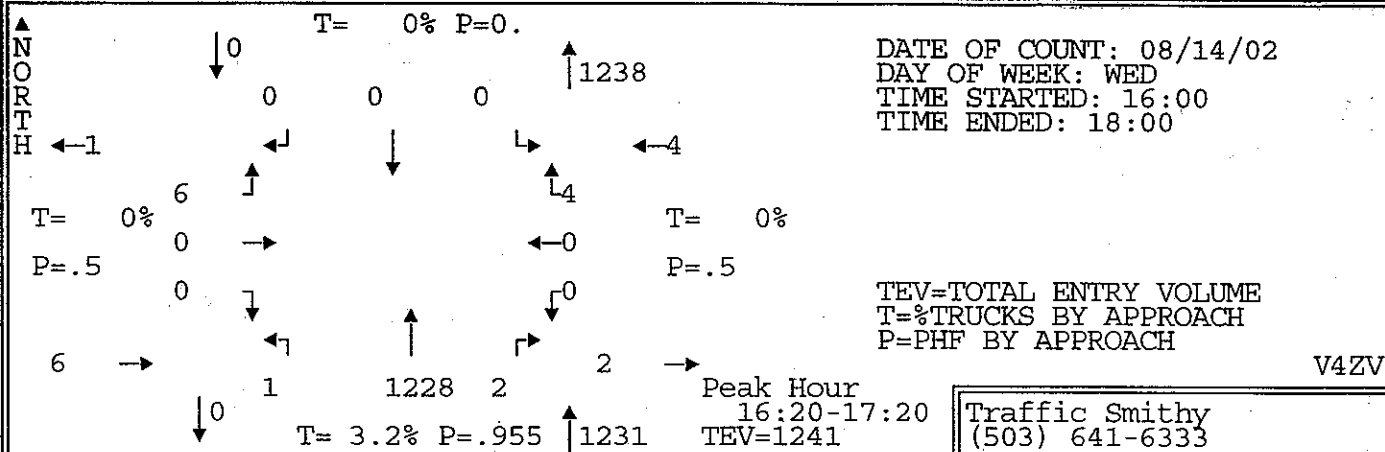
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	↓	→	↑	↓	→	↑	↓	→	↑	
16:00-16:05	6	42	0	3	6	12	18	10	1	2	33	0	133
16:05-16:10	8	42	3	0	8	14	16	5	2	1	28	3	130
16:10-16:15	15	44	0	2	4	18	19	9	0	2	39	1	153
16:15-16:20	8	44	3	0	6	16	15	8	0	1	27	3	131
16:20-16:25	6	46	0	1	5	10	13	10	0	0	35	1	127
16:25-16:30	9	36	1	6	6	12	12	2	0	0	30	2	116
16:30-16:35	9	57	0	4	1	9	10	8	1	1	38	3	141
16:35-16:40	9	47	0	0	4	12	14	5	0	0	34	2	127
16:40-16:45	6	35	0	3	5	15	21	7	1	1	19	1	114
16:45-16:50	16	46	0	2	3	12	10	12	0	0	31	1	133
16:50-16:55	7	40	1	0	5	11	14	6	1	1	43	2	131
16:55-17:00	13	30	0	0	11	11	13	13	3	0	36	2	132
17:00-17:05	6	34	2	2	5	13	17	9	0	0	51	3	142
17:05-17:10	13	44	2	2	5	13	27	14	0	0	39	0	159
17:10-17:15	13	52	0	2	15	17	17	8	0	0	40	1	165
17:15-17:20	18	56	0	4	5	6	10	5	0	0	47	1	152
17:20-17:25	6	39	0	2	6	5	20	12	0	0	31	0	121
17:25-17:30	4	31	1	2	1	16	17	8	0	0	32	0	112
17:30-17:35	6	43	2	1	2	6	20	10	0	1	24	0	115
17:35-17:40	11	46	1	1	4	3	16	9	1	0	37	3	132
17:40-17:45	5	34	1	3	7	8	19	7	0	1	33	4	122
17:45-17:50	11	22	3	0	1	9	16	7	0	1	32	2	104
17:50-17:55	4	31	0	2	6	14	18	7	0	0	38	0	120
17:55-18:00	7	34	2	2	5	10	17	5	0	0	23	2	107
Total Survey	216	975	22	44	126	272	389	196	10	12	820	37	3119
PHF	.71	.86	.38	.59	.7	.82	.73	.69	.38	.38	.85	.68	.860
% Trucks	2.3	2.5	0	2.3	2.4	1.5	1.8	0	0	0	2.1	2.7	2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	6	0	0	5	0	0	1	0	0
Hourly Totals													
16:00-17:00	112	509	8	21	64	152	175	95	9	9	393	21	1568
16:15-17:15	115	511	9	22	71	151	183	102	6	4	423	21	1618
16:30-17:30	120	511	6	23	66	140	190	107	6	3	441	16	1629
16:45-17:45	118	495	10	21	69	121	200	113	5	3	444	17	1616
17:00-18:00	104	466	14	23	62	120	214	101	1	3	427	16	1551

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT FRONT @ HIGHWAY 101



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	↙	↑	↘	↓	←	↑	
16:00-16:05	0	117	0	0	0	0	0	0	0	1	106	0	224
16:05-16:10	0	118	0	0	0	0	0	0	2	1	84	0	205
16:10-16:15	0	124	0	0	0	0	0	0	3	1	90	0	218
16:15-16:20	1	120	0	0	0	0	1	0	2	0	90	0	214
16:20-16:25	0	109	0	0	0	0	1	0	2	1	113	0	226
16:25-16:30	0	124	0	0	0	0	1	0	2	0	97	0	224
16:30-16:35	0	133	0	0	0	0	1	0	2	1	103	0	240
16:35-16:40	0	124	0	0	0	0	0	0	2	0	106	0	232
16:40-16:45	0	133	0	0	0	0	0	0	1	3	104	0	241
16:45-16:50	0	117	0	0	0	0	0	0	3	1	120	0	241
16:50-16:55	0	127	0	0	0	0	1	0	0	0	124	0	252
16:55-17:00	0	130	0	0	0	0	0	0	0	2	92	0	224
17:00-17:05	0	130	0	0	0	0	0	0	2	0	98	0	230
17:05-17:10	0	147	0	0	0	0	0	0	3	4	107	0	261
17:10-17:15	0	154	0	0	0	0	0	0	2	3	103	0	262
17:15-17:20	0	170	0	0	0	0	0	0	3	0	95	0	268
17:20-17:25	0	114	0	0	0	0	0	0	3	1	112	0	230
17:25-17:30	0	152	0	0	0	0	0	0	2	0	94	0	248
17:30-17:35	0	139	0	0	0	0	0	0	5	1	109	0	254
17:35-17:40	0	138	0	0	0	0	1	0	1	0	100	0	240
17:40-17:45	0	140	0	0	0	0	0	0	4	1	81	0	226
17:45-17:50	0	118	0	0	0	0	1	0	1	0	89	0	209
17:50-17:55	0	105	0	0	0	0	0	0	2	0	68	0	175
17:55-18:00	0	127	0	0	0	0	0	0	0	0	97	0	224
Total Survey	1	3110	0	0	0	0	7	0	47	21	2382	0	5568
PHF	0	.88	0	0	0	0	.5	0	.63	.54	.9	0	.932
% Trucks	0	2.5	0	0	0	0	0	0	4.3	14.3	4	0	3.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	5	0	0	0	0	0	0	0	0	0	0	0
Hourly Totals													
16:00-17:00	1	1476	0	0	0	0	5	0	19	11	1229	0	2741
16:15-17:15	1	1548	0	0	0	0	5	0	21	15	1257	0	2847
16:30-17:30	0	1631	0	0	0	0	2	0	23	15	1258	0	2929
16:45-17:45	0	1658	0	0	0	0	2	0	28	13	1235	0	2936
17:00-18:00	0	1634	0	0	0	0	2	0	28	10	1153	0	2827

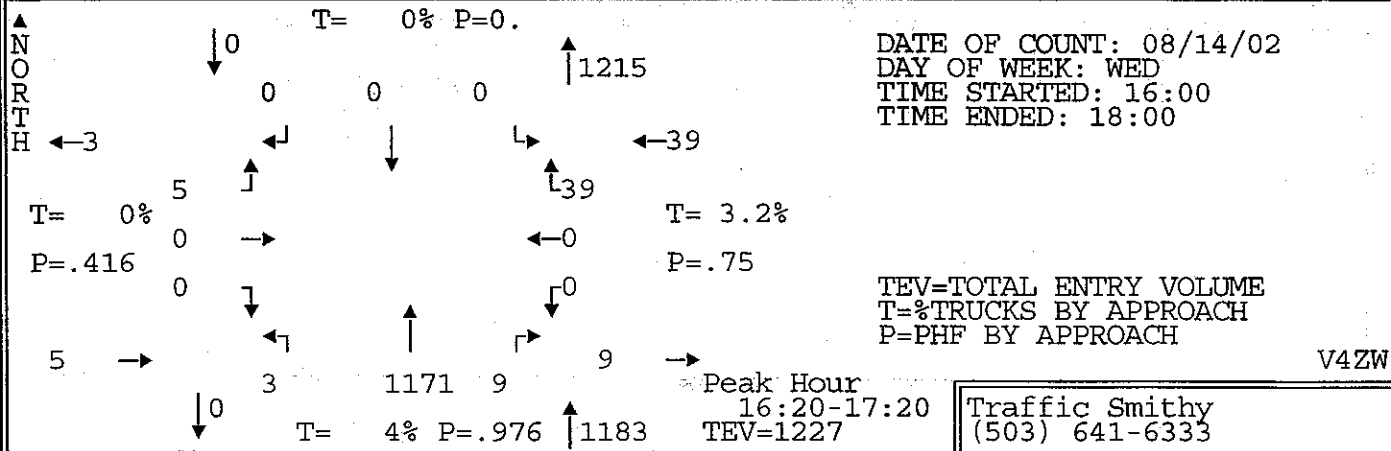
INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT CEDAR @ BAY SHORE



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	1	0	0	0	0	84	0	0	0	0	85
16:05-16:10	0	0	3	0	0	0	0	100	0	0	0	0	103
16:10-16:15	0	0	0	0	0	0	0	80	2	0	0	0	82
16:15-16:20	0	0	0	0	0	0	0	74	0	0	0	0	74
16:20-16:25	0	0	0	0	0	0	0	120	0	0	0	0	120
16:25-16:30	0	0	0	0	0	0	0	102	1	0	0	0	103
16:30-16:35	0	0	1	0	0	0	0	88	0	0	0	0	89
16:35-16:40	0	0	2	0	0	0	1	100	0	0	0	0	103
16:40-16:45	0	0	0	0	0	0	0	101	0	0	0	0	101
16:45-16:50	0	0	1	0	0	0	0	93	1	0	0	2	97
16:50-16:55	0	0	0	0	0	0	0	111	0	0	0	0	111
16:55-17:00	0	0	2	0	0	0	0	117	0	0	0	0	119
17:00-17:05	0	0	0	0	0	0	0	85	0	0	0	0	85
17:05-17:10	0	0	0	0	0	0	0	101	0	0	0	0	101
17:10-17:15	0	0	0	0	0	0	0	101	0	0	0	1	102
17:15-17:20	0	0	0	0	0	0	0	109	0	0	0	1	110
17:20-17:25	0	0	0	0	0	0	0	89	1	0	0	1	91
17:25-17:30	0	0	0	0	0	0	0	101	0	0	0	2	103
17:30-17:35	0	0	0	0	0	0	0	92	0	0	0	0	92
17:35-17:40	0	0	0	0	0	0	0	89	2	0	0	0	91
17:40-17:45	0	0	0	0	0	0	0	102	1	0	0	0	103
17:45-17:50	0	0	0	0	0	0	0	87	0	0	0	1	88
17:50-17:55	0	0	0	0	0	0	0	83	0	0	0	0	83
17:55-18:00	0	0	0	0	0	0	0	65	0	0	0	0	65
Total Survey													
PHF	0	0	10	0	0	0	1	2274	8	0	0	8	2301
% Trucks	0	0	.5	0	0	0	.25	.96	.5	0	0	.5	.948
Stopped Buses	0	0	0	0	0	0	0	3.1	12.5	0	0	0	3.1
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Totals													
16:00-17:00	0	0	10	0	0	0	1	1170	4	0	0	2	1187
16:15-17:15	0	0	6	0	0	0	1	1193	2	0	0	3	1205
16:30-17:30	0	0	6	0	0	0	1	1196	2	0	0	7	1212
16:45-17:45	0	0	3	0	0	0	0	1190	5	0	0	7	1205
17:00-18:00	0	0	0	0	0	0	0	1104	4	0	0	6	1114

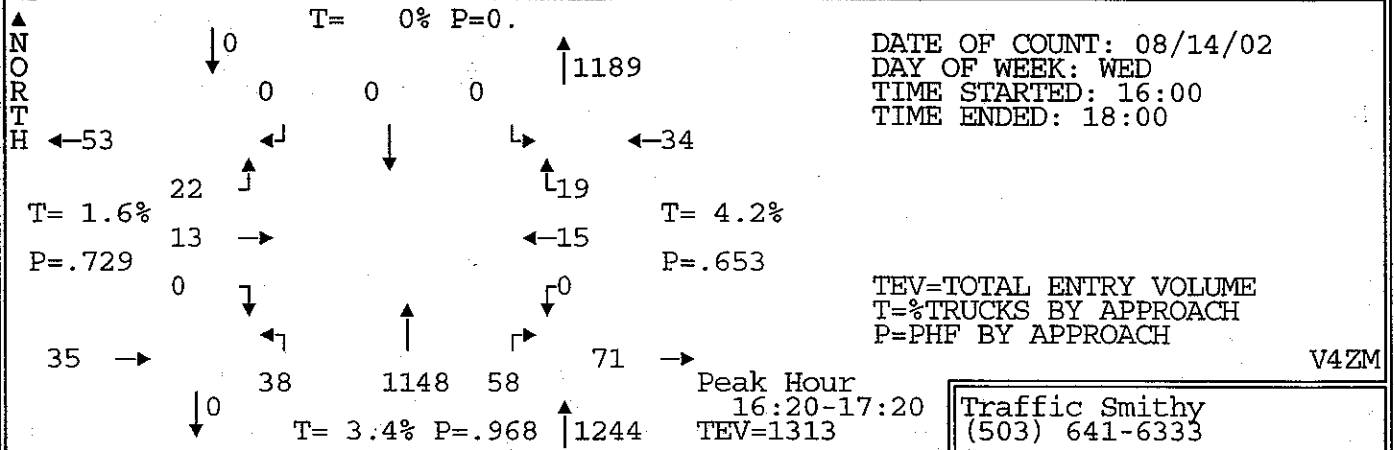
INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

BIRCH @ BAYSHORE



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	0	0	0	0	0	95	2	0	0	2	99
16:05-16:10	0	0	0	0	0	0	0	83	0	0	0	3	86
16:10-16:15	0	0	0	0	0	0	0	81	2	0	0	1	84
16:15-16:20	0	0	0	0	0	0	0	79	0	0	0	2	81
16:20-16:25	0	0	0	0	0	0	0	111	1	0	0	2	114
16:25-16:30	0	0	0	0	0	0	0	96	0	0	0	4	100
16:30-16:35	0	0	0	0	0	0	1	92	1	0	0	6	100
16:35-16:40	0	0	2	0	0	0	0	94	1	0	0	1	98
16:40-16:45	0	0	0	0	0	0	1	99	0	0	0	4	104
16:45-16:50	0	0	0	0	0	0	0	96	0	0	0	3	99
16:50-16:55	0	0	0	0	0	0	1	100	1	0	0	6	108
16:55-17:00	0	0	0	0	0	0	0	105	0	0	0	1	106
17:00-17:05	0	0	0	0	0	0	0	89	1	0	0	3	93
17:05-17:10	0	0	1	0	0	0	0	91	0	0	0	3	95
17:10-17:15	0	0	0	0	0	0	0	93	2	0	0	3	98
17:15-17:20	0	0	2	0	0	0	0	105	2	0	0	3	112
17:20-17:25	0	0	0	0	0	0	0	88	0	0	0	4	92
17:25-17:30	0	0	0	0	0	0	0	85	0	0	0	2	87
17:30-17:35	0	0	2	0	0	0	1	102	0	0	0	1	106
17:35-17:40	0	0	0	0	0	0	0	92	0	0	0	2	94
17:40-17:45	0	0	3	0	0	0	0	82	0	0	0	1	86
17:45-17:50	0	0	0	0	0	0	0	94	0	0	0	1	95
17:50-17:55	0	0	0	0	0	0	0	81	1	0	0	3	85
17:55-18:00	0	0	0	0	0	0	0	61	0	0	0	1	62
Total Survey	0	0	10	0	0	0	4	2194	14	0	0	62	2284
PHF	0	0	.42	0	0	0	.38	.97	.56	0	0	.75	.976
% Trucks	0	0	0	0	0	0	0	4	0	0	0	3.2	3.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	6	0	0	1	0	
Hourly Totals													
16:00-17:00	0	0	2	0	0	0	3	1131	8	0	0	35	1179
16:15-17:15	0	0	3	0	0	0	3	1145	7	0	0	38	1196
16:30-17:30	0	0	5	0	0	0	3	1137	8	0	0	39	1192
16:45-17:45	0	0	8	0	0	0	2	1128	6	0	0	32	1176
17:00-18:00	0	0	8	0	0	0	1	1063	6	0	0	27	1105

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT ALDER @ BAYSHORE

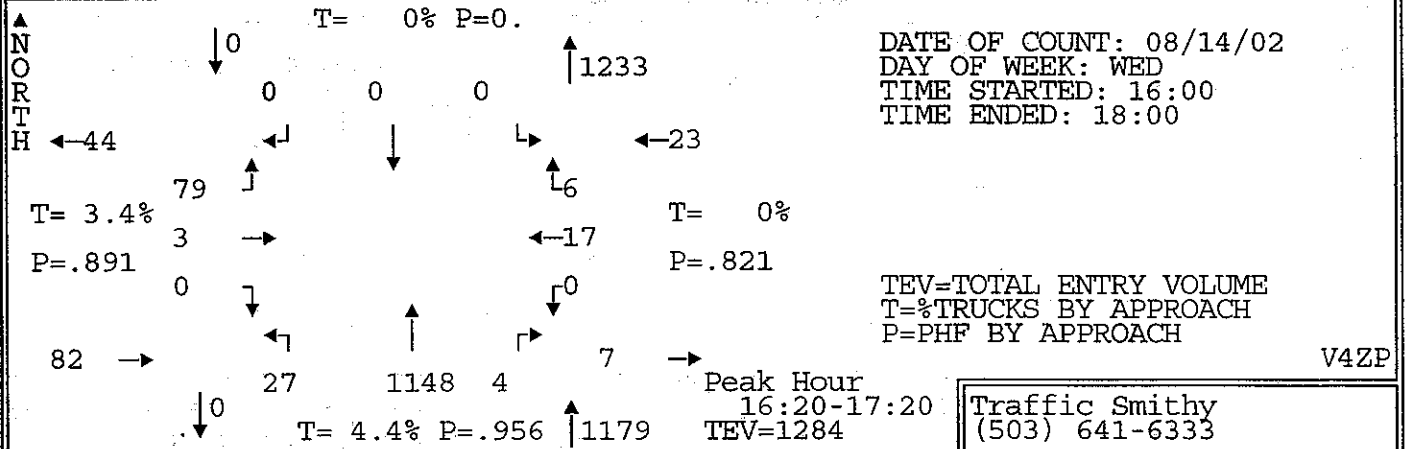


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	1	0	0	0	3	86	2	0	2	1	95
16:05-16:10	0	4	0	0	0	0	2	87	5	0	4	1	103
16:10-16:15	0	0	4	0	0	0	2	80	0	0	1	2	89
16:15-16:20	0	1	1	0	0	0	1	81	4	0	3	3	94
16:20-16:25	0	0	2	0	0	0	1	100	4	0	1	2	110
16:25-16:30	0	3	3	0	0	0	1	89	6	0	2	0	104
16:30-16:35	0	2	1	0	0	0	8	99	3	0	0	1	114
16:35-16:40	0	1	1	0	0	0	3	98	9	0	0	1	113
16:40-16:45	0	1	1	0	0	0	2	82	9	0	0	2	97
16:45-16:50	0	0	4	0	0	0	3	105	4	0	0	2	118
16:50-16:55	0	1	0	0	0	0	3	93	1	0	1	4	103
16:55-17:00	0	0	0	0	0	0	2	103	7	0	4	0	116
17:00-17:05	0	1	3	0	0	0	6	86	6	0	2	2	106
17:05-17:10	0	2	4	0	0	0	2	88	4	0	1	1	102
17:10-17:15	0	0	2	0	0	0	2	104	3	0	2	1	114
17:15-17:20	0	2	1	0	0	0	5	101	2	0	2	3	116
17:20-17:25	0	0	2	0	0	0	3	88	4	0	0	1	98
17:25-17:30	0	0	1	0	0	0	4	88	2	0	2	1	98
17:30-17:35	0	0	1	0	0	0	6	97	3	0	3	1	111
17:35-17:40	0	1	1	0	0	0	1	91	2	0	1	0	97
17:40-17:45	0	3	2	0	0	0	4	79	1	0	2	2	93
17:45-17:50	0	2	1	0	0	0	2	102	7	0	3	0	117
17:50-17:55	0	0	1	0	0	0	5	75	2	0	1	1	85
17:55-18:00	0	1	1	0	0	0	2	63	1	0	2	1	71

Total Survey	0	25	38	0	0	0	73	2165	91	0	39	33	2464
PHF	0	.54	.61	0	0	0	.73	.95	.66	0	.54	.59	.974
% Trucks	0	4	0	0	0	0	4.1	3.4	3.3	0	2.6	6.1	3.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	4	0	0	6	0	0	2	0	

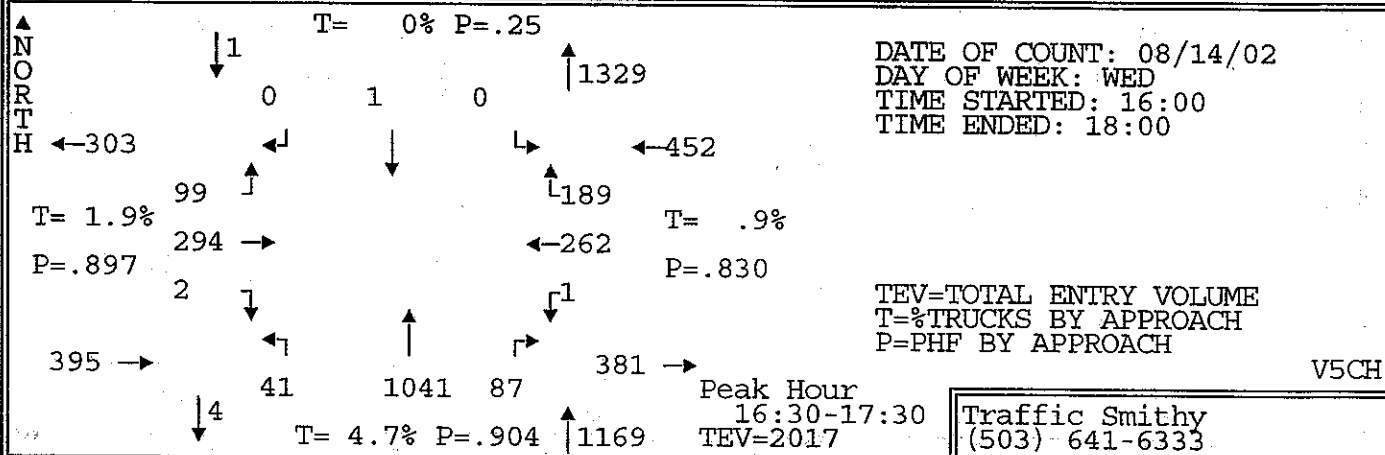
Hourly Totals													
16:00-17:00	0	13	18	0	0	0	31	1103	54	0	18	19	1256
16:15-17:15	0	12	22	0	0	0	34	1128	60	0	16	19	1291
16:30-17:30	0	10	20	0	0	0	43	1135	54	0	14	19	1295
16:45-17:45	0	10	21	0	0	0	41	1123	39	0	20	18	1272
17:00-18:00	0	12	20	0	0	0	42	1062	37	0	21	14	1208

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT MARKET @ BAYSHORE



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	2	0	3	0	0	0	0	71	0	0	0	0	76
16:05-16:10	0	1	6	0	0	0	3	83	0	0	2	0	95
16:10-16:15	0	1	13	0	0	0	1	81	0	0	0	0	96
16:15-16:20	0	1	4	0	0	0	4	90	1	0	2	0	102
16:20-16:25	0	0	7	0	0	0	2	92	0	0	3	0	104
16:25-16:30	0	1	4	0	0	0	5	98	1	0	1	1	111
16:30-16:35	0	0	10	0	0	0	3	89	2	0	1	0	105
16:35-16:40	0	0	3	0	0	0	2	102	0	0	1	0	108
16:40-16:45	0	0	9	0	0	0	2	108	0	0	2	0	121
16:45-16:50	0	0	7	0	0	0	2	79	0	0	0	1	89
16:50-16:55	0	1	6	0	0	0	2	110	0	0	0	1	120
16:55-17:00	0	1	4	0	0	0	1	95	0	0	2	1	104
17:00-17:05	0	0	6	0	0	0	2	83	0	0	2	0	93
17:05-17:10	0	0	12	0	0	0	1	103	1	0	1	0	118
17:10-17:15	0	0	5	0	0	0	2	96	0	0	2	1	106
17:15-17:20	0	0	6	0	0	0	3	93	0	0	2	1	105
17:20-17:25	0	0	4	0	0	0	4	84	1	0	0	0	93
17:25-17:30	0	0	5	0	0	0	3	98	0	0	1	2	109
17:30-17:35	0	0	3	0	0	0	0	91	0	0	2	0	96
17:35-17:40	0	1	5	0	0	0	1	82	2	0	0	2	93
17:40-17:45	0	0	5	0	0	0	1	103	0	0	2	1	112
17:45-17:50	0	0	1	0	0	0	1	79	0	0	1	0	82
17:50-17:55	0	0	5	0	0	0	2	60	0	0	0	2	69
17:55-18:00	0	0	5	0	0	0	0	66	0	0	1	0	72
Total Survey	2	7	138	0	0	0	47	2136	8	0	28	13	2379
PHF	0	.38	.86	0	0	0	.68	.96	.33	0	.85	.5	.961
% Trucks	0	0	3.6	0	0	0	0	4.5	0	0	0	0	4.3
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	11	0	0	3	0	0	0	0	0
Hourly Totals													
16:00-17:00	2	6	76	0	0	0	27	1098	4	0	14	4	1231
16:15-17:15	0	4	77	0	0	0	28	1145	5	0	17	5	1281
16:30-17:30	0	2	77	0	0	0	27	1140	4	0	14	7	1271
16:45-17:45	0	3	68	0	0	0	22	1117	4	0	14	10	1238
17:00-18:00	0	1	62	0	0	0	20	1038	4	0	14	9	1148

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT JOHNSON @ BAYSHORE



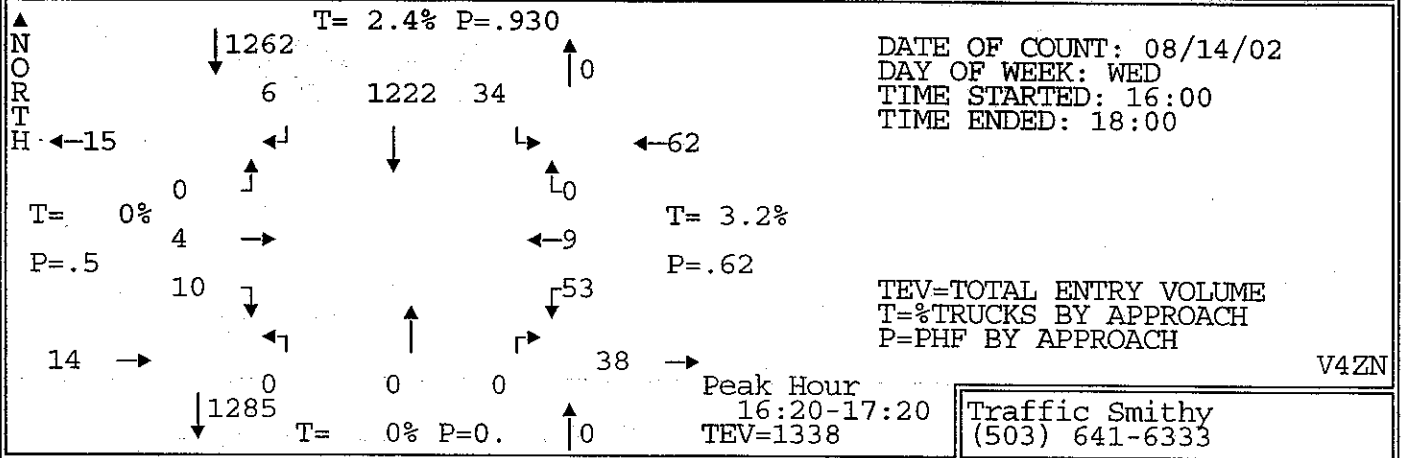
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	0	20	9	0	0	0	2	65	10	0	23	7	136
16:05-16:10	0	32	6	0	1	0	1	75	8	0	29	19	171
16:10-16:15	0	22	8	0	2	0	2	86	10	0	22	13	165
16:15-16:20	0	23	10	0	0	0	2	70	3	0	21	25	154
16:20-16:25	0	13	7	0	0	0	3	104	7	0	16	12	162
16:25-16:30	0	23	8	0	0	0	3	80	11	0	11	21	157
16:30-16:35	0	19	8	0	0	0	2	87	7	1	21	19	164
16:35-16:40	0	40	1	0	0	0	7	73	8	0	23	22	174
16:40-16:45	0	27	15	0	0	0	3	84	9	0	17	18	173
16:45-16:50	0	13	7	0	0	0	1	98	4	0	16	8	147
16:50-16:55	2	25	9	0	0	0	2	100	6	0	25	16	185
16:55-17:00	0	36	9	0	0	0	3	99	10	0	26	10	193
17:00-17:05	0	11	12	0	1	0	4	76	7	0	14	10	135
17:05-17:10	0	29	6	0	0	0	5	72	5	0	32	14	163
17:10-17:15	0	23	8	0	0	0	5	91	11	0	26	17	181
17:15-17:20	0	17	9	0	0	0	2	98	6	0	23	24	179
17:20-17:25	0	34	6	0	0	0	2	69	5	0	17	15	148
17:25-17:30	0	20	9	0	0	0	5	94	9	0	22	16	175
17:30-17:35	0	28	10	0	0	0	4	68	7	0	28	12	157
17:35-17:40	0	20	7	0	0	0	3	80	6	0	27	15	158
17:40-17:45	0	11	7	0	0	0	1	88	4	0	15	21	147
17:45-17:50	0	30	6	0	0	0	0	60	9	0	16	29	150
17:50-17:55	0	21	7	0	0	0	0	68	9	0	21	20	146
17:55-18:00	0	18	0	0	0	0	0	75	10	0	15	16	134

Total Survey	2	555	184	0	4	0	62	1960	181	1	506	399	3854
PHF	.25	.85	.8	0	.25	0	.73	.88	.91	.25	.81	.8	.960
% Trucks	0	1.4	3.3	0	0	0	0	4.8	4.4	0	.6	1.3	3.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	2	293	97	0	3	0	31	1021	93	1	250	190	1981
16:15-17:15	2	282	100	0	1	0	40	1034	88	1	248	192	1988
16:30-17:30	2	294	99	0	1	0	41	1041	87	1	262	189	2017
16:45-17:45	2	267	99	0	1	0	37	1033	80	0	271	178	1968
17:00-18:00	0	262	87	0	1	0	31	939	88	0	256	209	1873

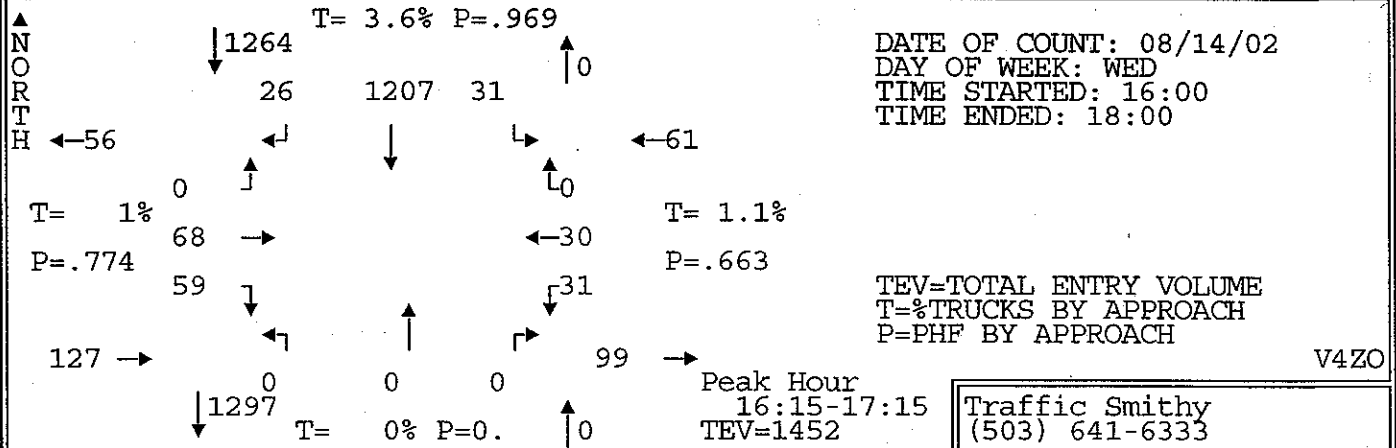
INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

ALDER @ BROADWAY



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	0	0	91	2	0	0	0	6	0	0	99
16:05-16:10	0	0	0	0	93	3	0	0	0	6	0	0	102
16:10-16:15	2	0	0	0	96	5	0	0	0	4	0	0	109
16:15-16:20	1	0	0	0	110	2	0	0	0	6	0	0	119
16:20-16:25	1	1	0	1	120	3	0	0	0	2	0	0	128
16:25-16:30	0	0	0	1	91	5	0	0	0	5	0	0	102
16:30-16:35	1	0	0	1	114	3	0	0	0	6	0	0	125
16:35-16:40	0	0	0	0	92	1	0	0	0	3	1	0	97
16:40-16:45	0	0	0	1	105	3	0	0	0	4	0	0	113
16:45-16:50	1	0	0	0	95	4	0	0	0	1	0	0	101
16:50-16:55	1	0	0	0	100	2	0	0	0	2	1	0	106
16:55-17:00	1	0	0	1	90	1	0	0	0	6	1	0	100
17:00-17:05	3	0	0	0	91	4	0	0	0	7	3	0	108
17:05-17:10	2	1	0	1	101	5	0	0	0	8	0	0	118
17:10-17:15	0	1	0	0	106	1	0	0	0	4	1	0	113
17:15-17:20	0	1	0	0	117	2	0	0	0	5	2	0	127
17:20-17:25	0	0	0	1	94	2	0	0	0	3	1	0	101
17:25-17:30	1	0	0	0	111	3	0	0	0	4	0	0	119
17:30-17:35	2	0	0	0	83	2	0	0	0	8	1	0	96
17:35-17:40	2	0	0	0	95	0	0	0	0	5	1	0	103
17:40-17:45	0	0	0	0	106	8	0	0	0	3	1	0	118
17:45-17:50	0	0	0	0	82	2	0	0	0	5	1	0	90
17:50-17:55	2	0	0	2	88	1	0	0	0	3	1	0	97
17:55-18:00	2	0	0	0	106	2	0	0	0	4	1	0	115
Total Survey	22	4	0	11	2377	66	0	0	0	110	16	0	2606
PHF	.42	.33	0	.5	.94	.77	0	0	0	.63	.45	0	.934
% Trucks	0	0	0	0	2.4	1.5	0	0	0	3.6	0	0	2.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	11	0	0	11	0	0	2	0	0
Hourly Totals													
16:00-17:00	8	1	0	7	1197	34	0	0	0	51	3	0	1301
16:15-17:15	11	3	0	6	1215	34	0	0	0	54	7	0	1330
16:30-17:30	10	3	0	5	1216	31	0	0	0	53	10	0	1328
16:45-17:45	13	3	0	3	1189	34	0	0	0	56	12	0	1310
17:00-18:00	14	3	0	4	1180	32	0	0	0	59	13	0	1305

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT MARKET @ BROADWAY



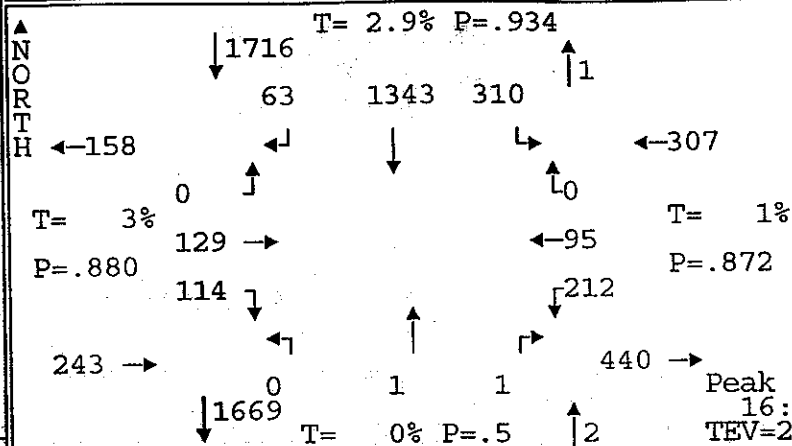
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	2	4	0	1	87	2	0	0	0	0	0	0	96
16:05-16:10	2	6	0	3	100	2	0	0	0	0	3	0	116
16:10-16:15	3	7	0	2	102	5	0	0	0	0	1	0	120
16:15-16:20	5	6	0	5	103	4	0	0	0	4	3	0	130
16:20-16:25	4	9	0	2	108	0	0	0	0	3	4	0	130
16:25-16:30	2	5	0	2	99	1	0	0	0	6	3	0	118
16:30-16:35	7	4	0	3	96	7	0	0	0	2	4	0	123
16:35-16:40	1	4	0	1	108	1	0	0	0	3	2	0	120
16:40-16:45	3	7	0	1	95	6	0	0	0	3	3	0	118
16:45-16:50	7	4	0	3	104	3	0	0	0	0	2	0	123
16:50-16:55	5	5	0	2	103	1	0	0	0	0	0	0	118
16:55-17:00	3	5	0	2	76	2	0	0	0	0	3	0	91
17:00-17:05	8	4	0	0	116	2	0	0	0	2	2	0	134
17:05-17:10	7	9	0	2	96	4	0	0	0	2	3	0	123
17:10-17:15	7	6	0	3	103	0	0	0	0	4	1	0	124
17:15-17:20	3	3	0	0	114	3	0	0	0	3	3	0	129
17:20-17:25	7	3	0	0	101	2	0	0	0	2	4	0	119
17:25-17:30	3	4	0	3	102	1	0	0	0	1	3	0	117
17:30-17:35	2	3	0	1	90	1	0	0	0	1	1	0	99
17:35-17:40	0	3	0	1	87	2	0	0	0	0	1	0	94
17:40-17:45	1	2	0	3	117	2	0	0	0	2	1	0	128
17:45-17:50	3	1	0	1	77	0	0	0	0	1	2	0	85
17:50-17:55	2	4	0	0	102	2	0	0	0	0	2	0	112
17:55-18:00	2	2	0	2	88	4	0	0	0	2	0	0	100

Total Survey	89	110	0	43	2374	57	0	0	0	43	51	0	2767
PHF	.67	.85	0	.72	.96	.55	0	0	0	.6	.68	0	.952
% Trucks	0	1.8	0	2.3	3.5	7	0	0	0	2.3	0	0	3.3
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	4	0	0	22	0	0	15	0	0	5	0	0

Hourly Totals													
16:00-17:00	44	66	0	27	1181	34	0	0	0	23	28	0	1403
16:15-17:15	59	68	0	26	1207	31	0	0	0	31	30	0	1452
16:30-17:30	61	58	0	20	1214	32	0	0	0	24	30	0	1439
16:45-17:45	53	51	0	20	1209	23	0	0	0	19	24	0	1399
17:00-18:00	45	44	0	16	1193	23	0	0	0	20	23	0	1364

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

JOHNSON @ BROADWAY



DATE OF COUNT: 08/14/02
 DAY OF WEEK: TUE
 TIME STARTED: 16:00
 TIME ENDED: 18:00

V5CG

Traffic Smithy
 (503) 641-6333

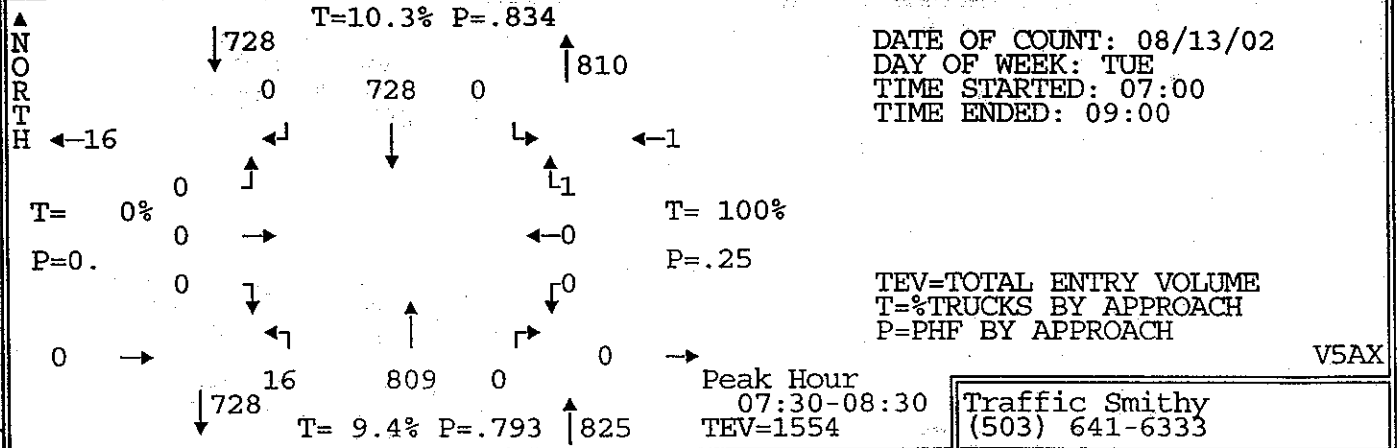
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	4	14	0	1	84	26	0	0	0	19	9	0	157
16:05-16:10	10	8	0	5	103	28	0	0	0	20	3	0	177
16:10-16:15	6	14	0	5	95	23	0	0	0	22	7	0	172
16:15-16:20	5	14	0	10	100	29	0	0	0	11	6	0	175
16:20-16:25	4	19	0	5	116	19	0	0	0	16	8	0	187
16:25-16:30	4	11	0	4	102	20	0	0	0	11	7	0	159
16:30-16:35	11	10	0	4	102	22	0	0	0	15	7	0	171
16:35-16:40	10	8	0	3	95	27	0	0	0	20	11	0	174
16:40-16:45	10	13	0	4	123	30	0	0	0	15	7	0	202
16:45-16:50	12	10	0	1	106	25	0	0	0	16	9	0	179
16:50-16:55	10	14	0	10	84	27	0	0	0	14	8	0	167
16:55-17:00	8	10	0	5	114	29	0	0	0	20	5	0	191
17:00-17:05	7	11	0	3	111	19	0	1	0	16	6	0	174
17:05-17:10	10	12	0	9	101	29	0	0	0	23	9	0	193
17:10-17:15	9	9	0	9	128	18	0	0	0	22	9	0	204
17:15-17:20	13	8	0	5	128	24	0	0	0	16	9	0	203
17:20-17:25	14	7	0	7	108	32	0	0	1	10	7	0	186
17:25-17:30	7	17	0	2	110	28	0	0	0	17	9	0	190
17:30-17:35	9	10	0	4	106	24	0	0	0	21	8	0	182
17:35-17:40	5	8	0	4	124	25	0	0	0	22	9	0	197
17:40-17:45	7	11	0	3	104	13	0	0	0	19	3	0	160
17:45-17:50	5	6	0	6	107	24	0	0	0	6	4	0	158
17:50-17:55	7	5	0	5	96	25	0	0	1	19	7	0	165
17:55-18:00	3	1	0	5	93	24	0	0	0	15	2	0	143

Total Survey	190	250	0	119	2540	590	0	1	2	405	169	0	4266
PHF	.79	.87	0	.68	.92	.92	0	.25	.25	.87	.88	0	.945
% Trucks	2.6	3.2	0	2.5	3.3	1.4	0	0	0	.5	2.4	0	2.6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	1	0	0	2	0	0	6	0	0	3	0	0

Hourly Totals													
16:00-17:00	94	145	0	57	1224	305	0	0	0	199	87	0	2111
16:15-17:15	100	141	0	67	1282	294	0	1	0	199	92	0	2176
16:30-17:30	121	129	0	62	1310	310	0	1	1	204	96	0	2234
16:45-17:45	111	127	0	62	1324	293	0	1	1	216	91	0	2226
17:00-18:00	96	105	0	62	1316	285	0	1	2	206	82	0	2155

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

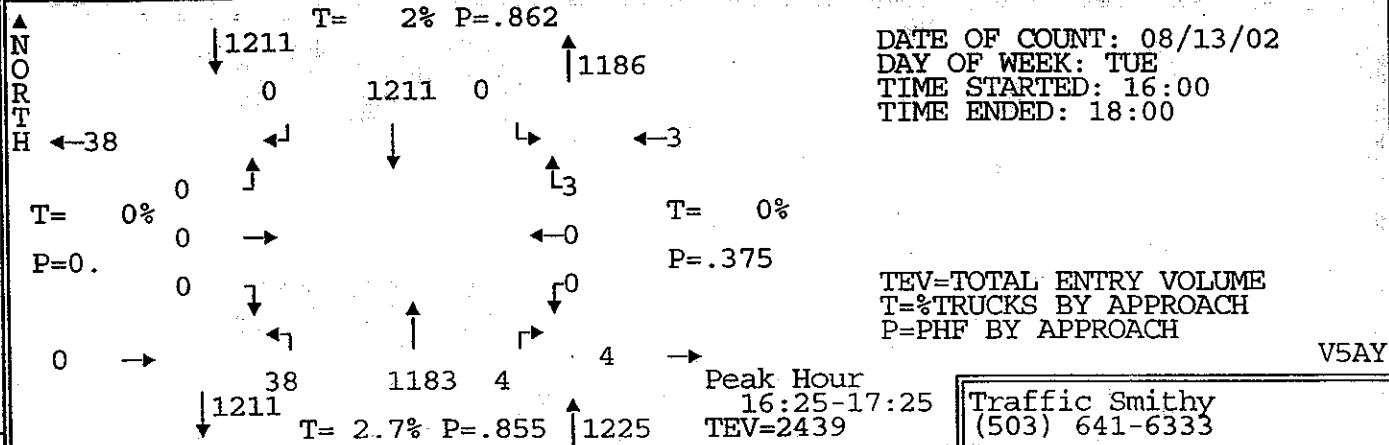
BROADWAY/BAYSHORE @ FIR



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	0	0	0	0	37	0	1	44	0	0	0	0	82
07:05-07:10	0	0	0	0	41	0	0	43	0	0	0	0	84
07:10-07:15	0	0	0	0	28	0	0	43	0	0	0	0	71
07:15-07:20	0	0	0	0	37	0	0	53	0	0	0	0	90
07:20-07:25	0	0	0	0	27	0	0	45	0	0	0	0	72
07:25-07:30	0	0	0	0	43	0	1	49	0	0	0	0	93
07:30-07:35	0	0	0	0	54	0	0	57	0	0	0	0	111
07:35-07:40	0	0	0	0	51	0	1	64	0	0	0	0	116
07:40-07:45	0	0	0	0	63	0	1	70	0	0	0	0	134
07:45-07:50	0	0	0	0	54	0	2	83	0	0	0	0	139
07:50-07:55	0	0	0	0	67	0	1	85	0	0	0	0	153
07:55-08:00	0	0	0	0	88	0	0	89	0	0	0	0	177
08:00-08:05	0	0	0	0	63	0	0	66	0	0	0	0	129
08:05-08:10	0	0	0	0	59	0	0	73	0	0	0	0	132
08:10-08:15	0	0	0	0	62	0	1	48	0	0	0	1	112
08:15-08:20	0	0	0	0	58	0	3	57	0	0	0	0	118
08:20-08:25	0	0	0	0	51	0	5	61	0	0	0	0	117
08:25-08:30	0	0	0	0	58	0	2	56	0	0	0	0	116
08:30-08:35	0	0	0	0	51	0	0	56	0	0	0	0	107
08:35-08:40	0	0	0	0	42	0	0	60	0	0	0	0	102
08:40-08:45	0	0	0	0	61	0	0	69	0	0	0	0	130
08:45-08:50	0	0	0	0	77	0	2	54	0	0	0	0	133
08:50-08:55	0	0	0	1	72	0	0	63	0	0	0	0	136
08:55-09:00	0	0	0	0	78	0	3	63	0	0	0	0	144
Total Survey	0	0	0	1	1322	0	23	1451	0	0	0	1	2798
PHF	0	0	0	0	.83	0	.4	.79	0	0	0	.25	.828
% Trucks	0	0	0	0	10.3	0	13	9.3	0	0	0	100	9.8
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	7	0	0	0	0	0	0	0	
Hourly Totals													
07:00-08:00	0	0	0	0	590	0	7	725	0	0	0	0	1322
07:15-08:15	0	0	0	0	668	0	7	782	0	0	0	1	1458
07:30-08:30	0	0	0	0	728	0	16	809	0	0	0	1	1554
07:45-08:45	0	0	0	0	714	0	14	803	0	0	0	1	1532
08:00-09:00	0	0	0	1	732	0	16	726	0	0	0	1	1476

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

BROADWAY/BAYSHORE @ FIR



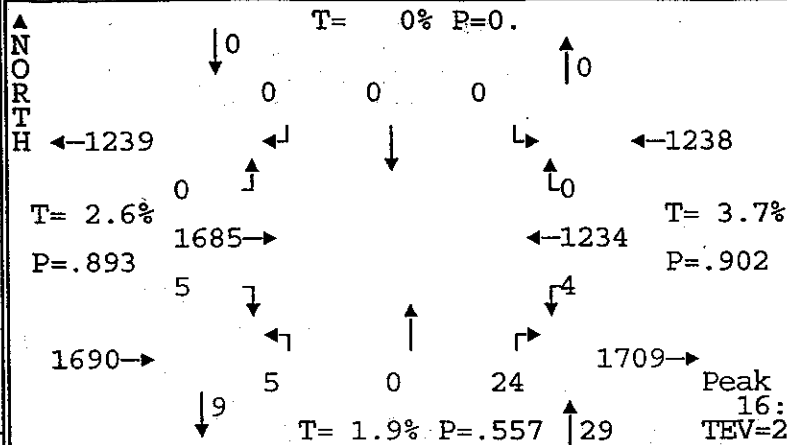
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	0	0	87	0	0	89	0	0	0	0	176
16:05-16:10	0	0	0	0	116	0	6	81	0	0	0	0	203
16:10-16:15	0	0	0	0	104	0	5	86	0	1	0	0	196
16:15-16:20	0	0	0	0	95	0	6	88	0	0	0	0	189
16:20-16:25	0	0	0	0	101	0	0	77	0	1	0	0	179
16:25-16:30	0	0	0	0	113	0	7	93	1	0	0	0	214
16:30-16:35	0	0	0	0	105	0	1	103	0	0	0	0	209
16:35-16:40	0	0	0	0	105	0	0	94	0	0	0	2	201
16:40-16:45	0	0	0	0	83	0	4	114	1	0	0	0	202
16:45-16:50	0	0	0	0	88	0	4	86	1	0	0	0	179
16:50-16:55	0	0	0	0	86	0	2	81	0	0	0	0	169
16:55-17:00	0	0	0	0	95	0	3	93	0	0	0	0	191
17:00-17:05	0	0	0	0	79	0	3	84	0	0	0	0	166
17:05-17:10	0	0	0	0	112	0	7	109	0	0	0	1	229
17:10-17:15	0	0	0	0	121	0	3	124	0	0	0	0	248
17:15-17:20	0	0	0	0	118	0	3	111	1	0	0	0	233
17:20-17:25	0	0	0	0	106	0	1	91	0	0	0	0	198
17:25-17:30	0	0	0	0	74	0	1	96	0	0	0	0	171
17:30-17:35	0	0	0	0	86	0	3	86	0	0	0	1	176
17:35-17:40	0	0	0	0	99	0	1	75	0	0	0	0	175
17:40-17:45	0	0	0	0	91	0	1	78	0	0	0	0	170
17:45-17:50	0	0	0	0	79	0	2	89	0	0	0	1	171
17:50-17:55	0	0	0	0	84	0	1	67	0	0	0	0	152
17:55-18:00	0	0	0	0	84	0	2	55	0	0	0	0	141

Total Survey	0	0	0	0	2311	0	66	2150	4	2	0	5	4538
PHF	0	0	0	0	.86	0	.73	.86	.5	0	0	.38	.858
% Trucks	0	0	0	0	2	0	1.5	2.7	25	0	0	0	2.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	0	0	0	0	1178	0	38	1085	3	2	0	2	2308
16:15-17:15	0	0	0	0	1183	0	40	1146	3	1	0	3	2376
16:30-17:30	0	0	0	0	1172	0	32	1186	3	0	0	3	2396
16:45-17:45	0	0	0	0	1155	0	32	1114	2	0	0	2	2305
17:00-18:00	0	0	0	0	1133	0	28	1065	1	0	0	3	2230

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

HIGHWAY 101 (NEWPORT) @ FRONT



DATE OF COUNT: 08/20/02
 DAY OF WEEK: TUE
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V5CJ

Peak Hour
 16:40-17:40
 TEV=2957

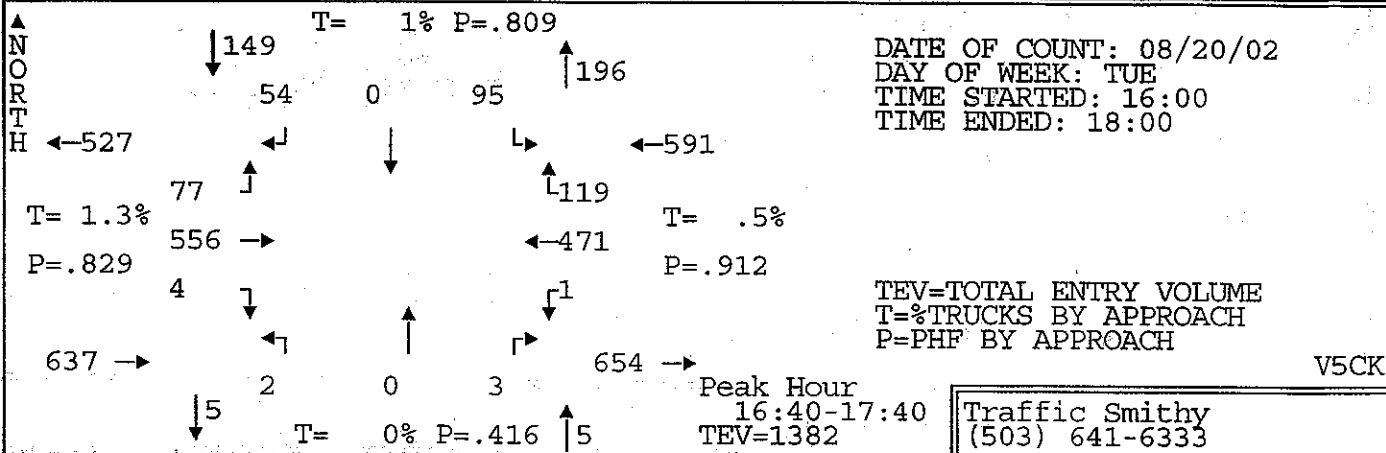
Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	↙	↓	↘	↙	↑	↘	↓	←	↑	
16:00-16:05	0	116	0	0	0	0	1	0	2	1	106	0	226
16:05-16:10	0	133	0	0	0	0	1	0	1	0	113	0	248
16:10-16:15	0	127	0	0	0	0	0	0	1	2	83	0	213
16:15-16:20	1	119	0	0	0	0	0	0	0	3	98	0	221
16:20-16:25	0	138	0	0	0	0	0	0	5	0	110	0	253
16:25-16:30	0	120	0	0	0	0	0	0	0	1	96	0	217
16:30-16:35	0	108	0	0	0	0	2	0	3	0	97	0	210
16:35-16:40	0	107	0	0	0	0	0	0	0	0	111	0	218
16:40-16:45	0	134	0	0	0	0	0	0	0	0	114	0	248
16:45-16:50	1	129	0	0	0	0	0	0	1	0	115	0	246
16:50-16:55	1	118	0	0	0	0	0	0	3	0	114	0	236
16:55-17:00	1	154	0	0	0	0	2	0	4	1	110	0	272
17:00-17:05	1	123	0	0	0	0	0	0	2	1	112	0	239
17:05-17:10	0	135	0	0	0	0	1	0	4	1	102	0	243
17:10-17:15	0	163	0	0	0	0	0	0	1	1	109	0	274
17:15-17:20	1	161	0	0	0	0	0	0	3	0	88	0	253
17:20-17:25	0	148	0	0	0	0	0	0	3	0	86	0	237
17:25-17:30	0	133	0	0	0	0	1	0	3	0	99	0	236
17:30-17:35	0	135	0	0	0	0	1	0	0	0	110	0	246
17:35-17:40	0	152	0	0	0	0	0	0	0	0	75	0	227
17:40-17:45	0	123	0	0	0	0	1	0	2	0	107	0	233
17:45-17:50	0	108	0	0	0	0	1	0	1	2	108	0	220
17:50-17:55	0	128	0	0	0	0	1	0	2	0	83	0	214
17:55-18:00	0	113	0	0	0	0	0	0	1	1	96	0	211

Total Survey	6	3125	0	0	0	0	12	0	42	14	2442	0	5641
PHF	.42	.89	0	0	0	0	.42	0	.6	.33	.9	0	.960
% Trucks	0	2.6	0	0	0	0	8.3	0	0	14.3	3.6	0	3
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	5	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	4	1503	0	0	0	0	6	0	20	8	1267	0	2808
16:15-17:15	5	1548	0	0	0	0	5	0	23	8	1288	0	2877
16:30-17:30	5	1613	0	0	0	0	6	0	27	4	1257	0	2912
16:45-17:45	5	1674	0	0	0	0	6	0	26	4	1227	0	2942
17:00-18:00	2	1622	0	0	0	0	6	0	22	6	1175	0	2833

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT NEWMARK @ BRUSSELS



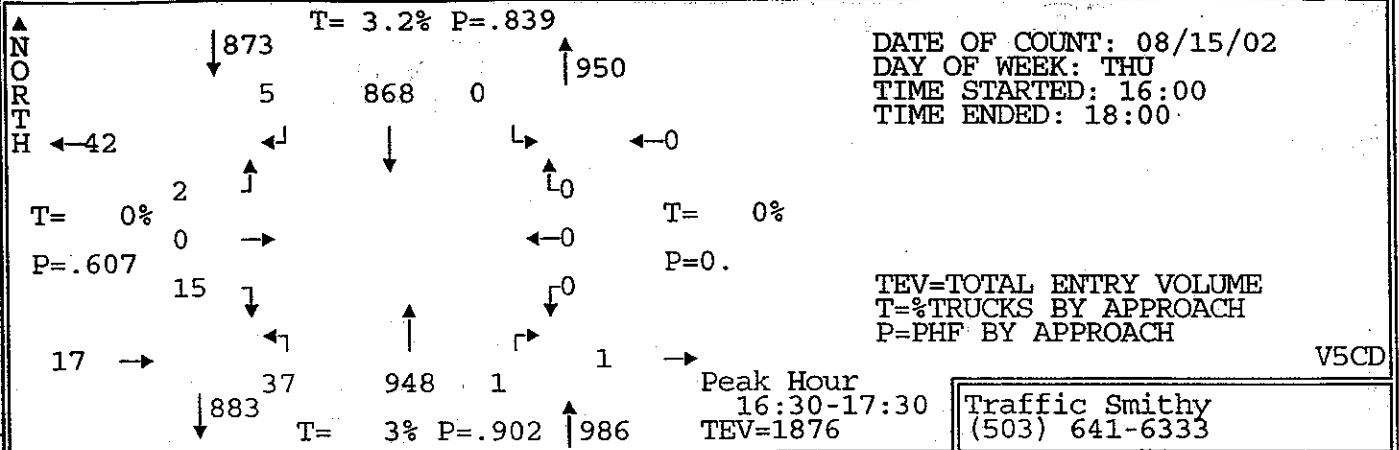
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	↙	↓	↘	↙	↑	↘	↓	←	↑	
16:00-16:05	0	43	5	6	0	14	0	0	0	0	29	5	102
16:05-16:10	0	31	3	5	0	5	0	0	1	1	23	7	76
16:10-16:15	0	52	6	9	0	9	0	0	1	0	34	6	117
16:15-16:20	0	49	4	5	0	7	0	0	0	0	41	8	114
16:20-16:25	0	46	5	2	0	7	0	0	0	0	45	10	115
16:25-16:30	1	35	5	5	0	8	0	0	1	0	24	5	84
16:30-16:35	0	37	6	5	0	6	0	0	0	0	44	7	105
16:35-16:40	0	49	5	2	0	8	0	0	0	0	39	11	114
16:40-16:45	0	42	2	7	0	12	0	0	0	0	39	16	118
16:45-16:50	0	66	4	0	0	5	0	0	0	0	35	7	117
16:50-16:55	0	46	5	6	0	8	0	0	0	0	35	2	102
16:55-17:00	0	43	2	6	0	6	0	0	0	0	44	9	110
17:00-17:05	1	35	7	10	0	10	1	0	0	0	40	6	110
17:05-17:10	1	38	7	2	0	11	0	0	0	0	41	9	109
17:10-17:15	1	51	15	3	0	7	0	0	1	0	33	8	119
17:15-17:20	0	60	7	3	0	8	0	0	0	1	40	21	140
17:20-17:25	0	52	6	5	0	11	1	0	1	0	40	8	124
17:25-17:30	0	40	5	3	0	6	0	0	0	0	40	12	106
17:30-17:35	0	43	6	5	0	5	0	0	0	0	36	9	104
17:35-17:40	1	40	11	4	0	6	0	0	1	0	48	12	123
17:40-17:45	0	47	7	2	0	8	0	0	1	0	42	5	112
17:45-17:50	0	33	2	3	0	6	0	0	0	0	31	9	84
17:50-17:55	0	49	5	2	0	5	0	0	0	0	31	6	98
17:55-18:00	0	33	3	5	0	7	0	0	0	0	36	8	92

Total Survey	5	1060	133	105	0	185	2	0	7	2	890	206	2595
PHF	.33	.85	.66	.61	0	.85	.5	0	.38	.25	.94	.73	.902
% Trucks	0	1.5	0	1	0	1.1	0	0	0	0	.6	0	.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	6	0	0	0	0	0	0	0	0	0	0	

Hourly Totals													
16:00-17:00	1	539	52	58	0	95	0	0	3	1	432	93	1274
16:15-17:15	4	537	67	53	0	95	1	0	2	0	460	98	1317
16:30-17:30	3	559	71	52	0	98	2	0	2	1	470	116	1374
16:45-17:45	4	561	82	49	0	91	2	0	4	1	474	108	1376
17:00-18:00	4	521	81	47	0	90	2	0	4	1	458	113	1321

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

CLARK @ HIGHWAY 101

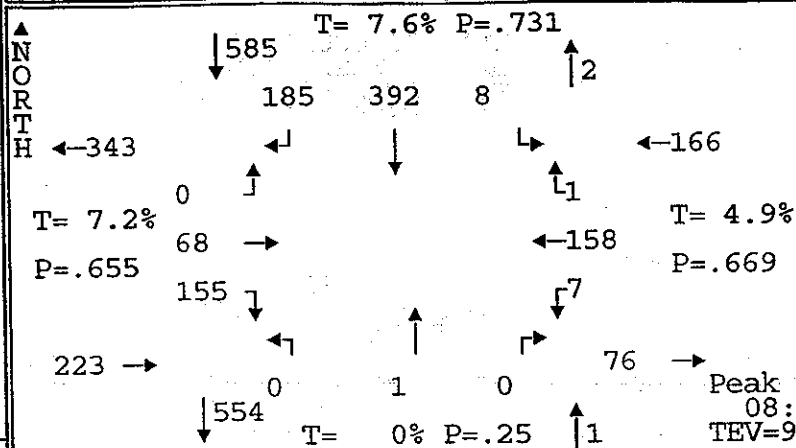


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	1	0	0	1	80	0	1	70	0	0	0	0	153
16:05-16:10	1	0	0	0	84	0	1	73	0	0	0	0	159
16:10-16:15	0	0	0	0	80	0	1	97	0	0	0	0	178
16:15-16:20	1	0	0	0	79	0	3	72	0	0	0	0	155
16:20-16:25	0	0	0	0	65	0	0	63	0	0	0	0	128
16:25-16:30	1	0	0	0	73	0	1	71	0	0	0	0	146
16:30-16:35	0	0	0	0	74	0	5	89	0	0	0	0	168
16:35-16:40	0	0	0	0	76	0	2	65	0	0	0	0	143
16:40-16:45	2	0	0	0	67	0	2	68	1	0	0	0	140
16:45-16:50	1	0	0	0	84	0	3	96	0	0	0	0	184
16:50-16:55	2	0	0	0	63	0	4	66	0	0	0	0	135
16:55-17:00	1	0	0	2	60	0	3	77	0	0	0	0	143
17:00-17:05	2	0	0	2	62	0	3	74	0	0	0	0	143
17:05-17:10	1	0	1	1	87	0	4	75	0	0	0	0	169
17:10-17:15	1	0	0	0	98	0	1	87	0	0	0	0	187
17:15-17:20	2	0	1	0	74	0	2	104	0	0	0	0	183
17:20-17:25	3	0	0	0	56	0	2	71	0	0	0	0	132
17:25-17:30	0	0	0	0	67	0	6	76	0	0	0	0	149
17:30-17:35	1	0	0	0	43	0	0	101	0	0	0	0	145
17:35-17:40	0	0	1	0	68	0	3	53	0	0	0	0	125
17:40-17:45	1	0	0	1	71	0	2	75	0	0	0	0	150
17:45-17:50	0	0	0	0	70	0	1	65	0	0	0	0	136
17:50-17:55	0	0	1	0	45	0	3	70	0	0	0	0	119
17:55-18:00	2	0	0	0	46	0	3	73	0	0	0	0	124

Total Survey	23	0	4	7	1672	0	56	1831	1	0	0	0	3594
PHF	.63	0	.25	.25	.84	0	.93	.89	.25	0	0	0	.870
% Trucks	0	0	0	0	3.2	0	0	3.1	0	0	0	0	3.1
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	10	0	0	3	885	0	26	907	1	0	0	0	1832
16:15-17:15	12	0	1	5	888	0	31	903	1	0	0	0	1841
16:30-17:30	15	0	2	5	868	0	37	948	1	0	0	0	1876
16:45-17:45	15	0	3	6	833	0	33	955	0	0	0	0	1845
17:00-18:00	13	0	4	4	787	0	30	924	0	0	0	0	1762

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT CAPE ARAGO HIGHWAY @ HIGHWAY 101 SB



DATE OF COUNT: 08/14/02
DAY OF WEEK: WED
TIME STARTED: 07:00
TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

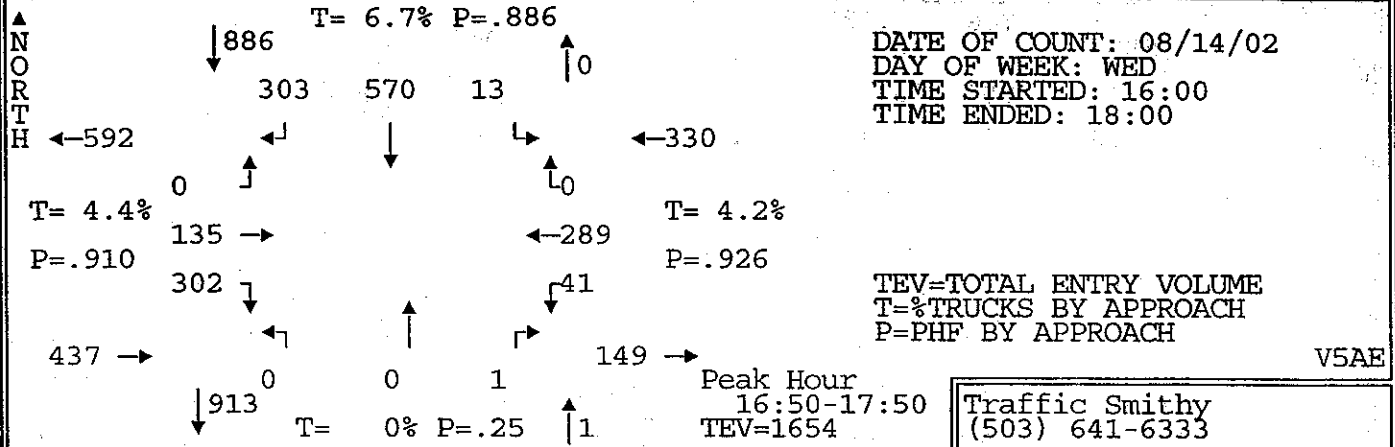
V5AD

Peak Hour
08:00-09:00
TEV=975

Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	2	0	0	4	13	0	0	0	0	1	2	0	22
07:05-07:10	1	1	0	3	9	0	0	0	0	0	1	0	15
07:10-07:15	6	1	0	5	14	0	0	0	0	1	6	0	33
07:15-07:20	6	2	0	1	9	0	0	0	0	1	4	0	23
07:20-07:25	7	0	0	5	9	0	0	0	0	0	3	0	24
07:25-07:30	3	3	0	6	14	1	0	0	0	0	2	0	29
07:30-07:35	6	3	0	5	19	1	0	0	0	1	6	0	41
07:35-07:40	7	2	0	10	23	0	0	0	0	1	10	0	53
07:40-07:45	8	4	0	8	22	0	0	0	0	0	12	0	54
07:45-07:50	4	3	0	4	22	0	0	0	0	1	4	0	38
07:50-07:55	11	2	0	17	37	0	0	0	0	1	9	0	77
07:55-08:00	11	3	0	10	17	0	0	0	0	0	12	0	53
08:00-08:05	6	2	0	10	26	0	0	0	0	0	9	0	53
08:05-08:10	6	2	0	12	31	0	0	1	0	1	9	0	62
08:10-08:15	11	7	0	14	20	1	0	0	0	0	10	0	63
08:15-08:20	8	3	0	13	22	0	0	0	0	0	9	0	55
08:20-08:25	9	2	0	6	26	1	0	0	0	0	10	0	54
08:25-08:30	10	4	0	20	38	1	0	0	0	0	13	0	86
08:30-08:35	14	3	0	13	21	0	0	0	0	0	8	0	59
08:35-08:40	14	8	0	13	43	0	0	0	0	1	12	0	91
08:40-08:45	20	9	0	23	31	0	0	0	0	4	18	0	105
08:45-08:50	15	5	0	21	41	2	0	0	0	0	9	0	93
08:50-08:55	20	7	0	23	43	1	0	0	0	1	28	1	124
08:55-09:00	22	16	0	17	50	2	0	0	0	0	23	0	130
Total Survey	227	92	0	263	600	10	0	1	0	14	229	1	1437
PHF	.68	.61	0	.69	.73	.4	0	.25	0	.35	.66	.25	.702
% Trucks	2.2	19.6	0	2.7	9.8	0	0	0	0	7.1	4.8	0	7
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	5	0	0	1	0	0	0	0	0
Hourly Totals													
07:00-08:00	72	24	0	78	208	2	0	0	0	7	71	0	462
07:15-08:15	86	33	0	102	249	3	0	1	0	6	90	0	570
07:30-08:30	97	37	0	129	303	4	0	1	0	5	113	0	689
07:45-08:45	124	48	0	155	334	3	0	1	0	8	123	0	796
08:00-09:00	155	68	0	185	392	8	0	1	0	7	158	1	975

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
CAPE ARAGO HIGHWAY@ HIGHWAY 101 SB

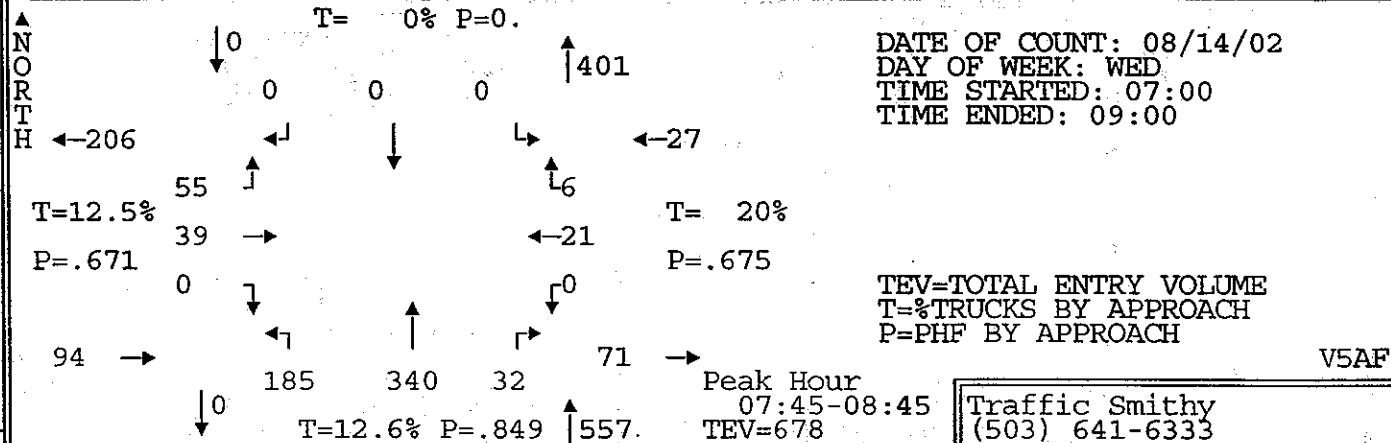


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	31	6	0	27	63	1	0	0	0	3	29	0	160
16:05-16:10	26	10	0	15	45	1	0	0	0	4	24	0	125
16:10-16:15	26	9	0	22	66	1	0	0	0	6	24	0	154
16:15-16:20	24	7	0	23	52	1	0	0	0	3	26	0	136
16:20-16:25	21	14	0	18	50	4	0	0	0	5	26	0	138
16:25-16:30	18	7	0	24	60	1	0	0	0	3	16	0	129
16:30-16:35	21	18	0	22	47	1	2	0	0	1	17	0	129
16:35-16:40	19	5	0	15	47	2	0	0	0	6	21	0	115
16:40-16:45	22	8	0	19	41	0	0	0	0	3	29	0	122
16:45-16:50	19	13	0	20	48	0	0	0	0	4	25	0	129
16:50-16:55	24	15	0	29	48	3	0	0	0	1	22	0	142
16:55-17:00	19	16	0	15	50	4	0	0	0	7	29	0	140
17:00-17:05	24	13	0	31	46	0	0	0	0	3	22	0	139
17:05-17:10	26	11	0	31	58	1	0	0	0	4	18	0	149
17:10-17:15	25	13	0	24	57	1	0	0	1	5	22	0	148
17:15-17:20	31	14	0	32	45	1	0	0	0	3	22	0	148
17:20-17:25	22	14	0	25	44	0	0	0	0	3	23	0	131
17:25-17:30	27	11	0	26	43	0	0	0	0	7	26	0	140
17:30-17:35	30	6	0	24	40	0	0	0	0	4	26	0	130
17:35-17:40	21	7	0	19	54	0	0	0	0	1	25	0	127
17:40-17:45	28	9	0	23	37	2	0	0	0	1	29	0	129
17:45-17:50	25	6	0	24	48	1	0	0	0	2	25	0	131
17:50-17:55	21	2	0	21	45	1	0	0	0	10	24	0	124
17:55-18:00	21	12	0	23	41	1	0	0	0	3	24	0	125

Total Survey	571	246	0	552	1175	27	2	0	1	92	574	0	3240
PHF	.92	.77	0	.87	.89	.46	0	0	.25	.73	.9	0	.929
% Trucks	4.2	4.9	0	4.7	7.7	3.7	0	0	0	5.4	4	0	5.6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	14	0	0	23	0	0	3	0	

Hourly Totals													
16:00-17:00	270	128	0	249	617	19	2	0	0	46	288	0	1619
16:15-17:15	262	140	0	271	604	18	2	0	1	45	273	0	1616
16:30-17:30	279	151	0	289	574	13	2	0	1	47	276	0	1632
16:45-17:45	296	142	0	299	570	12	0	0	1	43	289	0	1652
17:00-18:00	301	118	0	303	558	8	0	0	1	46	286	0	1621

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
CAPE ARAGO HIGHWAY @ HIGHWAY 101 NB

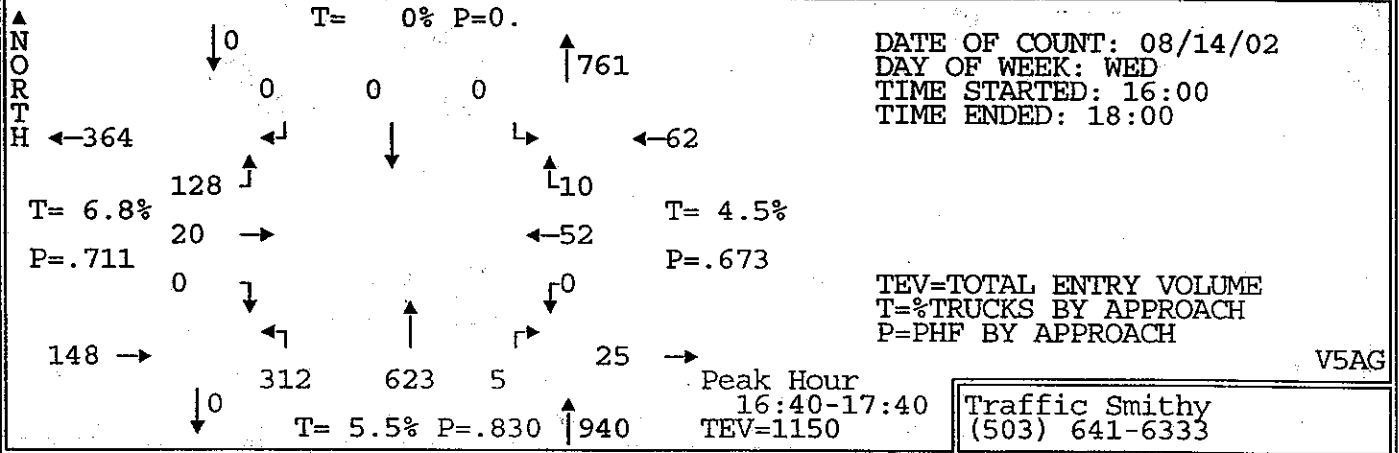


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
07:00-07:05	0	2	1	0	0	0	9	21	0	0	0	0	33
07:05-07:10	0	1	3	0	0	0	10	18	0	0	1	0	33
07:10-07:15	0	4	3	0	0	0	9	23	0	0	1	0	40
07:15-07:20	0	3	1	0	0	0	11	21	0	0	0	0	36
07:20-07:25	0	1	3	0	0	0	10	28	2	0	0	0	44
07:25-07:30	0	1	2	0	0	0	8	23	1	0	0	0	35
07:30-07:35	0	0	6	0	0	0	11	25	0	0	2	0	44
07:35-07:40	0	2	6	0	0	0	12	22	1	0	2	0	45
07:40-07:45	0	1	7	0	0	0	15	28	2	0	1	1	55
07:45-07:50	0	2	4	0	0	0	24	33	5	0	0	0	68
07:50-07:55	0	9	9	0	0	0	18	40	3	0	2	0	81
07:55-08:00	0	3	8	0	0	0	19	20	2	0	0	0	52
08:00-08:05	0	1	1	0	0	0	18	26	5	0	2	1	54
08:05-08:10	0	3	3	0	0	0	16	25	2	0	2	1	52
08:10-08:15	0	4	1	0	0	0	10	28	0	0	1	0	44
08:15-08:20	0	6	7	0	0	0	18	28	3	0	1	1	64
08:20-08:25	0	3	3	0	0	0	6	16	1	0	3	2	34
08:25-08:30	0	4	2	0	0	0	14	29	4	0	0	1	54
08:30-08:35	0	0	5	0	0	0	13	22	2	0	1	0	43
08:35-08:40	0	3	8	0	0	0	15	36	3	0	5	0	70
08:40-08:45	0	1	4	0	0	0	14	37	2	0	4	0	62
08:45-08:50	0	4	3	0	0	0	23	23	4	0	6	0	63
08:50-08:55	0	3	5	0	0	0	10	29	1	0	5	0	53
08:55-09:00	0	2	2	0	0	0	17	28	1	0	2	2	54

Total Survey	0	63	97	0	0	0	330	629	44	0	41	9	1213
PHF	0	.7	.65	0	0	0	.76	.89	.8	0	.52	.38	.843
% Trucks	0	7.9	15.5	0	0	0	5.8	16.2	11.4	0	19.5	22.2	12.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	2	0	0	0	0	0	0	0	0

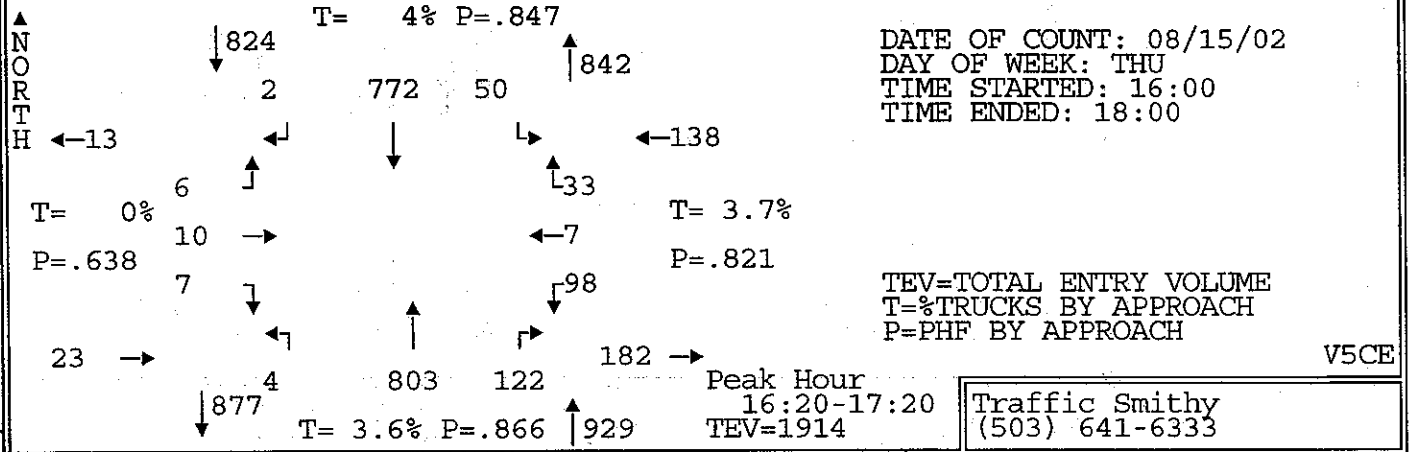
Hourly Totals													
07:00-08:00	0	29	53	0	0	0	156	302	16	0	9	1	566
07:15-08:15	0	30	51	0	0	0	172	319	23	0	12	3	610
07:30-08:30	0	38	57	0	0	0	181	320	28	0	16	7	647
07:45-08:45	0	39	55	0	0	0	185	340	32	0	21	6	678
08:00-09:00	0	34	44	0	0	0	174	327	28	0	32	8	647

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
CAPE ARAGO HIGHWAY @ HIGHWAY 101 NB



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↑	←	↑	→	↓	←	↑	
16:00-16:05	0	3	11	0	0	0	19	46	1	0	4	1	85
16:05-16:10	0	2	12	0	0	0	23	61	0	0	5	2	105
16:10-16:15	0	2	12	0	0	0	23	50	0	0	6	1	94
16:15-16:20	0	2	20	0	0	0	18	38	0	0	4	1	83
16:20-16:25	0	3	15	0	0	0	25	51	1	0	2	0	97
16:25-16:30	0	1	9	0	0	0	21	55	0	0	6	0	92
16:30-16:35	0	0	8	0	0	0	25	43	1	0	4	0	81
16:35-16:40	0	0	6	0	0	0	25	57	0	0	3	0	91
16:40-16:45	0	4	10	0	0	0	26	37	1	0	5	0	83
16:45-16:50	0	3	11	0	0	0	29	66	1	0	2	1	113
16:50-16:55	0	0	5	0	0	0	27	52	0	0	3	1	88
16:55-17:00	0	0	16	0	0	0	27	27	0	0	4	1	75
17:00-17:05	0	3	11	0	0	0	20	43	0	0	8	1	86
17:05-17:10	0	2	8	0	0	0	25	44	0	0	6	3	88
17:10-17:15	0	3	15	0	0	0	27	71	1	0	4	0	121
17:15-17:20	0	2	16	0	0	0	26	53	0	0	4	2	103
17:20-17:25	0	3	13	0	0	0	31	74	0	0	5	0	126
17:25-17:30	0	0	13	0	0	0	17	50	0	0	1	0	81
17:30-17:35	0	0	6	0	0	0	24	53	1	0	6	0	90
17:35-17:40	0	0	4	0	0	0	33	53	1	0	4	1	96
17:40-17:45	0	0	4	0	0	0	20	43	0	0	2	1	70
17:45-17:50	0	2	6	0	0	0	12	45	0	0	2	2	69
17:50-17:55	0	2	7	0	0	0	17	52	3	0	0	1	82
17:55-18:00	0	1	4	0	0	0	17	43	2	0	3	0	70
Total Survey	0	38	242	0	0	0	557	1207	13	0	93	19	2169
PHF	0	.63	.73	0	0	0	.93	.79	.63	0	.72	.5	.821
% Trucks	0	10.5	6.2	0	0	0	3.1	6.7	0	0	3.2	10.5	5.6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	2	0	0	1	0	0	0	0	0
Hourly Totals													
16:00-17:00	0	20	135	0	0	0	288	583	5	0	48	8	1087
16:15-17:15	0	21	134	0	0	0	295	584	5	0	51	8	1098
16:30-17:30	0	20	132	0	0	0	305	617	4	0	49	9	1136
16:45-17:45	0	16	122	0	0	0	306	629	4	0	49	11	1137
17:00-18:00	0	18	107	0	0	0	269	624	8	0	45	11	1082

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
CASINO ENTRANCE @ HIGHWAY 101



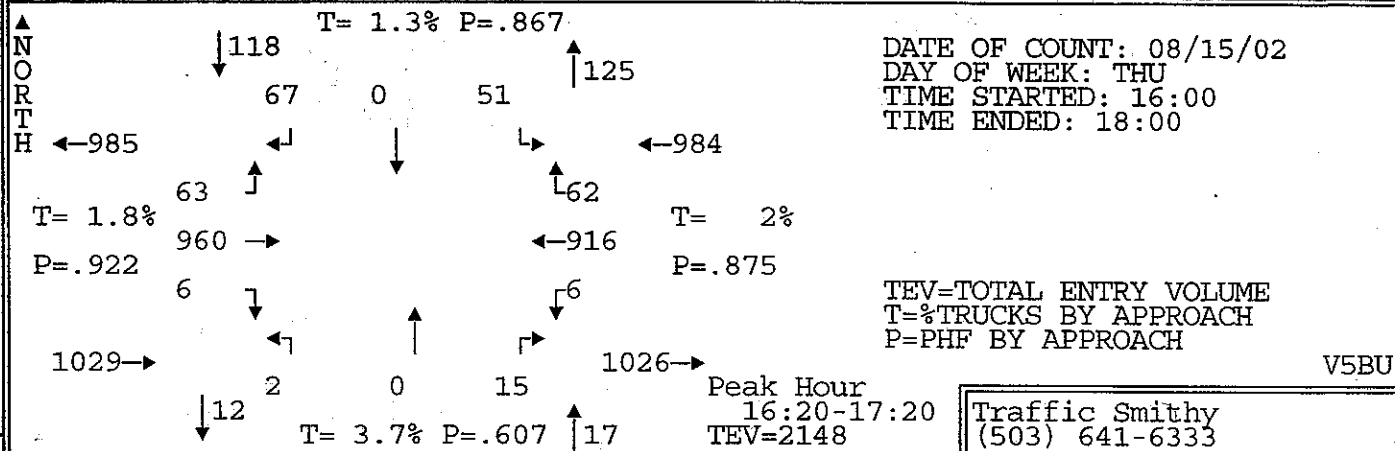
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	0	2	70	2	1	60	7	9	0	2	153
16:05-16:10	4	0	1	0	76	3	1	75	10	3	0	2	175
16:10-16:15	1	0	0	0	69	3	0	70	15	13	0	7	178
16:15-16:20	0	0	0	0	56	3	0	55	5	8	0	8	135
16:20-16:25	0	1	0	0	74	6	2	54	9	7	0	2	155
16:25-16:30	1	0	0	0	58	2	0	65	16	5	0	3	150
16:30-16:35	1	1	1	0	67	1	0	63	9	12	0	6	161
16:35-16:40	0	0	0	1	62	8	0	67	8	4	2	1	153
16:40-16:45	2	2	0	0	63	4	0	60	11	9	0	2	153
16:45-16:50	0	0	0	1	63	4	1	74	15	8	0	3	169
16:50-16:55	1	0	0	0	55	5	0	60	9	6	2	0	138
16:55-17:00	0	1	2	0	52	2	0	64	13	9	0	3	146
17:00-17:05	0	0	1	0	63	5	0	56	5	11	0	1	142
17:05-17:10	1	2	0	0	84	8	0	72	10	5	0	4	186
17:10-17:15	1	0	0	0	80	3	0	90	10	12	3	5	204
17:15-17:20	0	3	2	0	51	2	1	78	7	10	0	3	157
17:20-17:25	0	0	1	0	46	1	0	61	12	10	0	0	131
17:25-17:30	0	0	1	0	44	2	0	78	9	10	0	3	147
17:30-17:35	1	0	0	0	31	4	0	70	16	2	0	3	127
17:35-17:40	0	0	0	0	82	2	0	39	8	5	0	3	139
17:40-17:45	1	0	0	0	56	2	1	74	10	8	0	5	157
17:45-17:50	0	2	2	0	55	3	1	48	10	4	1	5	131
17:50-17:55	0	0	2	1	45	2	0	65	7	1	0	4	127
17:55-18:00	0	0	0	0	45	3	0	49	9	7	0	6	119

Total Survey	14	12	13	5	1447	80	8	1547	240	178	8	81	3633
PHF	.58	.5	.5	.25	.85	.78	.5	.84	.82	.88	.58	.69	.874
% Trucks	0	0	0	0	3.9	5	0	4	1.3	2.8	0	6.2	3.7
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	1	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	10	5	4	4	765	43	5	767	127	93	4	39	1866
16:15-17:15	7	7	4	2	777	51	3	780	120	96	7	38	1892
16:30-17:30	6	9	8	2	730	45	2	823	118	106	7	31	1887
16:45-17:45	5	6	7	1	707	40	3	816	124	96	5	33	1843
17:00-18:00	4	7	9	1	682	37	3	780	113	85	4	42	1767

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

OAK @ CAPE ARAGO WAY



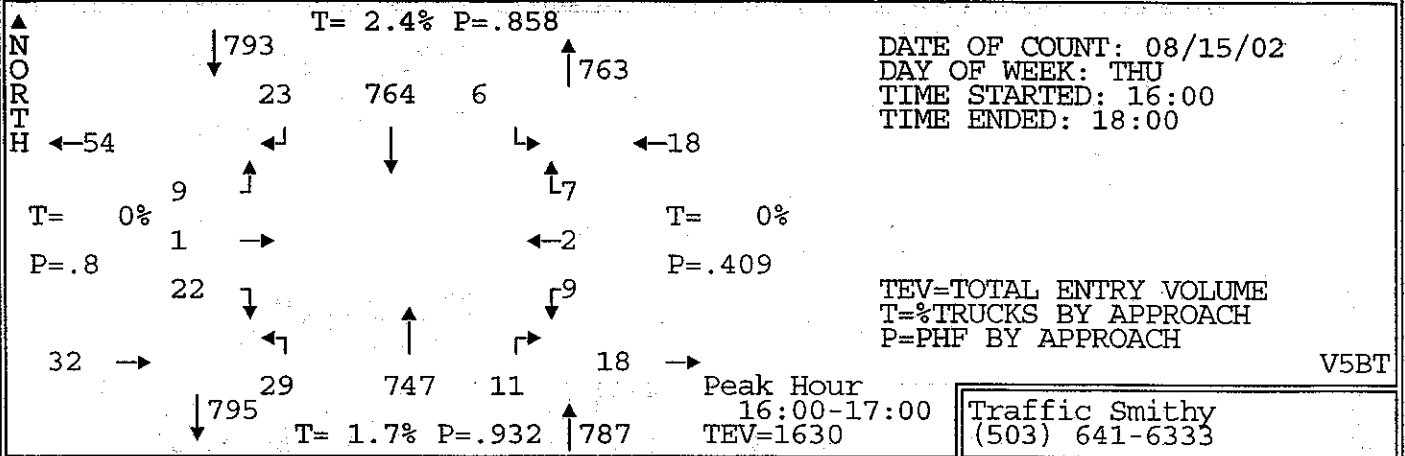
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	1	76	6	5	0	7	1	0	3	0	69	3	171
16:05-16:10	0	83	4	2	0	6	0	0	1	0	73	6	175
16:10-16:15	1	60	9	7	0	2	0	0	1	0	89	4	173
16:15-16:20	0	84	7	6	0	3	0	0	1	0	71	4	176
16:20-16:25	1	79	5	4	0	7	0	0	1	1	74	5	177
16:25-16:30	1	71	2	8	0	5	0	0	4	1	82	8	182
16:30-16:35	2	66	2	8	0	2	0	0	0	0	88	3	171
16:35-16:40	0	84	2	7	0	4	0	0	0	1	62	6	166
16:40-16:45	2	93	4	8	0	4	0	0	2	0	71	2	186
16:45-16:50	0	83	6	0	0	1	1	0	2	0	80	4	177
16:50-16:55	0	82	9	3	0	6	1	0	0	0	76	3	180
16:55-17:00	0	70	8	8	0	8	0	0	3	0	51	7	155
17:00-17:05	0	78	6	4	0	2	0	0	1	0	73	5	169
17:05-17:10	0	86	5	5	0	4	0	0	1	3	63	4	171
17:10-17:15	0	81	8	8	0	5	0	0	1	0	85	7	195
17:15-17:20	0	87	6	4	0	3	0	0	0	0	111	8	219
17:20-17:25	1	62	4	3	0	6	0	0	1	0	68	4	149
17:25-17:30	0	59	2	8	0	9	0	0	0	1	80	9	168
17:30-17:35	0	67	2	7	0	4	0	0	1	1	76	8	166
17:35-17:40	0	70	6	3	0	5	0	0	1	0	48	2	135
17:40-17:45	0	60	4	7	0	5	0	0	0	0	66	7	149
17:45-17:50	0	70	7	5	0	4	0	0	0	1	64	3	154
17:50-17:55	0	65	7	4	0	6	0	0	0	0	62	10	154
17:55-18:00	0	65	2	4	0	2	0	0	0	1	73	3	150

Total Survey	9	1781	123	128	0	110	3	0	24	10	1755	125	4068
PHF	.38	.92	.68	.73	0	.8	.25	0	.75	.5	.88	.82	.917
% Trucks	0	1.9	1.6	2.3	0	0	0	0	4.2	0	2.1	.8	1.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	0	0	0	0	0	

Hourly Totals													
16:00-17:00	8	931	64	66	0	55	3	0	18	3	886	55	2089
16:15-17:15	6	957	64	69	0	51	2	0	16	6	876	58	2105
16:30-17:30	5	931	62	66	0	54	2	0	11	5	908	62	2106
16:45-17:45	1	885	66	60	0	58	2	0	11	5	877	68	2033
17:00-18:00	1	850	59	62	0	55	0	0	6	7	869	70	1979

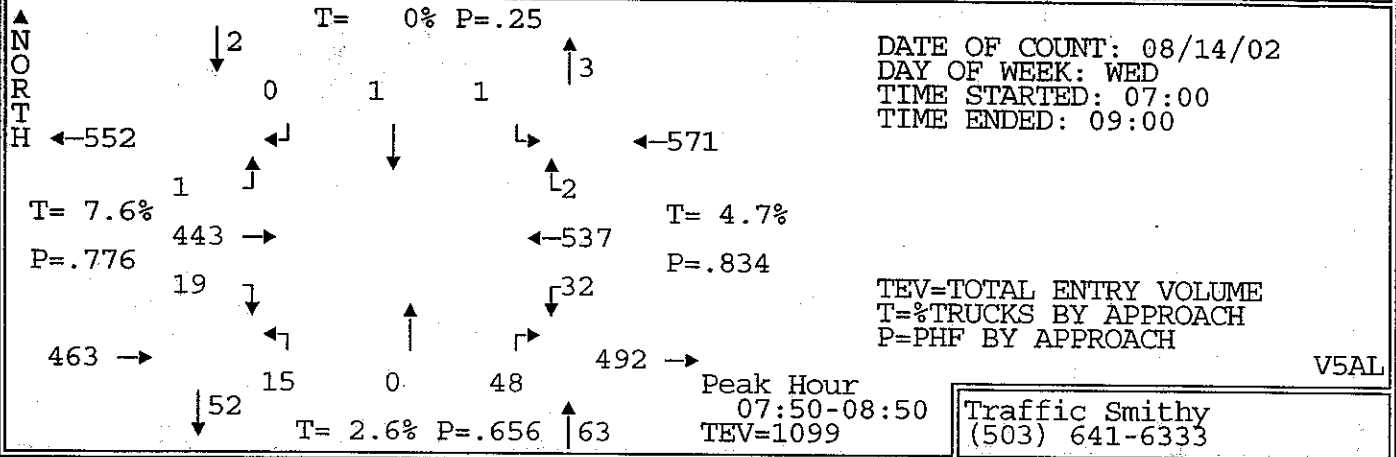
INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

17TH @ BROADWAY



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	2	0	2	1	58	1	1	78	1	0	0	0	144
16:05-16:10	1	0	0	3	63	1	3	62	1	2	0	0	136
16:10-16:15	3	0	1	3	71	0	4	61	0	0	1	1	145
16:15-16:20	1	1	1	0	71	0	1	59	1	0	0	0	135
16:20-16:25	2	0	0	4	81	1	0	55	0	0	0	0	143
16:25-16:30	2	0	1	1	60	0	2	58	0	0	0	1	125
16:30-16:35	3	0	0	1	63	1	3	64	1	0	0	1	137
16:35-16:40	2	0	1	2	62	1	3	68	0	1	0	0	140
16:40-16:45	3	0	1	1	56	0	5	58	2	0	0	0	126
16:45-16:50	1	0	0	1	61	1	3	56	1	1	0	1	126
16:50-16:55	0	0	2	2	61	0	1	65	1	1	0	1	134
16:55-17:00	2	0	0	4	57	0	3	63	3	4	1	2	139
17:00-17:05	0	0	0	5	50	0	3	65	0	0	0	1	124
17:05-17:10	3	0	0	0	69	0	2	76	0	0	0	1	151
17:10-17:15	1	0	2	3	58	0	4	63	0	0	0	0	131
17:15-17:20	1	0	2	3	62	0	1	54	0	0	0	0	123
17:20-17:25	3	0	0	2	61	1	4	67	0	0	0	0	138
17:25-17:30	5	0	1	3	59	0	2	50	0	0	0	1	121
17:30-17:35	3	0	2	1	54	0	3	54	0	0	0	0	117
17:35-17:40	2	0	0	3	66	0	2	49	1	1	0	1	125
17:40-17:45	2	0	1	0	53	0	3	44	0	0	1	0	104
17:45-17:50	3	0	1	2	44	0	3	50	0	0	0	0	103
17:50-17:55	0	0	0	0	47	0	3	48	0	0	0	0	98
17:55-18:00	1	0	0	1	39	0	1	53	0	0	0	1	96
Total Survey	46	1	18	46	1426	7	60	1420	12	10	3	12	3061
PHF	.69	.25	.75	.82	.86	.75	.66	.93	.55	.38	.5	.44	.958
% Trucks	0	0	0	0	2.5	0	1.7	1.8	0	0	0	0	2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	2	0	0	10	0	0	0	0	0
Hourly Totals													
16:00-17:00	22	1	9	23	764	6	29	747	11	9	2	7	1630
16:15-17:15	20	1	8	24	749	4	30	750	9	7	1	8	1611
16:30-17:30	24	0	9	27	719	4	34	749	8	7	1	8	1590
16:45-17:45	23	0	10	27	711	2	31	706	6	7	2	8	1533
17:00-18:00	24	0	9	23	662	1	31	673	1	1	1	5	1431

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT HARRISON @ VIRGINIA

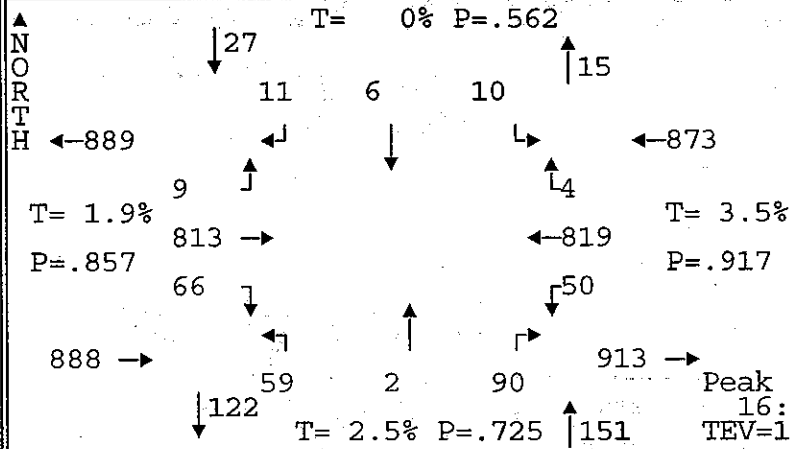


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	0	20	0	0	0	0	0	0	1	3	20	0	44
07:05-07:10	0	23	0	0	0	0	1	0	4	1	21	0	50
07:10-07:15	1	17	0	1	0	0	1	0	1	1	25	0	47
07:15-07:20	1	29	0	1	0	0	0	0	1	3	28	0	63
07:20-07:25	0	27	0	0	0	0	1	0	1	0	22	0	51
07:25-07:30	1	31	0	0	0	0	2	0	2	0	41	0	77
07:30-07:35	1	35	0	0	0	0	1	0	5	1	28	0	71
07:35-07:40	0	38	0	0	0	0	4	0	4	2	44	0	92
07:40-07:45	0	35	0	0	0	0	2	0	4	4	54	0	99
07:45-07:50	1	33	0	0	0	0	2	0	5	4	38	0	83
07:50-07:55	1	57	0	0	0	0	2	0	4	3	66	0	133
07:55-08:00	3	52	1	0	0	0	1	0	7	5	58	1	127
08:00-08:05	2	33	0	0	1	1	5	0	5	2	36	1	86
08:05-08:10	0	27	0	0	0	0	0	0	5	5	31	0	68
08:10-08:15	3	23	0	0	0	0	0	0	4	3	37	0	70
08:15-08:20	0	36	0	0	0	0	1	0	4	0	42	1	84
08:20-08:25	0	35	0	0	0	0	0	0	6	0	35	0	76
08:25-08:30	3	33	0	0	0	0	1	0	3	3	36	0	79
08:30-08:35	2	29	0	0	0	0	1	0	2	5	43	0	82
08:35-08:40	1	39	0	0	0	0	0	0	4	0	47	0	91
08:40-08:45	2	36	0	0	0	0	4	0	4	4	47	0	97
08:45-08:50	2	43	0	0	0	0	0	0	0	2	59	0	106
08:50-08:55	5	42	0	1	0	0	1	0	3	2	43	0	97
08:55-09:00	4	26	0	1	0	0	3	0	2	3	60	0	99

Total Survey	33	799	1	4	1	1	33	0	81	56	961	2	1972
PHF	.79	.78	.25	0	.25	.25	.47	0	.71	.67	.84	.5	.794
% Trucks	3	7.8	0	0	0	0	3	0	2.5	5.4	4.7	0	5.8
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	2	0	0	2	0	0	2	0	0	0	0	0

Hourly Totals													
07:00-08:00	9	397	1	2	0	0	17	0	39	27	445	0	937
07:15-08:15	13	420	1	1	1	1	20	0	47	32	483	1	1020
07:30-08:30	14	437	1	0	1	1	19	0	56	32	505	2	1068
07:45-08:45	18	433	1	0	1	1	17	0	53	34	516	2	1076
08:00-09:00	24	402	0	2	1	1	16	0	42	29	516	2	1035

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT HARRISON @ VIRGINIA



DATE OF COUNT: 08/14/02
DAY OF WEEK: WED
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

V5AM

Peak Hour
16:00-17:00
TEV=1939

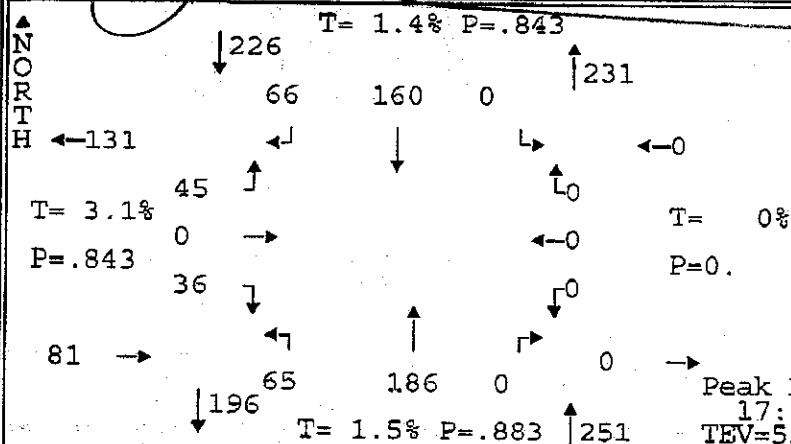
Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	4	64	0	0	2	0	3	0	14	4	65	0	156
16:05-16:10	6	67	2	1	0	0	6	0	5	2	69	1	159
16:10-16:15	5	74	0	1	1	0	10	0	14	5	74	0	184
16:15-16:20	3	82	4	1	1	4	5	1	6	2	72	0	181
16:20-16:25	6	82	0	1	0	0	2	1	5	0	60	0	157
16:25-16:30	6	76	0	2	0	3	5	0	8	4	66	1	171
16:30-16:35	3	73	1	0	0	2	4	0	5	7	79	0	174
16:35-16:40	6	57	0	1	0	0	3	0	8	7	74	0	156
16:40-16:45	10	59	1	1	1	1	10	0	8	6	60	0	157
16:45-16:50	6	63	0	1	1	0	3	0	7	4	60	0	145
16:50-16:55	7	49	0	2	0	0	4	0	3	4	69	1	139
16:55-17:00	4	67	1	0	0	0	4	0	7	5	71	1	160
17:00-17:05	3	64	0	0	0	3	2	0	8	3	68	0	151
17:05-17:10	4	62	1	0	0	0	1	0	6	3	68	0	145
17:10-17:15	1	78	1	0	0	3	3	3	14	2	76	0	181
17:15-17:20	1	75	1	1	0	2	3	1	6	4	86	0	180
17:20-17:25	3	68	0	1	0	1	7	2	7	6	55	0	150
17:25-17:30	4	74	0	1	1	2	3	0	6	3	52	0	146
17:30-17:35	1	71	1	1	1	2	2	1	9	2	65	0	156
17:35-17:40	5	51	0	0	0	1	3	0	1	2	74	3	140
17:40-17:45	3	44	2	0	0	0	1	1	8	5	52	2	118
17:45-17:50	2	47	0	0	1	1	4	0	6	3	56	0	120
17:50-17:55	4	50	0	4	0	1	0	0	8	3	58	0	128
17:55-18:00	3	49	0	0	1	1	8	1	4	2	53	0	122

Total Survey	100	1546	15	19	10	27	96	11	173	88	1582	9	3676
PHF	.72	.85	.38	.69	.5	.36	.7	.25	.68	.63	.93	.5	.925
% Trucks	0	2.1	0	0	0	0	2.1	0	2.9	1.1	3.5	11.1	2.6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	12	0	0	8	0	0	4	0	0	0	0	0

Hourly Totals													
16:00-17:00	66	813	9	11	6	10	59	2	90	50	819	4	1939
16:15-17:15	59	812	9	9	3	16	46	5	85	47	823	3	1917
16:30-17:30	52	789	6	8	3	14	47	6	85	54	818	2	1884
16:45-17:45	42	766	7	7	3	14	36	8	82	43	796	7	1811
17:00-18:00	34	733	6	8	4	17	37	9	83	38	763	5	1737

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
PONY CREEK ROAD AT CROWELL LANE

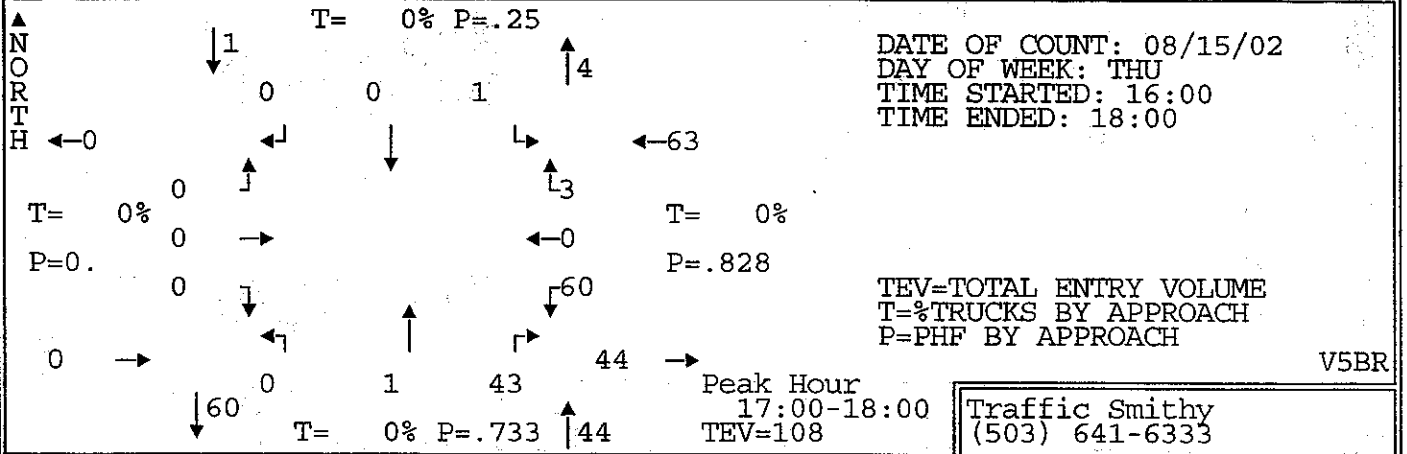


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↑	←	↑	→	↓	←	↑	
15:10-15:15	8	0	10	9	11	0	2	13	0	0	0	0	53
15:15-15:20	16	0	20	8	14	0	5	14	0	0	0	0	77
15:20-15:25	13	0	16	10	20	0	4	15	0	0	0	0	78
15:25-15:30	4	0	14	4	11	0	0	20	0	0	0	0	53
15:30-15:35	9	0	1	2	16	0	2	12	0	0	0	0	42
15:35-15:40	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-15:50	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50-15:55	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0
16:00-16:05	3	0	6	3	15	0	4	9	0	0	0	0	41
16:05-16:10	5	0	5	5	24	0	4	16	0	0	0	0	47
16:10-16:15	6	0	6	5	24	0	4	22	0	0	0	0	65
16:15-16:20	3	0	4	2	15	0	4	21	0	0	0	0	57
16:20-16:25	2	0	4	2	9	0	4	28	0	0	0	0	50
16:25-16:30	5	0	3	6	16	0	1	13	0	0	0	0	47
16:30-16:35	2	0	9	4	15	0	1	10	0	0	0	0	43
16:35-16:40	4	0	4	4	11	0	4	13	0	0	0	0	44
16:40-16:45	3	0	4	4	11	0	4	8	0	0	0	0	35
16:45-16:50	2	0	1	3	11	0	2	16	0	0	0	0	50
16:50-16:55	4	0	2	7	12	0	3	13	0	0	0	0	32
16:55-17:00	2	0	5	5	11	0	4	13	0	0	0	0	41
17:00-17:05	2	0	5	5	18	0	5	20	0	0	0	0	44
17:05-17:10	3	0	6	6	12	0	7	13	0	0	0	0	48
17:10-17:15	4	0	6	6	14	0	5	13	0	0	0	0	42
17:15-17:20	1	0	5	4	8	0	5	13	0	0	0	0	42
17:20-17:25	5	0	3	4	8	0	1	17	0	0	0	0	40
17:25-17:30	2	0	4	8	8	0	4	15	0	0	0	0	60
17:30-17:35	0	0	8	8	17	0	3	17	0	0	0	0	45
17:35-17:40	2	0	8	8	12	0	3	17	0	0	0	0	53
17:40-17:45	3	0	6	4	10	0	5	16	0	0	0	0	45
17:45-17:50	1	0	5	5	13	0	3	20	0	0	0	0	46
17:50-17:55	3	0	3	4	14	0	6	15	0	0	0	0	39
17:55-18:00	10	0	7	1	16	0	6	15	0	0	0	0	43
													55

Total Survey	131	0	156	161	421	0	126	462	0	0	0	0	1457
PHF	.64	0	.63	.69	.91	0	.77	.88	0	0	0	0	.882
% Trucks	1.5	0	4.5	1.9	1.2	0	1.6	1.5	0	0	0	0	1.8
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	2	0	0	5	0	0	2	0	0	0	0	0

Hourly Totals													
15:10-16:10	62	0	74	46	128	0	25	121	0	0	0	0	456
15:25-16:25	36	0	40	29	125	0	31	141	0	0	0	0	402
15:40-16:40	34	0	41	39	140	0	35	140	0	0	0	0	429
15:55-16:55	43	0	48	57	178	0	44	182	0	0	0	0	552
16:10-17:10	38	0	43	60	163	0	48	181	0	0	0	0	533
16:25-17:25	37	0	39	68	161	0	52	164	0	0	0	0	521
16:40-17:40	30	0	41	72	156	0	58	185	0	0	0	0	542
16:55-17:55	28	0	40	70	155	0	63	191	0	0	0	0	547

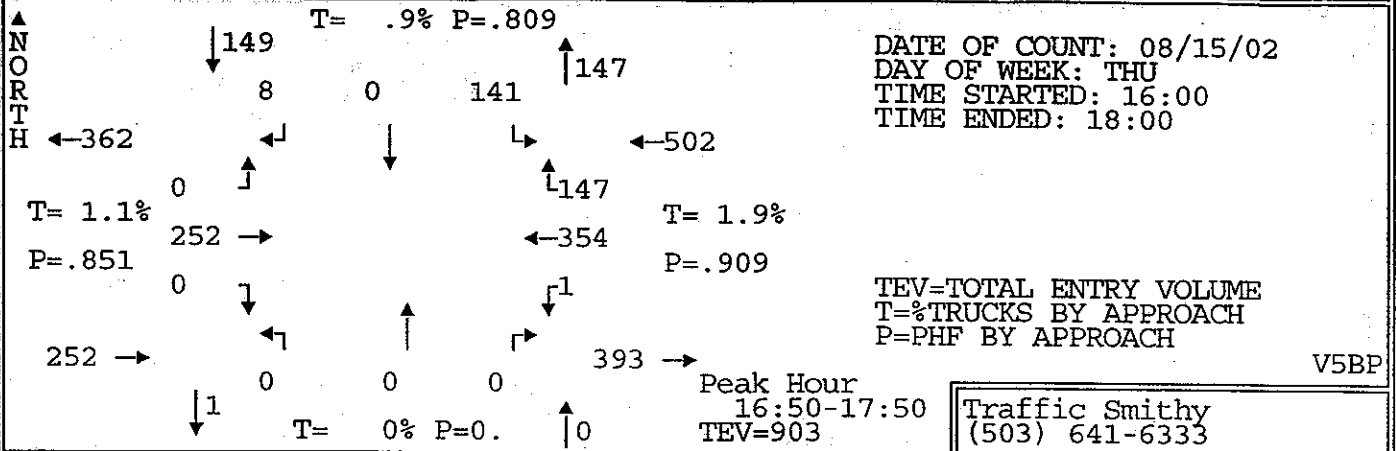
INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
CROWELL LANE @ PACIFIC



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	0	0	0	0	0	0	7	1	0	0	8
16:05-16:10	0	0	0	0	0	0	0	0	1	2	0	0	3
16:10-16:15	0	0	0	0	0	0	0	0	4	3	0	0	7
16:15-16:20	0	0	0	0	0	0	0	0	4	4	0	0	8
16:20-16:25	0	0	0	0	0	0	0	0	3	6	0	0	9
16:25-16:30	0	0	0	0	0	0	0	0	1	5	0	0	6
16:30-16:35	0	0	0	0	0	0	0	0	3	5	0	0	8
16:35-16:40	0	0	0	0	0	0	0	0	4	6	0	0	10
16:40-16:45	0	0	0	0	0	0	0	0	3	7	0	0	10
16:45-16:50	0	0	0	0	0	0	0	0	4	0	0	0	4
16:50-16:55	0	0	0	0	0	1	0	0	2	1	0	0	4
16:55-17:00	0	0	0	0	0	0	0	0	2	5	0	0	7
17:00-17:05	0	0	0	0	0	0	0	0	8	6	0	0	14
17:05-17:10	0	0	0	0	0	0	0	0	5	3	0	0	8
17:10-17:15	0	0	0	0	0	0	0	0	1	5	0	2	8
17:15-17:20	0	0	0	0	0	0	0	0	1	6	0	0	7
17:20-17:25	0	0	0	0	0	0	0	0	1	6	0	0	7
17:25-17:30	0	0	0	0	0	0	0	0	2	3	0	0	5
17:30-17:35	0	0	0	0	0	0	0	0	3	2	0	0	5
17:35-17:40	0	0	0	0	0	0	0	0	3	7	0	0	10
17:40-17:45	0	0	0	0	0	1	0	1	4	5	0	0	11
17:45-17:50	0	0	0	0	0	0	0	0	5	5	0	0	10
17:50-17:55	0	0	0	0	0	0	0	0	4	7	0	1	12
17:55-18:00	0	0	0	0	0	0	0	0	6	5	0	0	11
Total Survey	0	0	0	0	0	2	0	1	81	105	0	3	192
PHF	0	0	0	0	0	.25	0	.25	.72	.88	0	.38	.818
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	7	0	0	0	0	0
Hourly Totals													
16:00-17:00	0	0	0	0	0	1	0	0	38	45	0	0	84
16:15-17:15	0	0	0	0	0	1	0	0	40	53	0	2	96
16:30-17:30	0	0	0	0	0	1	0	0	36	53	0	2	92
16:45-17:45	0	0	0	0	0	2	0	1	36	49	0	2	90
17:00-18:00	0	0	0	0	0	1	0	1	43	60	0	3	108

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

MAPLE @ VIRGINIA



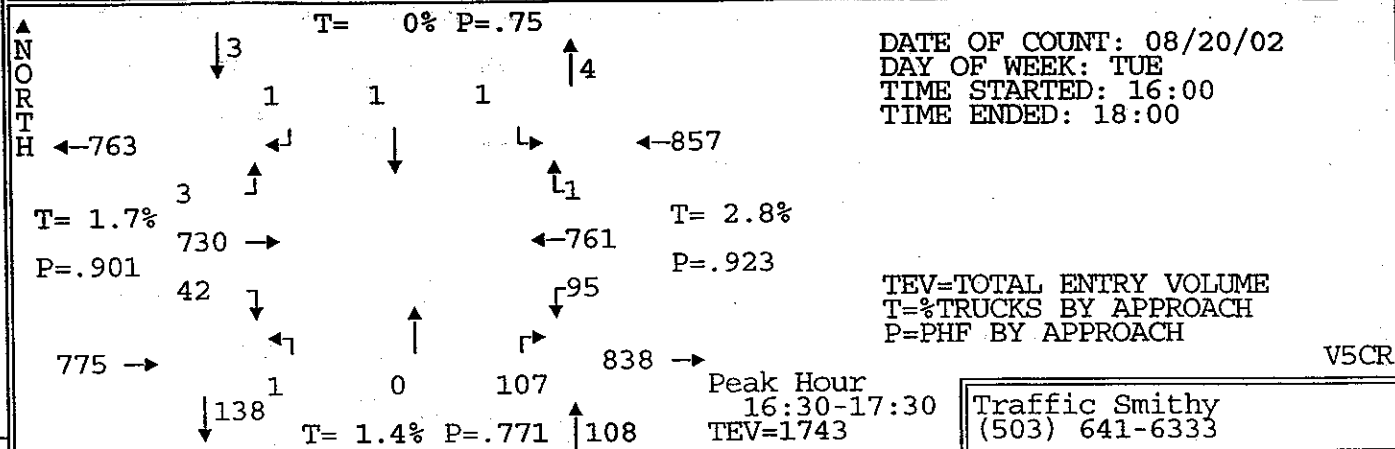
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	20	0	1	0	15	0	0	0	0	19	4	59
16:05-16:10	0	15	0	0	0	20	0	0	0	0	27	19	81
16:10-16:15	0	14	0	0	0	16	0	0	0	0	26	17	73
16:15-16:20	0	19	0	0	0	18	0	0	0	0	25	8	70
16:20-16:25	0	18	0	1	0	14	0	0	0	0	22	12	67
16:25-16:30	0	13	0	1	0	11	0	0	0	0	22	14	61
16:30-16:35	0	24	0	0	0	10	0	0	0	0	21	7	62
16:35-16:40	0	23	0	2	0	21	0	0	0	0	16	6	68
16:40-16:45	6	15	0	1	0	6	0	0	0	0	20	14	62
16:45-16:50	0	20	0	2	0	13	0	0	0	0	18	9	62
16:50-16:55	0	20	0	2	0	8	0	0	0	0	26	14	70
16:55-17:00	0	29	0	1	0	9	0	0	0	0	28	12	79
17:00-17:05	0	25	0	0	0	14	0	0	0	0	35	12	86
17:05-17:10	0	17	0	2	0	14	0	0	0	0	31	7	71
17:10-17:15	0	14	0	1	0	15	0	0	0	0	27	10	67
17:15-17:20	0	26	0	0	0	7	0	0	0	1	30	19	83
17:20-17:25	0	17	0	0	0	19	0	0	0	0	30	13	79
17:25-17:30	0	20	0	0	0	6	0	0	0	0	31	14	71
17:30-17:35	0	25	0	0	0	16	0	0	0	0	29	10	80
17:35-17:40	0	15	0	1	0	10	0	0	0	0	32	12	70
17:40-17:45	0	22	0	0	0	14	0	0	0	0	27	12	75
17:45-17:50	0	22	0	1	0	9	0	0	0	0	28	12	72
17:50-17:55	0	21	0	0	0	6	0	0	0	0	22	16	65
17:55-18:00	0	15	0	1	0	12	0	0	0	0	28	10	66

Total Survey	6	469	0	17	0	303	0	0	0	1	620	283	1699
PHF	0	.85	0	.67	0	.82	0	0	0	.25	.94	.8	.956
% Trucks	0	1.1	0	0	0	1	0	0	0	0	1	3.9	1.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	3	0	0

Hourly Totals													
16:00-17:00	6	230	0	11	0	161	0	0	0	0	270	136	814
16:15-17:15	6	237	0	13	0	153	0	0	0	0	291	125	825
16:30-17:30	6	250	0	11	0	142	0	0	0	1	313	137	860
16:45-17:45	0	250	0	9	0	145	0	0	0	1	344	144	893
17:00-18:00	0	239	0	6	0	142	0	0	0	1	350	147	885

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

VIRGINIA @ SAFEWAY DRIVEWAY

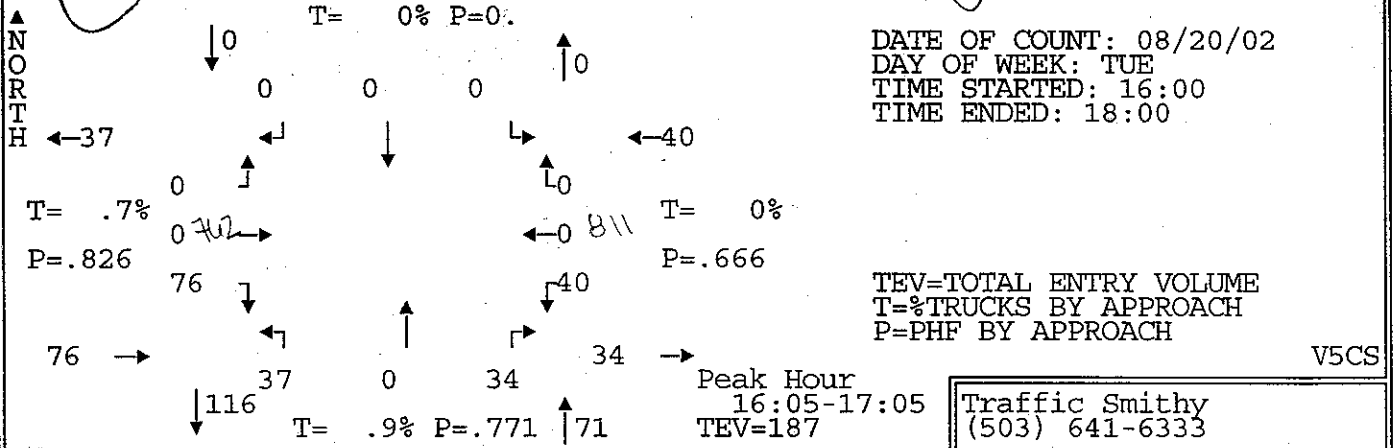


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	1	62	0	0	0	0	0	0	11	7	64	0	145
16:05-16:10	3	86	0	0	0	0	0	0	15	7	55	1	167
16:10-16:15	1	58	0	0	0	0	0	0	3	7	68	0	137
16:15-16:20	3	60	1	0	0	2	1	0	4	5	68	2	146
16:20-16:25	1	58	0	0	0	1	2	0	8	8	57	0	135
16:25-16:30	2	59	0	0	0	1	0	0	7	5	52	0	126
16:30-16:35	1	70	1	0	0	0	1	0	11	9	61	0	154
16:35-16:40	3	65	0	0	0	0	0	0	1	5	58	1	133
16:40-16:45	3	55	0	0	0	1	0	0	9	6	53	0	127
16:45-16:50	6	52	1	0	0	0	0	0	8	6	64	0	137
16:50-16:55	2	58	0	0	0	0	0	0	11	8	74	0	153
16:55-17:00	5	57	0	0	0	0	0	0	11	10	58	0	141
17:00-17:05	1	52	0	0	0	0	0	0	11	7	69	0	140
17:05-17:10	5	62	0	1	0	0	0	0	13	7	63	0	151
17:10-17:15	2	59	0	0	0	0	0	0	6	8	60	0	135
17:15-17:20	3	82	0	0	0	0	0	0	7	9	76	0	177
17:20-17:25	7	60	0	0	0	0	0	0	12	10	69	0	158
17:25-17:30	4	58	1	0	1	0	0	0	7	10	56	0	137
17:30-17:35	4	47	0	0	0	0	0	0	14	4	52	0	121
17:35-17:40	6	64	0	0	0	0	0	0	5	7	61	0	143
17:40-17:45	1	52	0	0	0	0	0	0	12	6	68	0	139
17:45-17:50	1	57	0	1	0	1	0	0	6	6	44	1	117
17:50-17:55	1	62	1	0	0	3	0	0	7	7	52	0	133
17:55-18:00	4	46	1	0	0	1	0	0	6	8	40	0	106

Total Survey	70	1441	6	2	1	10	4	0	205	172	1442	5	3358
PHF	.75	.9	.75	.25	.25	.25	.25	0	.76	.82	.93	.25	.923
% Trucks	4.3	1.6	0	0	0	0	0	0	1.5	.6	3.1	0	2.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	5	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	31	740	3	0	0	5	4	0	99	83	732	4	1701
16:15-17:15	34	707	3	1	0	5	4	0	100	84	737	3	1678
16:30-17:30	42	730	3	1	1	1	1	0	107	95	761	1	1743
16:45-17:45	46	703	2	1	1	0	0	0	117	92	770	0	1732
17:00-18:00	39	701	3	2	1	5	0	0	106	89	710	1	1657

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
VIRGINIA @ PONY VILLAGE DRIVEWAY (A)

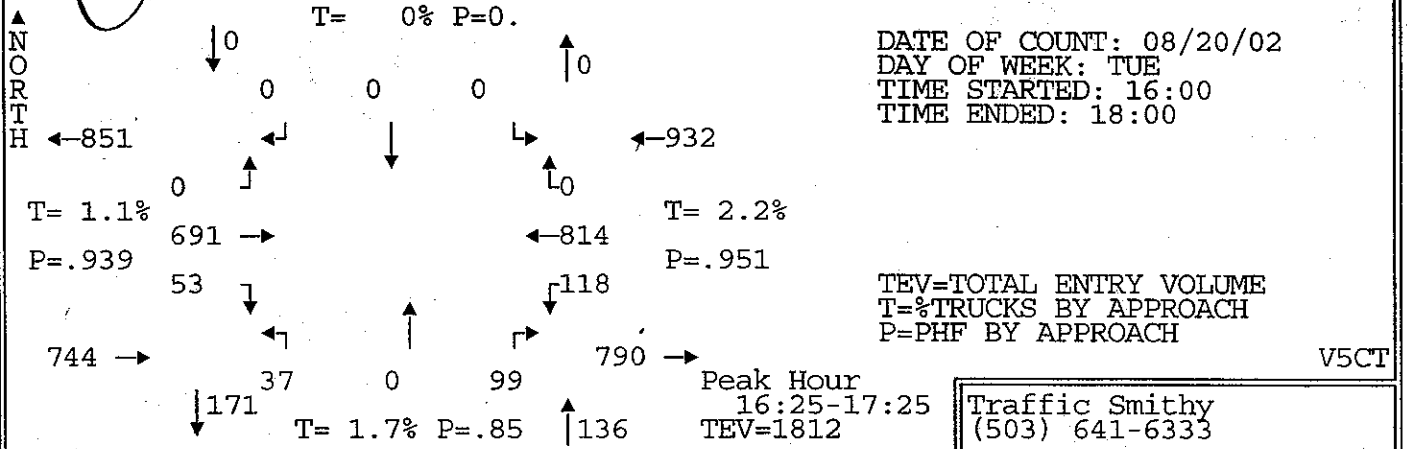


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	7	0	0	0	0	0	3	0	1	0	0	0	11
16:05-16:10	10	0	0	0	0	0	3	0	1	5	0	0	19
16:10-16:15	8	0	0	0	0	0	6	0	2	2	0	0	18
16:15-16:20	5	0	0	0	0	0	5	0	2	6	0	0	18
16:20-16:25	6	0	0	0	0	0	1	0	3	5	0	0	15
16:25-16:30	8	0	0	0	0	0	2	0	1	4	0	0	15
16:30-16:35	4	0	0	0	0	0	1	0	5	1	0	0	11
16:35-16:40	6	0	0	0	0	0	4	0	3	2	0	0	15
16:40-16:45	11	0	0	0	0	0	3	0	7	5	0	0	26
16:45-16:50	0	0	0	0	0	0	2	0	1	4	0	0	7
16:50-16:55	10	0	0	0	0	0	3	0	1	2	0	0	16
16:55-17:00	4	0	0	0	0	0	4	0	4	2	0	0	14
17:00-17:05	4	0	0	0	0	0	3	0	4	2	0	0	13
17:05-17:10	5	0	0	0	0	0	2	0	2	1	0	0	10
17:10-17:15	7	0	0	0	0	0	1	0	2	4	0	0	14
17:15-17:20	8	0	0	0	0	0	3	0	3	1	0	0	15
17:20-17:25	6	0	0	0	0	0	0	0	2	3	0	0	11
17:25-17:30	7	0	0	0	0	0	0	0	2	3	0	0	12
17:30-17:35	1	0	0	0	0	0	1	0	1	1	0	0	4
17:35-17:40	7	0	0	0	0	0	6	0	1	2	0	0	16
17:40-17:45	6	0	0	0	0	0	2	0	0	5	0	0	13
17:45-17:50	6	0	0	0	0	0	2	0	1	1	0	0	10
17:50-17:55	3	0	0	0	0	0	2	0	1	2	0	0	8
17:55-18:00	4	0	0	0	0	0	2	0	0	3	0	0	9

Total Survey	143	0	0	0	0	0	61	0	50	66	0	0	320
PHF	.83	0	0	0	0	0	.66	0	.57	.67	0	0	.85
% Trucks	.7	0	0	0	0	0	0	0	2	0	0	0	.6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	79	0	0	0	0	0	37	0	31	38	0	0	185
16:15-17:15	70	0	0	0	0	0	31	0	35	38	0	0	174
16:30-17:30	72	0	0	0	0	0	26	0	36	30	0	0	164
16:45-17:45	65	0	0	0	0	0	27	0	23	30	0	0	145
17:00-18:00	64	0	0	0	0	0	24	0	19	28	0	0	135

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
VIRGINIA @ PONY VILLAGE DRIVEWAY B



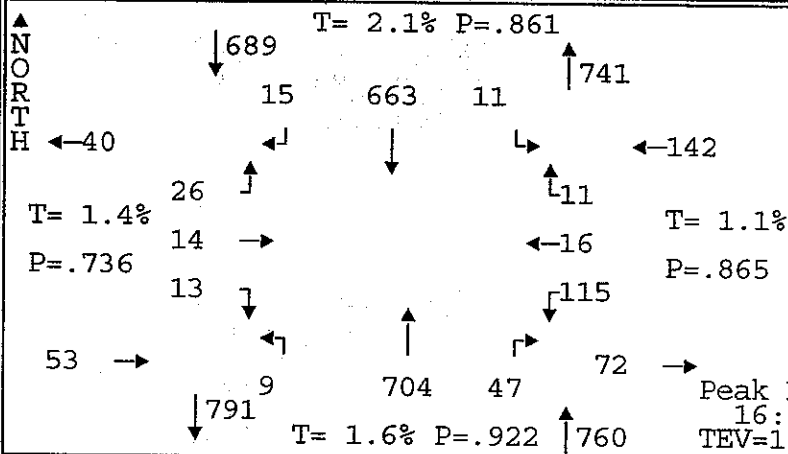
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↑	←	↑	↓	←	↑		
16:00-16:05	1	61	0	0	0	0	6	0	7	10	61	0	146
16:05-16:10	3	79	0	0	0	0	3	0	6	16	73	0	180
16:10-16:15	6	52	0	0	0	0	6	0	9	4	65	0	142
16:15-16:20	3	52	0	0	0	0	5	0	14	3	68	0	145
16:20-16:25	1	57	0	0	0	0	2	0	10	6	56	0	132
16:25-16:30	2	54	0	0	0	0	4	0	9	11	63	0	143
16:30-16:35	1	73	0	0	0	0	3	0	7	9	61	0	154
16:35-16:40	5	50	0	0	0	0	5	0	5	12	63	0	140
16:40-16:45	4	54	0	0	0	0	4	0	9	10	56	0	137
16:45-16:50	6	53	0	0	0	0	3	0	6	10	70	0	148
16:50-16:55	3	57	0	0	0	0	5	0	11	12	74	0	162
16:55-17:00	8	52	0	0	0	0	1	0	10	9	63	0	143
17:00-17:05	2	58	0	0	0	0	1	0	12	10	74	0	157
17:05-17:10	8	65	0	0	0	0	0	0	11	8	72	0	164
17:10-17:15	2	49	0	0	0	0	3	0	7	9	69	0	139
17:15-17:20	7	67	0	0	0	0	6	0	7	7	72	0	166
17:20-17:25	5	59	0	0	0	0	2	0	5	11	77	0	159
17:25-17:30	6	53	0	0	0	0	4	0	13	6	57	0	139
17:30-17:35	0	48	1	0	0	0	5	0	4	13	60	0	131
17:35-17:40	3	58	0	0	0	0	4	0	11	1	57	0	134
17:40-17:45	1	56	0	0	0	0	6	0	12	8	65	0	148
17:45-17:50	5	48	0	0	0	0	3	0	6	7	59	0	128
17:50-17:55	5	59	0	0	0	0	2	0	8	9	52	0	135
17:55-18:00	2	44	0	0	0	0	3	0	10	7	47	0	113

Total Survey	89	1358	1	0	0	0	86	0	209	208	1534	0	3485
PHF	.74	.95	0	0	0	0	.77	0	.75	.92	.93	0	.965
% Trucks	1.1	1.1	0	0	0	0	1.2	0	1.9	1.4	2.3	0	1.7
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	43	694	0	0	0	0	47	0	103	112	773	0	1772
16:15-17:15	45	674	0	0	0	0	36	0	111	109	789	0	1764
16:30-17:30	57	690	0	0	0	0	37	0	103	113	808	0	1808
16:45-17:45	51	675	1	0	0	0	40	0	109	104	810	0	1790
17:00-18:00	46	664	1	0	0	0	39	0	106	96	761	0	1713

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

16TH @ BROADWAY



DATE OF COUNT: 08/15/02
 DAY OF WEEK: THU
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V5BS

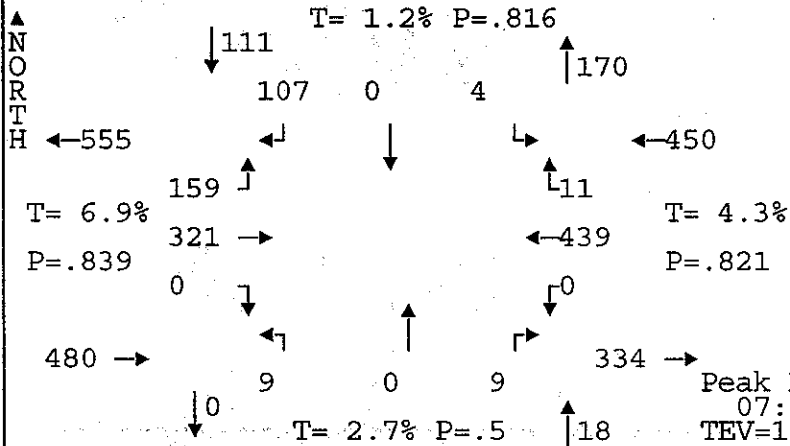
Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	0	0	2	3	57	1	1	62	1	13	0	0	140
16:05-16:10	2	0	3	2	50	0	2	81	1	9	3	1	154
16:10-16:15	0	0	2	1	59	0	0	58	5	12	1	1	139
16:15-16:20	1	0	2	2	54	0	1	55	3	12	1	1	132
16:20-16:25	0	0	2	1	71	1	1	56	2	11	1	0	146
16:25-16:30	1	0	2	0	70	1	0	41	3	12	0	3	133
16:30-16:35	2	2	1	2	43	0	2	63	5	8	3	1	132
16:35-16:40	2	2	5	1	60	1	1	60	6	10	0	0	148
16:40-16:45	1	2	1	0	53	1	0	65	4	6	1	0	134
16:45-16:50	1	1	1	0	54	3	0	53	7	3	1	0	124
16:50-16:55	1	4	3	1	56	0	1	57	1	10	0	0	134
16:55-17:00	2	2	2	3	43	1	0	52	5	12	3	1	126
17:00-17:05	0	1	2	2	50	3	1	63	5	10	2	3	142
17:05-17:10	1	0	2	2	58	1	0	69	4	5	2	2	146
17:10-17:15	0	1	1	0	44	1	0	66	5	12	1	1	132
17:15-17:20	0	0	0	1	64	0	1	64	3	5	0	0	138
17:20-17:25	1	0	0	1	43	0	0	46	5	7	0	2	105
17:25-17:30	0	0	1	0	64	0	0	68	4	8	0	0	146
17:30-17:35	0	1	0	2	46	1	0	47	7	3	0	0	107
17:35-17:40	0	0	0	0	58	0	0	50	3	7	1	0	119
17:40-17:45	0	0	1	1	49	0	1	38	7	13	1	0	111
17:45-17:50	0	0	1	0	46	0	2	42	6	9	1	1	108
17:50-17:55	1	0	1	2	38	1	2	46	4	8	2	1	106
17:55-18:00	0	1	1	4	36	0	0	40	5	11	1	1	100

Total Survey	16	17	36	31	1266	16	16	1342	101	216	25	20	3102
PHF	.65	.5	.81	.63	.85	.55	.75	.91	.69	.82	.8	.69	.967
% Trucks	6.3	0	0	0	2.1	6.3	0	1.7	0	.9	0	5	1.8
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	6	0	0	8	0	0	3	0	

Hourly Totals													
16:00-17:00	13	13	26	16	670	9	9	703	43	118	14	8	1642
16:15-17:15	12	15	24	14	656	13	7	700	50	111	15	12	1629
16:30-17:30	11	15	19	13	632	11	6	726	54	96	13	11	1607
16:45-17:45	6	10	13	13	629	10	4	673	56	95	11	10	1530
17:00-18:00	3	4	10	15	596	7	7	639	58	98	11	12	1460

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT MEADE @ VIRGINIA



DATE OF COUNT: 08/14/02
DAY OF WEEK: WED
TIME STARTED: 07:00
TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

V5AH

Peak Hour
07:50-08:50
TEV=1059

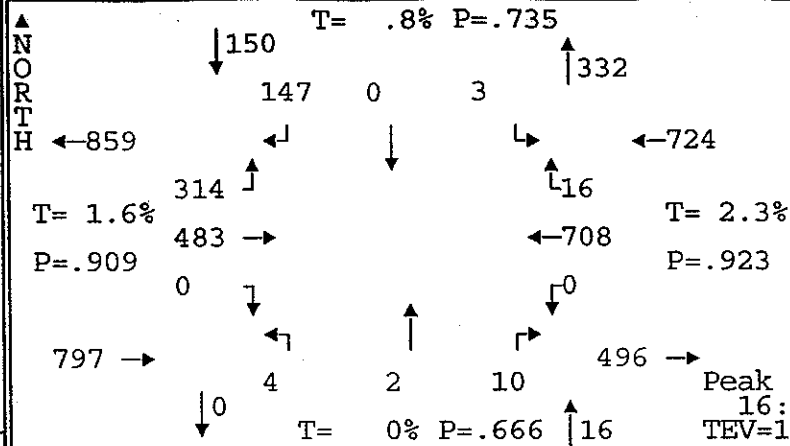
Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	←	←	↑	→	↓	←	↑	
07:00-07:05	0	15	6	3	0	0	1	0	0	0	25	1	51
07:05-07:10	0	11	14	0	0	0	0	0	0	0	18	1	44
07:10-07:15	0	17	3	3	0	2	0	0	0	0	31	2	58
07:15-07:20	0	14	15	5	0	0	0	1	0	0	20	0	55
07:20-07:25	0	23	11	4	0	0	0	0	1	0	23	0	62
07:25-07:30	0	18	9	0	0	1	1	0	0	0	33	1	63
07:30-07:35	0	21	11	3	0	0	3	0	1	0	31	0	70
07:35-07:40	1	28	17	7	0	1	0	0	5	0	34	1	94
07:40-07:45	0	25	12	3	0	0	0	0	2	0	41	2	85
07:45-07:50	0	25	14	6	0	0	1	0	0	0	51	0	97
07:50-07:55	0	42	12	13	0	0	1	0	2	0	58	1	129
07:55-08:00	0	34	17	11	0	2	2	0	2	0	34	1	103
08:00-08:05	0	23	15	5	0	0	1	0	1	0	35	2	82
08:05-08:10	0	22	10	6	0	1	1	0	0	0	32	2	74
08:10-08:15	0	18	14	9	0	1	1	0	0	0	24	0	67
08:15-08:20	0	25	11	8	0	0	1	0	0	0	30	0	75
08:20-08:25	0	27	13	6	0	0	0	0	0	0	32	1	79
08:25-08:30	0	27	7	10	0	0	0	0	1	0	28	1	74
08:30-08:35	0	22	15	10	0	0	0	0	2	0	32	0	81
08:35-08:40	0	25	12	12	0	0	0	0	1	0	39	1	90
08:40-08:45	0	32	15	12	0	0	1	0	0	0	46	0	106
08:45-08:50	0	24	18	5	0	0	1	0	0	0	49	2	99
08:50-08:55	0	29	11	7	0	0	0	0	1	0	38	0	86
08:55-09:00	0	17	14	9	0	0	1	1	0	0	48	1	91

Total Survey	1	564	296	157	0	8	16	2	19	0	832	20	1915
PHF	0	.81	.88	.79	0	.33	.56	0	.45	0	.82	.55	.843
% Trucks	0	8.7	3.4	1.3	0	0	0	0	5.3	0	4.4	0	5.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	4	0	0	1	0	0	0	0	0	0	0	

Hourly Totals													
07:00-08:00	1	273	141	58	0	6	9	1	13	0	399	10	911
07:15-08:15	1	293	157	72	0	6	11	1	14	0	416	10	981
07:30-08:30	1	317	153	87	0	5	11	0	14	0	430	11	1029
07:45-08:45	0	322	155	108	0	4	9	0	9	0	441	9	1057
08:00-09:00	0	291	155	99	0	2	7	1	6	0	433	10	1004

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT MEADE @ VIRGINIA



DATE OF COUNT: 08/14/02
DAY OF WEEK: WED
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

V5AI

Peak Hour
16:05-17:05
TEV=1687

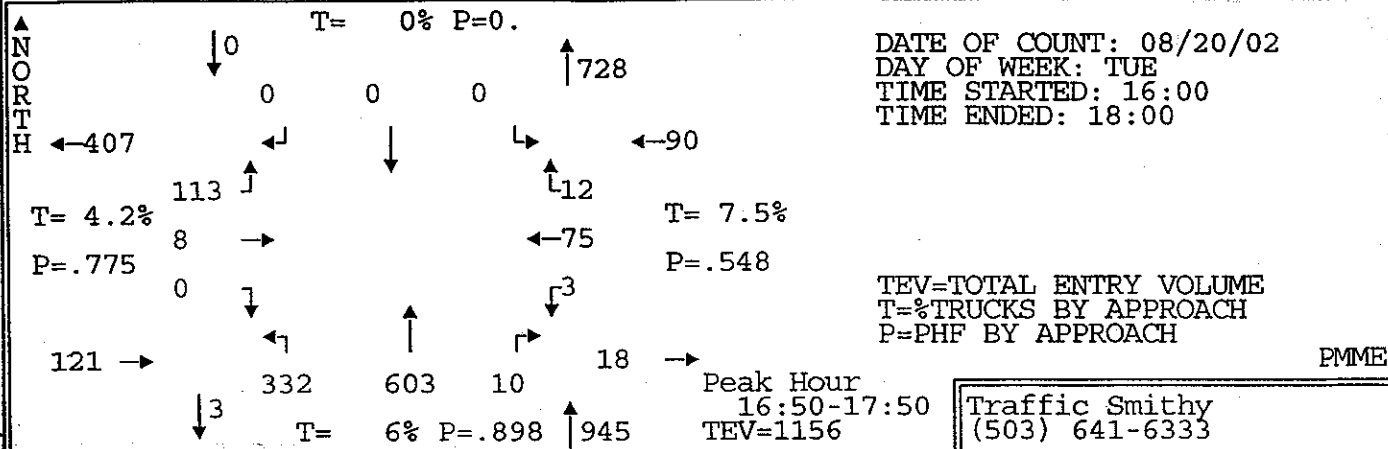
Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	0	43	20	7	0	2	1	0	1	0	57	2	133
16:05-16:10	0	61	20	11	0	0	1	0	1	0	53	1	148
16:10-16:15	0	44	25	16	0	0	0	0	3	0	70	0	158
16:15-16:20	0	46	23	7	0	1	0	0	0	0	71	1	149
16:20-16:25	0	46	29	8	0	0	0	1	1	0	44	1	130
16:25-16:30	0	37	29	17	0	0	0	0	1	0	55	1	140
16:30-16:35	0	39	33	21	0	0	1	0	0	0	64	2	160
16:35-16:40	0	30	27	12	0	1	0	0	1	0	65	1	137
16:40-16:45	0	39	28	7	0	0	1	0	1	0	47	5	128
16:45-16:50	0	32	25	14	0	1	1	1	1	0	57	0	132
16:50-16:55	0	35	17	13	0	0	0	0	0	0	56	2	123
16:55-17:00	0	38	30	9	0	0	0	0	0	0	64	1	142
17:00-17:05	0	36	28	12	0	0	0	0	1	0	62	1	140
17:05-17:10	1	41	21	9	0	1	1	0	0	0	57	0	131
17:10-17:15	0	48	33	11	0	0	0	0	1	0	70	1	164
17:15-17:20	1	41	22	17	0	0	0	0	0	0	63	0	144
17:20-17:25	0	38	28	5	0	0	4	0	2	0	41	1	119
17:25-17:30	0	33	36	10	0	0	1	0	0	0	43	3	126
17:30-17:35	0	36	30	14	0	0	0	0	0	0	56	0	136
17:35-17:40	0	31	24	11	0	0	1	0	0	0	52	0	119
17:40-17:45	0	26	19	7	0	1	1	0	0	0	42	1	97
17:45-17:50	0	21	25	5	0	0	0	0	0	0	64	0	115
17:50-17:55	0	32	23	6	0	1	0	0	0	0	53	1	116
17:55-18:00	0	32	25	7	0	0	2	0	0	0	44	1	111

Total Survey	2	905	620	256	0	8	15	2	14	0	1350	26	3198
PHF	0	.8	.86	.74	0	.38	.5	.5	.63	0	.91	.5	.926
% Trucks	0	2.2	.8	.8	0	0	0	0	0	0	2.4	0	1.8
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	3	0	0	0	0	0	0	0	0	0	0	

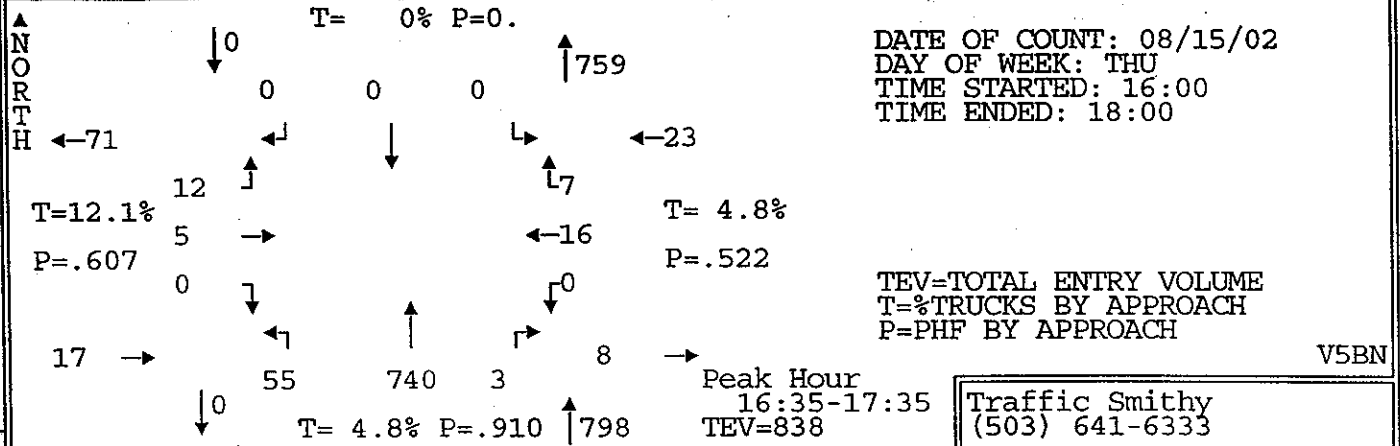
Hourly Totals													
16:00-17:00	0	490	306	142	0	5	5	2	10	0	703	17	1680
16:15-17:15	1	467	323	140	0	4	4	2	7	0	712	16	1676
16:30-17:30	2	450	328	140	0	3	9	1	7	0	689	17	1646
16:45-17:45	2	435	313	132	0	3	9	1	5	0	663	10	1573
17:00-18:00	2	415	314	114	0	3	10	0	4	0	647	9	1518

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT SHERIDAN AVENUE @ VIRGINIA AVENUE



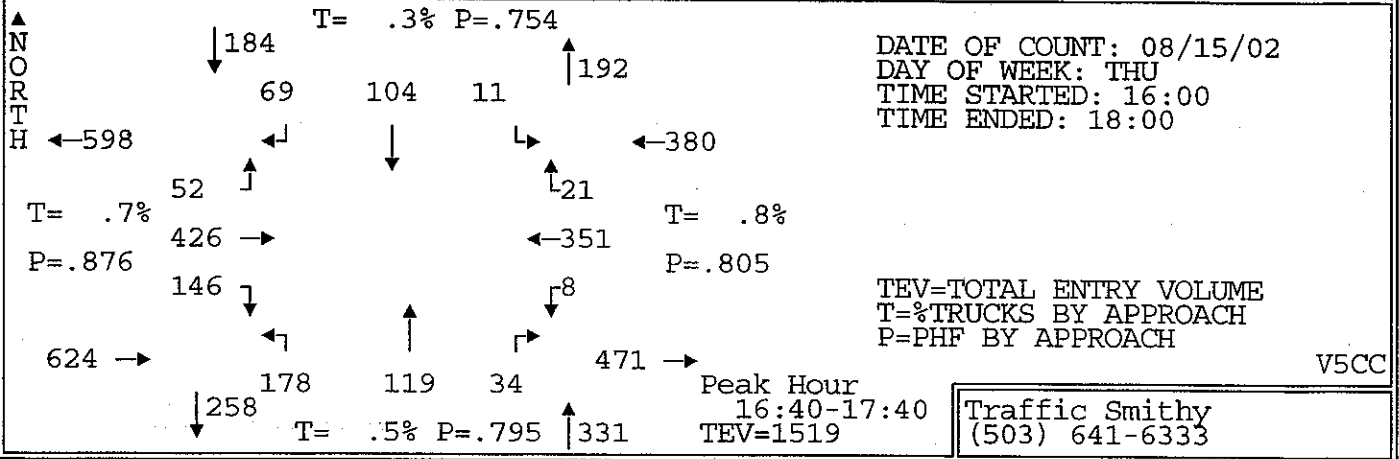
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	3	7	0	0	0	32	57	3	0	5	1	108
16:05-16:10	0	4	11	0	0	0	20	37	3	0	1	2	78
16:10-16:15	0	0	11	0	0	0	34	51	2	0	2	0	100
16:15-16:20	0	3	6	0	0	0	18	43	5	0	6	3	84
16:20-16:25	0	4	13	0	0	0	21	53	2	0	4	1	98
16:25-16:30	0	1	14	0	0	0	18	54	2	0	5	3	97
16:30-16:35	0	1	5	0	0	0	20	47	1	0	5	0	79
16:35-16:40	0	0	11	0	0	0	24	52	2	0	3	0	92
16:40-16:45	0	3	12	0	0	0	19	49	1	0	4	1	89
16:45-16:50	0	0	5	0	0	0	23	50	2	0	5	1	86
16:50-16:55	0	3	9	0	0	0	17	50	2	3	13	1	98
16:55-17:00	0	1	9	0	0	0	28	49	2	0	7	0	96
17:00-17:05	0	1	16	0	0	0	23	34	1	0	5	2	82
17:05-17:10	0	1	10	0	0	0	22	47	0	0	19	1	100
17:10-17:15	0	1	8	0	0	0	30	53	0	0	6	2	100
17:15-17:20	0	0	9	0	0	0	38	57	1	0	10	3	118
17:20-17:25	0	0	9	0	0	0	25	52	1	0	8	3	98
17:25-17:30	0	0	8	0	0	0	29	60	0	0	2	0	99
17:30-17:35	0	0	7	0	0	0	31	38	0	0	2	0	78
17:35-17:40	0	0	13	0	0	0	28	61	2	0	1	0	105
17:40-17:45	0	0	10	0	0	0	32	48	1	0	2	0	93
17:45-17:50	0	1	5	0	0	0	29	54	0	0	0	0	89
17:50-17:55	0	2	8	0	0	0	17	31	1	0	3	0	62
17:55-18:00	0	1	14	0	0	0	24	43	0	0	2	0	84
Total Survey	0	30	230	0	0	0	602	1170	34	3	120	24	2213
PHF	0	.4	.81	0	0	0	.89	.89	.5	.25	.54	.38	.908
% Trucks	0	0	4.8	0	0	0	3.8	6.8	14.7	0	5.8	16.7	5.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	1	0	0	0	0	0	0	0	0	0	0	
Hourly Totals													
16:00-17:00	0	23	113	0	0	0	274	592	27	3	60	13	1105
16:15-17:15	0	19	118	0	0	0	263	581	20	3	82	15	1101
16:30-17:30	0	11	111	0	0	0	298	600	13	3	87	14	1137
16:45-17:45	0	7	113	0	0	0	326	599	12	3	80	13	1153
17:00-18:00	0	7	117	0	0	0	328	578	7	0	60	11	1108

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT CALIFORNIA @ SHERIDAN



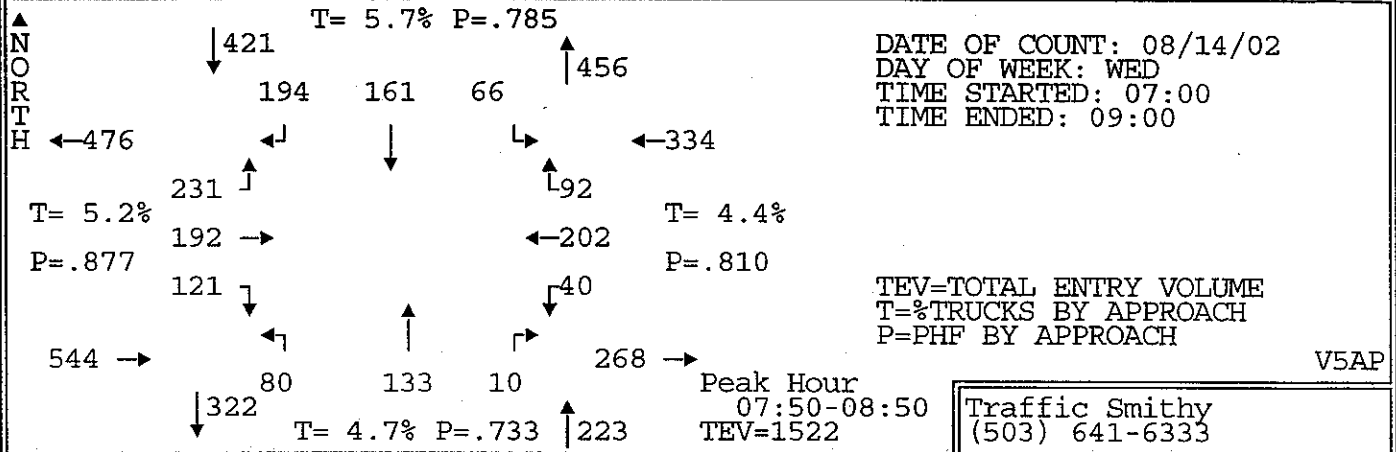
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	3	0	0	0	5	48	1	0	1	0	58
16:05-16:10	0	1	0	0	0	0	6	50	2	0	0	0	59
16:10-16:15	0	0	0	0	0	0	7	61	1	0	2	0	71
16:15-16:20	0	1	1	0	0	0	2	64	0	0	2	0	70
16:20-16:25	0	0	2	0	0	0	4	54	0	0	1	0	61
16:25-16:30	0	0	0	0	0	0	4	43	0	0	4	1	52
16:30-16:35	0	0	3	0	0	0	3	57	0	0	0	0	63
16:35-16:40	0	0	1	0	0	0	1	64	0	0	1	0	67
16:40-16:45	0	1	1	0	0	0	6	65	0	0	2	0	75
16:45-16:50	0	3	0	0	0	0	4	46	1	0	0	0	54
16:50-16:55	0	0	2	0	0	0	6	59	0	0	0	0	67
16:55-17:00	0	0	1	0	0	0	4	56	0	0	2	1	64
17:00-17:05	0	0	1	0	0	0	5	61	0	0	3	1	71
17:05-17:10	0	0	1	0	0	0	5	60	0	0	2	2	70
17:10-17:15	0	1	1	0	0	0	6	64	0	0	1	2	75
17:15-17:20	0	0	1	0	0	0	6	68	0	0	0	1	76
17:20-17:25	0	0	1	0	0	0	6	69	0	0	0	0	76
17:25-17:30	0	0	1	0	0	0	2	52	1	0	3	0	59
17:30-17:35	0	0	1	0	0	0	4	76	1	0	2	0	84
17:35-17:40	0	0	1	0	0	0	2	58	1	0	0	0	62
17:40-17:45	0	1	0	0	0	0	4	40	2	0	3	1	51
17:45-17:50	0	0	0	0	0	0	5	57	0	0	2	0	64
17:50-17:55	0	0	1	0	0	0	5	61	0	0	0	1	68
17:55-18:00	0	0	2	0	0	0	6	59	0	0	1	0	68
Total Survey													
PHF	0	.31	.75	0	0	0	108	1392	10	0	32	10	1585
% Trucks	0	.25	.8	0	0	0	1.9	5.1	0	0	.57	.35	.922
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	5
Peds	0	0	0	0	1	0	0	2	0	0	0	0	
Hourly Totals													
16:00-17:00	0	6	14	0	0	0	52	667	5	0	15	2	761
16:15-17:15	0	6	14	0	0	0	50	693	1	0	18	7	789
16:30-17:30	0	5	14	0	0	0	54	721	2	0	14	7	817
16:45-17:45	0	5	11	0	0	0	54	709	6	0	16	8	809
17:00-18:00	0	2	11	0	0	0	56	725	5	0	17	8	824

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT SHERMAN @ NEWMARK



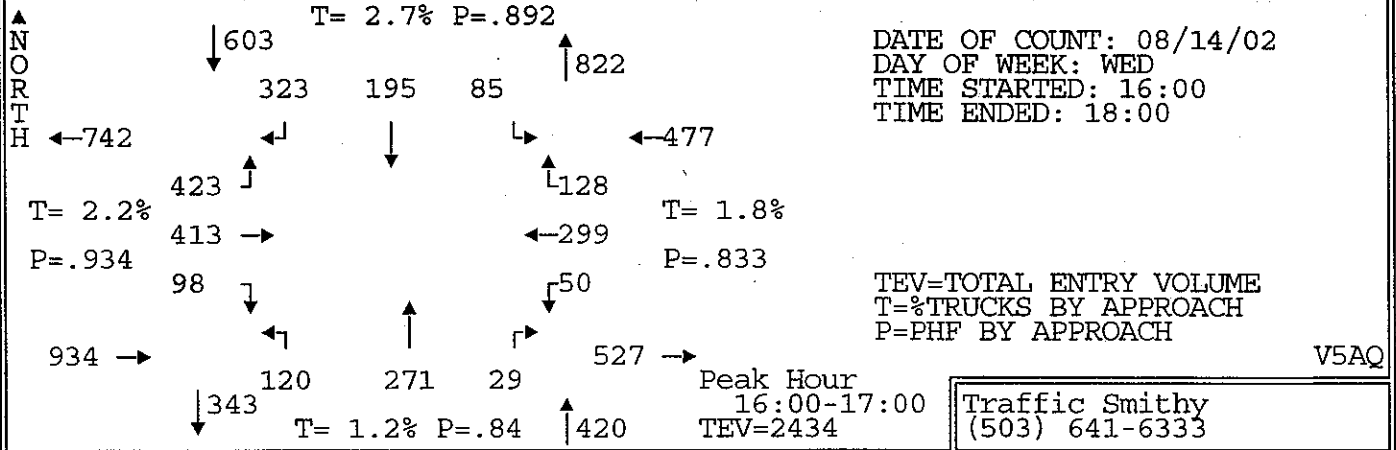
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↑	←	↑	→	↓	←	↑	
16:00-16:05	12	30	5	2	5	0	17	11	4	2	29	3	120
16:05-16:10	15	32	7	8	11	2	7	9	4	2	23	1	121
16:10-16:15	11	40	7	6	6	1	8	1	7	0	40	3	130
16:15-16:20	17	38	3	5	9	1	15	5	5	0	18	0	116
16:20-16:25	6	34	2	6	10	2	6	10	1	2	36	2	117
16:25-16:30	15	40	10	2	12	2	4	4	1	1	21	0	112
16:30-16:35	11	30	3	8	6	1	13	11	1	1	25	1	112
16:35-16:40	12	24	3	6	15	1	18	5	1	0	29	0	114
16:40-16:45	9	45	7	6	8	1	9	9	2	0	32	1	129
16:45-16:50	9	33	2	4	6	2	9	8	1	1	34	2	111
16:50-16:55	9	29	2	5	8	0	10	12	3	1	38	5	122
16:55-17:00	16	25	5	5	7	1	17	10	3	0	33	4	126
17:00-17:05	13	28	3	12	12	2	21	8	2	1	16	1	119
17:05-17:10	16	39	6	8	10	0	21	12	1	1	35	0	149
17:10-17:15	12	39	6	5	10	2	22	15	2	1	25	1	140
17:15-17:20	19	37	4	3	7	1	13	7	4	0	44	0	139
17:20-17:25	14	40	5	2	11	2	18	10	2	0	27	2	133
17:25-17:30	4	39	2	8	11	0	7	4	6	2	26	1	110
17:30-17:35	13	36	1	4	7	0	16	12	2	0	22	3	116
17:35-17:40	12	36	9	7	7	0	15	12	6	1	19	1	125
17:40-17:45	13	34	3	5	6	2	17	4	0	1	28	1	114
17:45-17:50	6	25	9	2	7	0	15	8	0	1	28	0	101
17:50-17:55	18	33	2	1	9	1	16	10	1	0	30	1	122
17:55-18:00	6	29	2	10	11	2	10	8	1	3	18	0	100
Total Survey	288	815	108	130	211	26	324	205	60	22	676	33	2898
PHF	.78	.92	.81	.69	.81	.55	.7	.85	.61	.67	.84	.48	.887
% Trucks	1	.7	0	0	.5	0	.6	.5	0	0	.9	0	.7
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	.
Peds	0	2	0	0	4	0	0	2	0	0	0	0	
Hourly Totals													
16:00-17:00	142	400	56	63	103	14	133	95	33	11	358	22	1430
16:15-17:15	145	404	52	72	113	15	165	109	23	10	342	17	1467
16:30-17:30	144	408	48	72	111	13	178	111	28	9	364	18	1504
16:45-17:45	150	415	48	68	102	12	186	114	32	9	347	21	1504
17:00-18:00	146	415	52	67	108	12	191	110	27	11	318	11	1468

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT NEWMARK @ BROADWAY



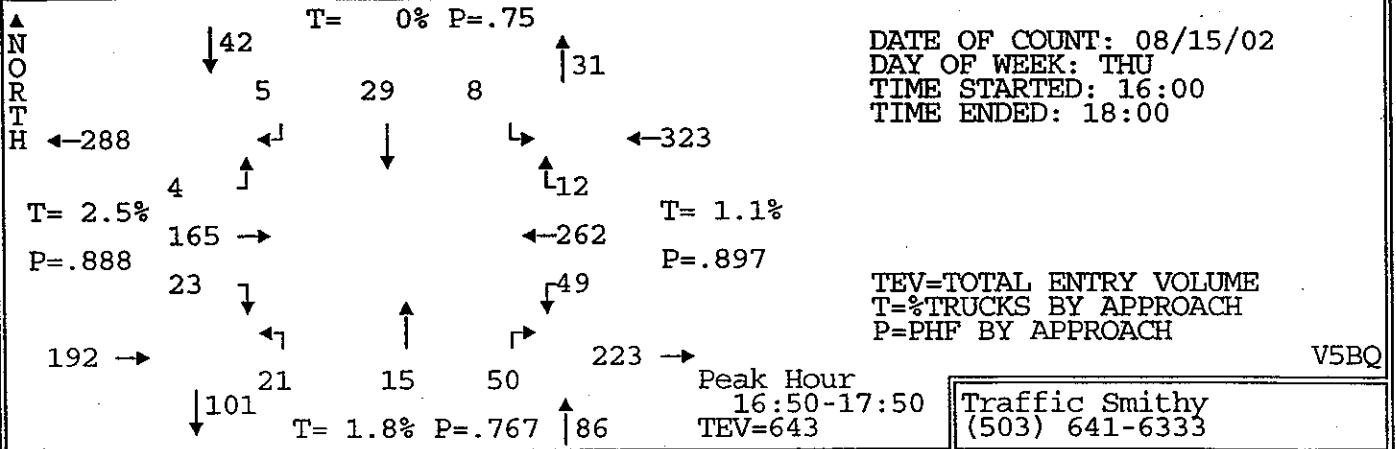
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	7	9	7	10	4	2	0	8	1	0	12	5	65
07:05-07:10	1	5	8	6	4	5	3	3	1	2	10	5	53
07:10-07:15	5	10	7	3	8	2	3	8	0	2	2	1	51
07:15-07:20	8	5	10	3	9	4	0	5	1	0	10	5	60
07:20-07:25	10	13	17	7	6	3	0	9	1	2	13	3	84
07:25-07:30	6	11	13	4	8	13	3	5	0	2	8	2	75
07:30-07:35	6	14	21	7	11	4	3	11	1	1	14	6	99
07:35-07:40	9	13	14	7	9	4	4	12	0	2	5	2	81
07:40-07:45	10	21	18	10	12	4	6	10	0	2	15	3	111
07:45-07:50	7	17	14	19	12	7	6	15	2	2	15	5	121
07:50-07:55	13	24	19	13	23	5	7	11	2	4	22	7	150
07:55-08:00	11	16	19	22	24	7	9	10	1	3	12	13	147
08:00-08:05	14	17	22	8	13	6	5	9	1	6	23	11	135
08:05-08:10	9	16	16	8	11	3	6	8	0	1	25	8	111
08:10-08:15	11	14	27	13	7	5	2	5	1	6	17	6	114
08:15-08:20	8	17	13	18	9	5	6	7	0	2	11	7	103
08:20-08:25	8	16	17	10	10	1	9	12	0	1	18	8	110
08:25-08:30	9	10	17	14	11	5	9	9	0	3	16	6	109
08:30-08:35	10	15	18	23	7	6	6	9	3	3	17	4	121
08:35-08:40	9	10	24	21	10	7	5	12	1	2	12	5	118
08:40-08:45	6	13	16	26	20	8	10	23	0	5	14	8	149
08:45-08:50	13	24	23	18	16	8	6	18	1	4	15	9	155
08:50-08:55	7	16	17	14	14	9	9	14	0	4	15	7	126
08:55-09:00	6	16	34	20	14	7	7	7	2	4	20	7	144
Total Survey	203	342	411	304	272	130	124	240	19	63	341	143	2592
PHF	.8	.84	.89	.69	.67	.72	.83	.63	.63	.77	.78	.72	.880
% Trucks	5.4	3.2	6.8	6.9	4.4	5.4	2.4	5.8	5.3	3.2	4.1	5.6	5.1
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Totals													
07:00-08:00	93	158	167	111	130	60	44	107	10	22	138	57	1097
07:15-08:15	114	181	210	121	145	65	51	110	10	31	179	71	1288
07:30-08:30	115	195	217	149	152	56	72	119	8	33	193	82	1391
07:45-08:45	115	185	222	195	157	65	80	130	11	38	202	88	1488
08:00-09:00	110	184	244	193	142	70	80	133	9	41	203	86	1495

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT NEWMARK @ BROADWAY



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	13	41	37	27	12	4	7	23	3	5	26	15	213
16:05-16:10	14	32	32	32	15	9	15	28	0	3	30	7	217
16:10-16:15	6	32	39	30	33	5	11	31	4	1	23	10	225
16:15-16:20	10	39	46	29	6	10	12	19	4	5	17	11	208
16:20-16:25	4	41	30	28	18	9	12	17	0	7	26	9	201
16:25-16:30	11	37	29	25	13	4	9	17	3	4	22	12	186
16:30-16:35	10	34	36	29	25	8	7	26	2	7	18	10	212
16:35-16:40	8	39	31	30	13	6	10	15	2	6	43	18	221
16:40-16:45	10	24	29	19	23	9	17	41	5	3	21	9	210
16:45-16:50	4	34	37	21	2	10	8	14	0	6	26	11	173
16:50-16:55	3	33	31	31	20	5	4	24	5	2	20	9	187
16:55-17:00	5	27	46	22	15	6	8	16	1	1	27	7	181
17:00-17:05	5	22	31	22	22	5	16	28	2	4	27	8	192
17:05-17:10	6	30	38	19	19	19	14	27	0	4	29	11	216
17:10-17:15	7	36	36	20	6	12	11	21	5	4	30	11	199
17:15-17:20	8	43	43	24	10	2	4	24	2	6	38	19	223
17:20-17:25	7	19	31	21	9	5	17	22	3	3	24	11	172
17:25-17:30	7	28	33	18	19	6	3	20	1	5	14	7	161
17:30-17:35	17	33	27	20	5	8	13	7	3	3	33	12	181
17:35-17:40	7	35	41	26	9	9	10	14	2	2	33	8	196
17:40-17:45	10	30	22	28	14	4	17	15	2	2	29	7	180
17:45-17:50	10	37	28	21	10	6	9	11	1	8	25	14	180
17:50-17:55	7	24	15	26	12	9	9	15	5	1	19	8	150
17:55-18:00	4	25	51	22	13	3	8	19	2	3	16	6	172
Total Survey	193	775	819	590	343	173	251	494	57	95	616	250	4656
PHF	.74	.88	.9	.89	.8	.85	.79	.83	.73	.69	.83	.8	.929
% Trucks	3.1	2.8	1.5	3.4	2	1.7	1.6	1	1.8	3.2	1.9	.8	2.1
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Totals													
16:00-17:00	98	413	423	323	195	85	120	271	29	50	299	128	2434
16:15-17:15	83	396	420	295	182	103	128	265	29	53	306	126	2386
16:30-17:30	80	369	422	276	183	93	119	278	28	51	317	131	2347
16:45-17:45	86	370	416	272	150	91	125	232	26	42	330	121	2261
17:00-18:00	95	362	396	267	148	88	131	223	28	45	317	122	2222

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT VIRGINIA @ OAK

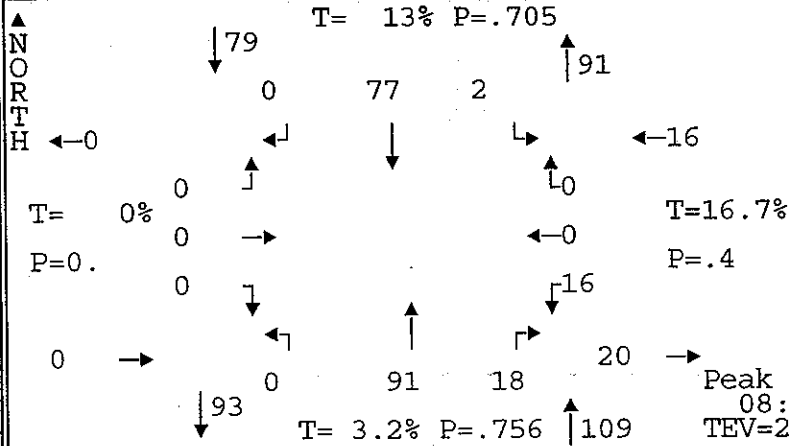


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	2	15	1	0	2	1	1	2	1	1	14	1	41
16:05-16:10	3	9	1	0	4	1	4	1	1	7	17	0	48
16:10-16:15	3	10	0	1	5	1	2	3	1	5	12	2	45
16:15-16:20	2	11	0	0	5	3	4	0	6	3	18	1	53
16:20-16:25	3	10	0	0	3	1	4	3	3	4	17	0	48
16:25-16:30	0	10	0	0	3	1	1	1	1	4	14	1	36
16:30-16:35	2	17	1	0	3	1	2	2	3	5	14	0	50
16:35-16:40	2	15	0	0	3	1	2	1	4	4	11	0	43
16:40-16:45	1	14	0	0	1	0	3	1	2	4	16	3	45
16:45-16:50	0	10	1	0	1	1	3	1	5	3	10	1	36
16:50-16:55	4	12	0	1	4	1	2	2	5	2	22	0	55
16:55-17:00	1	18	0	0	1	1	0	2	7	3	24	2	59
17:00-17:05	1	13	1	0	2	2	0	1	4	6	17	2	49
17:05-17:10	3	14	0	2	4	1	1	1	2	9	22	1	60
17:10-17:15	1	9	0	0	2	1	3	0	7	4	21	1	49
17:15-17:20	1	17	1	0	2	0	3	0	4	6	20	0	54
17:20-17:25	2	13	0	1	2	0	1	5	5	2	23	1	55
17:25-17:30	4	8	1	0	4	2	2	1	5	3	19	2	51
17:30-17:35	0	14	0	1	1	0	3	0	6	6	27	1	59
17:35-17:40	1	11	0	0	0	0	1	2	2	3	24	0	44
17:40-17:45	2	19	0	0	2	0	3	0	1	2	27	0	56
17:45-17:50	3	17	1	0	5	0	2	1	2	3	16	2	52
17:50-17:55	1	17	0	0	1	0	3	0	4	4	18	0	48
17:55-18:00	4	8	1	0	1	2	5	2	2	4	17	0	46

Total Survey	46	311	9	6	61	21	55	32	83	97	440	21	1182
PHF	.82	.88	.5	.63	.91	.5	.75	.63	.78	.64	.84	.6	.956
% Trucks	2.2	2.6	0	0	0	0	1.8	0	2.4	0	1.1	4.8	1.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	6	0	0	1	0	0	0	0	0	3	0	

Hourly Totals													
16:00-17:00	23	151	4	2	35	13	28	19	39	45	189	11	559
16:15-17:15	20	153	3	3	32	14	25	15	49	51	206	12	583
16:30-17:30	22	160	5	4	29	11	22	17	53	51	219	13	606
16:45-17:45	20	158	4	5	25	9	22	15	53	49	256	11	627
17:00-18:00	23	160	5	4	26	8	27	13	44	52	251	10	623

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT MAPLE LEAF @ AIRPORT WAY



DATE OF COUNT: 08/14/02
 DAY OF WEEK: WED
 TIME STARTED: 07:00
 TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

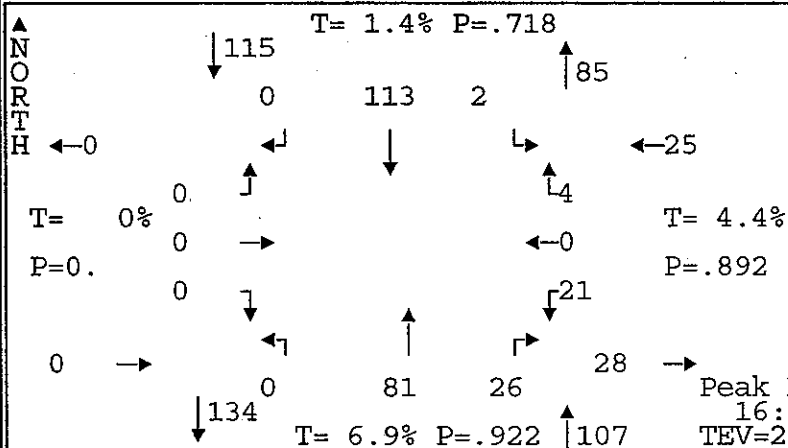
V5AJ

Peak Hour
 08:00-09:00
 TEV=204

Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	0	0	0	0	1	0	0	10	1	0	0	0	12
07:05-07:10	0	0	0	0	1	1	0	5	0	1	0	0	8
07:10-07:15	0	0	0	0	4	0	0	5	0	0	0	0	9
07:15-07:20	0	0	0	0	2	1	0	3	0	0	0	0	6
07:20-07:25	0	0	0	0	0	1	0	6	0	0	0	0	7
07:25-07:30	0	0	0	0	1	0	0	9	3	1	0	0	14
07:30-07:35	0	0	0	0	5	1	0	3	0	1	0	1	11
07:35-07:40	0	0	0	0	8	0	0	14	4	1	0	1	28
07:40-07:45	0	0	0	0	1	0	0	12	0	2	0	0	15
07:45-07:50	0	0	0	0	2	0	0	11	1	1	0	0	15
07:50-07:55	0	0	0	0	5	0	0	10	2	0	0	0	17
07:55-08:00	0	0	0	0	2	0	0	8	3	3	0	2	18
08:00-08:05	0	0	0	0	3	0	0	5	1	0	0	0	9
08:05-08:10	0	0	0	0	7	0	0	7	1	0	0	0	15
08:10-08:15	0	0	0	0	6	0	0	8	2	0	0	0	16
08:15-08:20	0	0	0	0	3	0	0	8	1	2	0	0	14
08:20-08:25	0	0	0	0	4	0	0	13	1	0	0	0	18
08:25-08:30	0	0	0	0	4	0	0	12	1	2	0	0	19
08:30-08:35	0	0	0	0	9	0	0	4	0	1	0	0	14
08:35-08:40	0	0	0	0	12	0	0	2	3	1	0	0	18
08:40-08:45	0	0	0	0	6	0	0	14	2	0	0	0	22
08:45-08:50	0	0	0	0	10	0	0	11	2	0	0	0	23
08:50-08:55	0	0	0	0	9	1	0	4	2	1	0	0	17
08:55-09:00	0	0	0	0	4	1	0	3	2	9	0	0	19
Total Survey	0	0	0	0	109	6	0	187	32	26	0	4	364
PHF	0	0	0	0	.69	.25	0	.69	.64	.4	0	0	.809
% Trucks	0	0	0	0	12.8	16.7	0	3.2	3.1	19.2	0	0	7.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Totals													
07:00-08:00	0	0	0	0	32	4	0	96	14	10	0	4	160
07:15-08:15	0	0	0	0	42	3	0	96	17	9	0	4	171
07:30-08:30	0	0	0	0	50	1	0	111	17	12	0	4	195
07:45-08:45	0	0	0	0	63	0	0	102	18	10	0	2	195
08:00-09:00	0	0	0	0	77	2	0	91	18	16	0	0	204

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT MAPLE LEAF @ AIRPORT WAY



DATE OF COUNT: 08/14/02
DAY OF WEEK: WED
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

V5AK

Traffic Smithy
(503) 641-6333

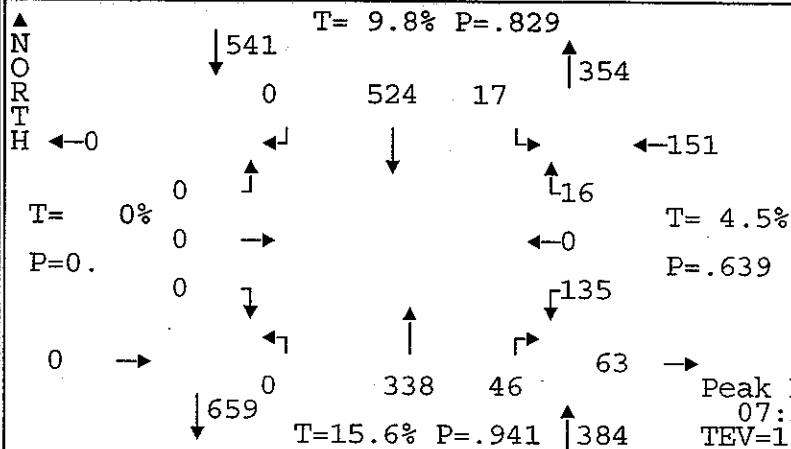
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	0	0	0	0	12	0	0	5	3	1	0	0	21
16:05-16:10	0	0	0	0	13	0	0	6	0	4	0	0	23
16:10-16:15	0	0	0	0	5	0	0	9	4	0	0	1	19
16:15-16:20	0	0	0	0	15	0	0	10	1	1	0	0	27
16:20-16:25	0	0	0	0	7	0	0	7	2	3	0	1	20
16:25-16:30	0	0	0	0	10	0	0	8	1	2	0	0	21
16:30-16:35	0	0	0	0	5	0	0	7	1	1	0	0	14
16:35-16:40	0	0	0	0	12	1	0	9	2	4	0	0	28
16:40-16:45	0	0	0	0	3	0	0	8	0	1	0	0	12
16:45-16:50	0	0	0	0	10	0	0	4	2	1	0	1	18
16:50-16:55	0	0	0	0	5	0	0	4	5	2	0	0	16
16:55-17:00	0	0	0	0	13	0	0	3	6	1	0	0	23
17:00-17:05	0	0	0	0	14	0	0	6	1	2	0	0	23
17:05-17:10	0	0	0	0	12	1	0	5	1	2	0	0	21
17:10-17:15	0	0	0	0	7	0	0	10	4	1	0	2	24
17:15-17:20	0	0	0	0	9	0	0	12	3	0	0	0	24
17:20-17:25	0	0	0	0	8	0	0	7	1	2	0	1	19
17:25-17:30	0	0	0	0	13	0	0	7	3	1	0	0	24
17:30-17:35	0	0	0	0	9	0	0	2	1	1	0	0	13
17:35-17:40	0	0	0	0	6	0	0	7	2	4	0	1	20
17:40-17:45	0	0	0	0	3	0	0	3	3	0	0	0	9
17:45-17:50	0	0	0	0	6	0	0	5	3	1	0	1	16
17:50-17:55	0	0	0	0	8	1	0	3	4	0	0	1	17
17:55-18:00	0	0	0	0	3	0	0	4	0	1	0	0	8

Total Survey	0	0	0	0	208	3	0	151	53	36	0	9	460
PHF	0	0	0	0	.72	.5	0	.81	.5	.75	0	.5	.908
% Trucks	0	0	0	0	1	33.3	0	6	9.4	2.8	0	11.1	4.1
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	0	0	0	0	110	1	0	80	27	21	0	3	242
16:15-17:15	0	0	0	0	113	2	0	81	26	21	0	4	247
16:30-17:30	0	0	0	0	111	2	0	82	29	18	0	4	246
16:45-17:45	0	0	0	0	109	1	0	70	32	17	0	5	234
17:00-18:00	0	0	0	0	98	2	0	71	26	15	0	6	218

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

HIGHWAY 101 @ BAY DRIVE



DATE OF COUNT: 08/14/02
 DAY OF WEEK: WED
 TIME STARTED: 07:00
 TIME ENDED: 09:00

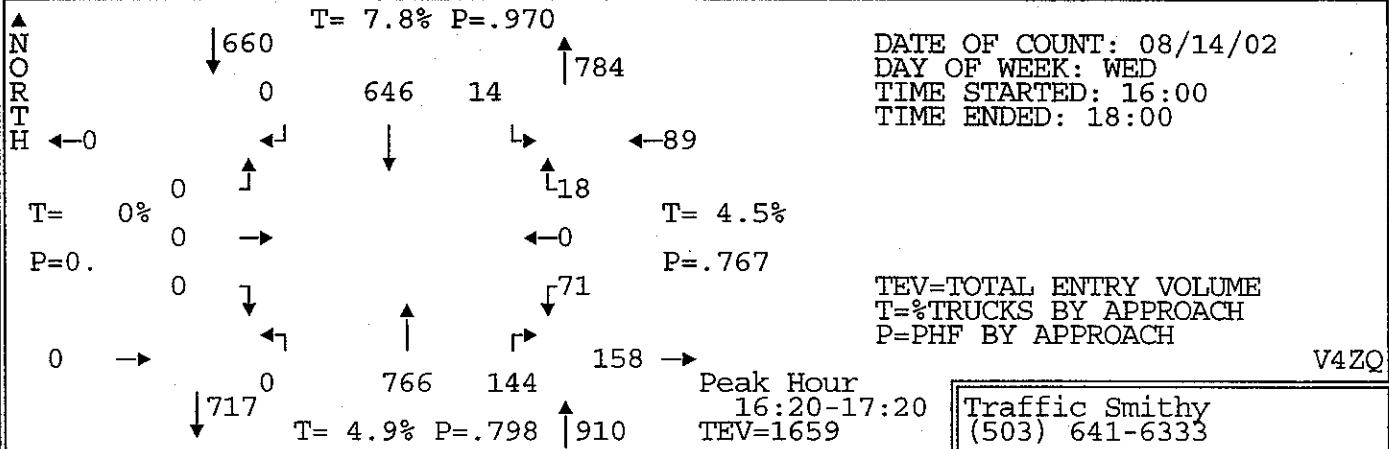
TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V4ZR

Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	0	0	0	0	26	0	0	35	3	7	0	0	71
07:05-07:10	0	0	0	0	32	3	0	32	3	7	0	1	78
07:10-07:15	0	0	0	0	24	3	0	19	6	8	0	2	62
07:15-07:20	0	0	0	0	31	1	0	28	4	9	0	4	77
07:20-07:25	0	0	0	0	29	0	0	36	2	11	0	4	82
07:25-07:30	0	0	0	0	37	1	0	28	0	13	0	0	79
07:30-07:35	0	0	0	0	39	4	0	31	4	9	0	0	87
07:35-07:40	0	0	0	0	48	0	0	34	2	11	0	1	96
07:40-07:45	0	0	0	0	61	2	0	24	2	13	0	2	104
07:45-07:50	0	0	0	0	45	1	0	26	3	18	0	2	95
07:50-07:55	0	0	0	0	54	0	0	37	2	22	0	2	117
07:55-08:00	0	0	0	0	41	1	0	19	4	10	0	0	75
08:00-08:05	0	0	0	0	47	0	0	31	5	11	0	1	95
08:05-08:10	0	0	0	0	33	0	0	29	4	3	0	0	69
08:10-08:15	0	0	0	0	34	0	0	29	3	8	0	2	76
08:15-08:20	0	0	0	0	37	0	0	28	9	14	0	4	92
08:20-08:25	0	0	0	0	48	1	0	27	4	7	0	2	89
08:25-08:30	0	0	0	0	37	8	0	23	4	9	0	0	81
08:30-08:35	0	0	0	0	32	1	0	28	3	8	0	0	72
08:35-08:40	0	0	0	0	43	0	0	25	4	6	0	2	80
08:40-08:45	0	0	0	0	34	1	0	23	6	11	0	0	75
08:45-08:50	0	0	0	1	41	2	0	29	6	7	0	1	87
08:50-08:55	0	0	0	0	45	4	0	44	4	8	0	0	105
08:55-09:00	0	0	0	0	48	0	0	30	11	8	0	1	98
Total Survey	0	0	0	1	946	33	0	695	98	238	0	31	2042
PHF	0	0	0	0	.82	.47	0	.95	.68	.64	0	.5	.851
% Trucks	0	0	0	100	9.5	15.2	0	16	13.3	4.2	0	6.5	11.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Totals													
07:00-08:00	0	0	0	0	467	16	0	349	35	138	0	18	1023
07:15-08:15	0	0	0	0	499	10	0	352	35	138	0	18	1052
07:30-08:30	0	0	0	0	524	17	0	338	46	135	0	16	1076
07:45-08:45	0	0	0	0	485	13	0	325	51	127	0	15	1016
08:00-09:00	0	0	0	1	479	17	0	346	63	100	0	13	1019

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
HIGHWAY 101 @ BAY DRIVE



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	↙	↑	↘	↓	←	↑	
16:00-16:05	0	0	0	0	51	1	0	60	12	5	0	0	129
16:05-16:10	0	0	0	0	70	3	0	59	12	7	0	3	154
16:10-16:15	0	0	0	0	70	3	0	72	14	2	0	2	163
16:15-16:20	0	0	0	0	46	4	0	64	11	6	0	1	132
16:20-16:25	0	0	0	0	61	2	0	70	18	3	0	0	154
16:25-16:30	0	0	0	0	59	1	0	52	9	11	0	4	136
16:30-16:35	0	0	0	0	45	0	0	70	10	6	0	0	131
16:35-16:40	0	0	0	0	55	2	0	70	9	5	0	3	144
16:40-16:45	0	0	0	0	48	1	0	52	10	6	0	2	119
16:45-16:50	0	0	0	0	51	0	0	73	7	12	0	0	143
16:50-16:55	0	0	0	0	57	1	0	57	12	5	0	2	134
16:55-17:00	0	0	0	0	59	0	0	43	9	2	0	1	114
17:00-17:05	0	0	0	0	48	0	0	45	9	8	0	3	113
17:05-17:10	0	0	0	0	48	4	0	66	16	7	0	1	142
17:10-17:15	0	0	0	0	64	0	0	79	14	6	0	0	163
17:15-17:20	0	0	0	0	51	3	0	89	21	0	0	2	166
17:20-17:25	0	0	0	0	50	1	0	71	17	2	0	1	142
17:25-17:30	0	0	0	0	37	2	0	61	14	8	0	3	125
17:30-17:35	0	0	0	0	49	2	0	68	19	5	0	1	144
17:35-17:40	0	0	0	0	42	2	0	52	23	8	0	3	130
17:40-17:45	0	0	0	0	49	0	0	60	13	12	0	3	137
17:45-17:50	0	0	0	0	35	1	0	55	9	11	0	4	115
17:50-17:55	0	0	0	0	45	2	0	55	12	11	0	1	126
17:55-18:00	0	0	0	0	34	1	0	46	10	9	0	1	101
Total Survey	0	0	0	0	1224	36	0	1489	310	157	0	41	3257
PHF	0	0	0	0	.97	.5	0	.82	.71	.77	0	.64	.880
% Trucks	0	0	0	0	7.8	8.3	0	5.3	2.9	2.5	0	12.2	6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Totals													
16:00-17:00	0	0	0	0	672	18	0	742	133	70	0	18	1653
16:15-17:15	0	0	0	0	641	15	0	741	134	77	0	17	1625
16:30-17:30	0	0	0	0	613	14	0	776	148	67	0	18	1636
16:45-17:45	0	0	0	0	605	15	0	764	174	75	0	20	1653
17:00-18:00	0	0	0	0	552	18	0	747	177	87	0	23	1604

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

HIGHWAY 101 @ NORTH BAY DRIVE

DATE OF COUNT: 08/20/02
 DAY OF WEEK: TUE
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

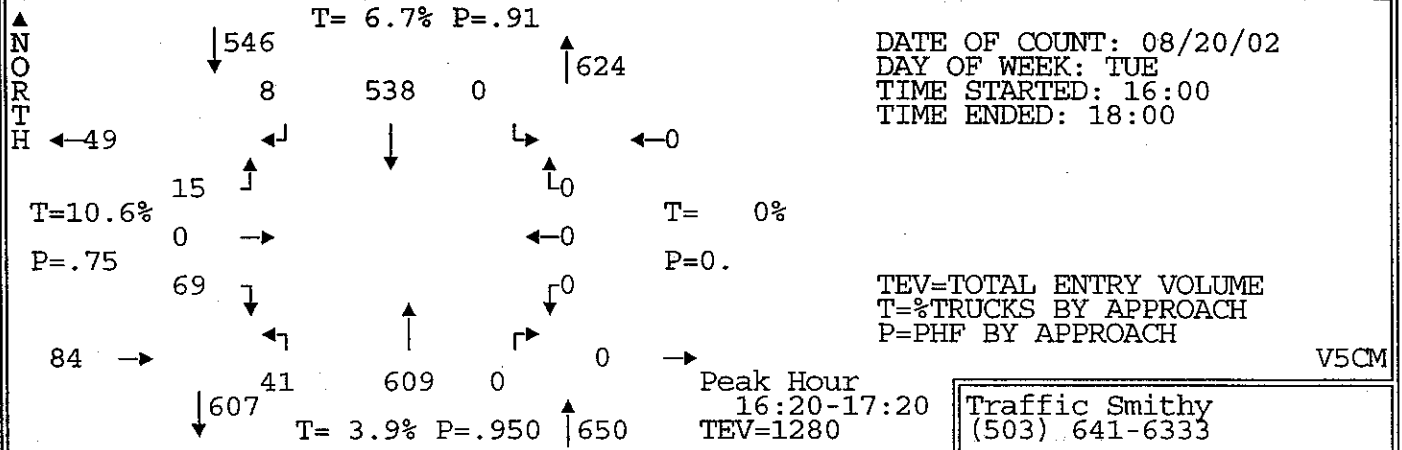
V5CL

Peak Hour
 16:30-17:30
 TEV=1411

Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	↙	↓	↘	↙	↑	↘	↓	←	↑	
16:00-16:05	0	0	0	0	62	2	0	37	5	6	0	1	113
16:05-16:10	0	0	0	0	45	2	0	45	6	3	0	1	104
16:10-16:15	0	0	0	0	44	0	0	50	8	7	0	1	110
16:15-16:20	0	0	0	0	49	0	0	61	11	5	0	1	127
16:20-16:25	0	0	0	0	49	0	0	51	3	2	0	1	106
16:25-16:30	0	0	0	0	48	0	0	44	9	5	0	0	106
16:30-16:35	0	0	0	0	50	2	0	45	3	2	0	0	102
16:35-16:40	0	0	0	0	58	1	0	66	7	2	0	4	138
16:40-16:45	0	0	0	0	46	0	0	57	4	3	0	1	111
16:45-16:50	0	0	0	0	56	2	0	52	9	4	0	1	124
16:50-16:55	0	0	0	0	43	0	0	45	6	3	0	1	98
16:55-17:00	0	0	0	0	50	0	0	54	4	4	0	0	112
17:00-17:05	0	0	0	0	46	1	0	56	7	3	0	0	113
17:05-17:10	0	0	0	0	70	1	0	61	4	4	0	0	140
17:10-17:15	0	0	0	0	49	0	0	52	18	1	0	0	120
17:15-17:20	0	0	0	0	59	0	0	62	11	4	0	0	136
17:20-17:25	0	0	0	0	40	0	0	56	2	4	0	0	102
17:25-17:30	0	0	0	0	49	0	0	54	10	2	0	0	115
17:30-17:35	0	0	0	0	31	0	0	46	13	3	0	0	93
17:35-17:40	0	0	0	0	37	4	0	56	8	5	0	1	111
17:40-17:45	0	0	0	0	40	1	0	55	7	1	0	1	105
17:45-17:50	0	0	0	0	50	0	0	44	9	3	0	0	106
17:50-17:55	0	0	0	0	31	1	0	44	3	3	0	0	82
17:55-18:00	0	0	0	0	46	1	0	47	6	7	0	1	108
Total Survey	0	0	0	0	1148	18	0	1240	173	86	0	17	2682
PHF	0	0	0	0	.87	.58	0	.94	.64	.82	0	.29	.890
% Trucks	0	0	0	0	5.7	0	0	3.1	0	0	0	0	3.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Totals													
16:00-17:00	0	0	0	0	600	9	0	607	75	46	0	14	1351
16:15-17:15	0	0	0	0	614	7	0	644	85	38	0	9	1397
16:30-17:30	0	0	0	0	616	7	0	660	85	36	0	7	1411
16:45-17:45	0	0	0	0	570	9	0	649	99	38	0	4	1369
17:00-18:00	0	0	0	0	548	9	0	633	98	40	0	3	1331

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT HIGHWAY 101 @ TRANS PACIFIC PARKWAY

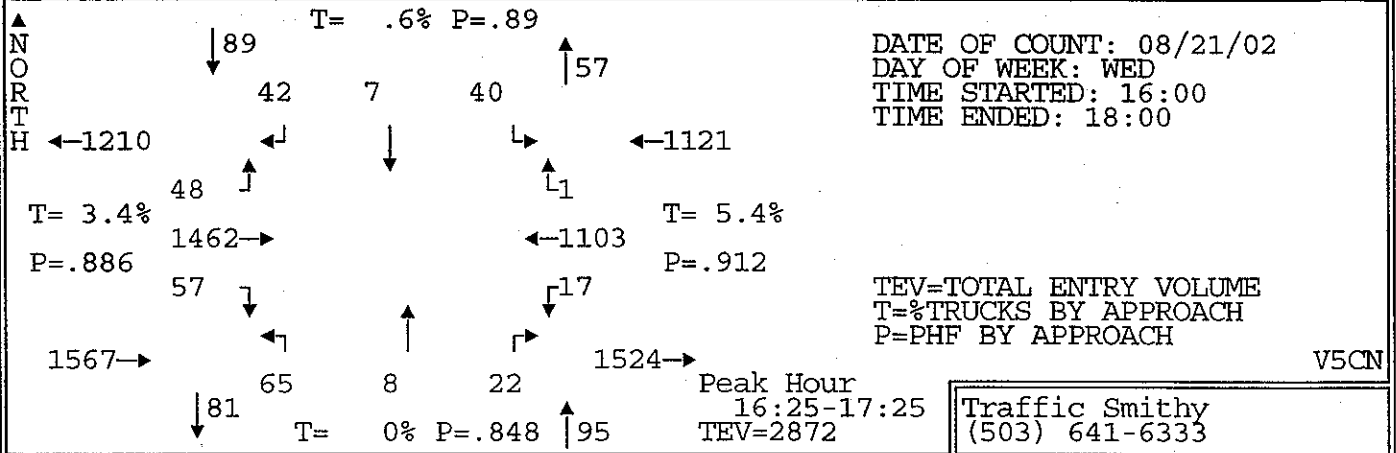


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	13	0	2	0	52	0	3	42	0	0	0	0	112
16:05-16:10	14	0	1	0	44	0	7	45	0	0	0	0	111
16:10-16:15	12	0	3	4	33	0	3	43	0	0	0	0	98
16:15-16:20	6	0	1	0	35	0	4	49	0	0	0	0	95
16:20-16:25	5	0	1	1	50	0	2	46	0	0	0	0	105
16:25-16:30	3	0	1	1	42	0	7	55	0	0	0	0	109
16:30-16:35	6	0	0	2	44	0	2	45	0	0	0	0	99
16:35-16:40	3	0	0	0	61	0	4	50	0	0	0	0	118
16:40-16:45	4	0	1	0	37	0	5	65	0	0	0	0	112
16:45-16:50	6	0	1	0	44	0	5	34	0	0	0	0	90
16:50-16:55	10	0	4	3	29	0	4	49	0	0	0	0	99
16:55-17:00	5	0	1	1	51	0	1	49	0	0	0	0	108
17:00-17:05	5	0	3	0	36	0	3	56	0	0	0	0	103
17:05-17:10	6	0	2	0	55	0	0	43	0	0	0	0	106
17:10-17:15	5	0	1	0	56	0	2	56	0	0	0	0	120
17:15-17:20	11	0	0	0	33	0	6	61	0	0	0	0	111
17:20-17:25	5	0	1	0	41	0	6	49	0	0	0	0	102
17:25-17:30	8	0	0	1	42	0	4	45	0	0	0	0	100
17:30-17:35	3	0	2	1	27	0	1	56	0	0	0	0	90
17:35-17:40	3	0	1	3	40	0	2	50	0	0	0	0	99
17:40-17:45	3	0	1	1	25	0	3	49	0	0	0	0	82
17:45-17:50	4	0	0	2	44	0	4	41	0	0	0	0	95
17:50-17:55	6	0	2	0	30	0	3	41	0	0	0	0	82
17:55-18:00	4	0	1	1	31	0	1	38	0	0	0	0	76

Total Survey	150	0	30	21	982	0	82	1157	0	0	0	0	2422
PHF	.78	0	.47	.5	.91	0	.73	.95	0	0	0	0	.949
% Trucks	8.7	0	20	33.3	6.1	0	11	3.4	0	0	0	0	5.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0

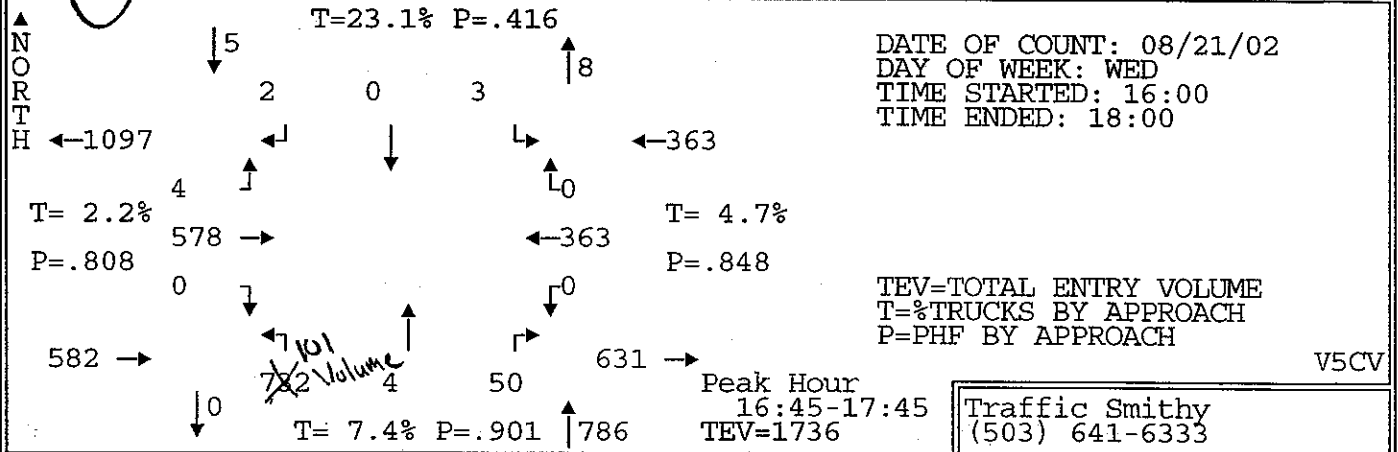
Hourly Totals													
16:00-17:00	87	0	16	12	522	0	47	572	0	0	0	0	1256
16:15-17:15	64	0	16	8	540	0	39	597	0	0	0	0	1264
16:30-17:30	74	0	14	7	529	0	42	602	0	0	0	0	1268
16:45-17:45	70	0	17	10	479	0	37	597	0	0	0	0	1210
17:00-18:00	63	0	14	9	460	0	35	585	0	0	0	0	1166

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT HIGHWAY 101 @ FLANAGAN



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	5	103	1	5	0	1	5	1	2	4	81	1	209
16:05-16:10	6	122	6	4	2	0	5	3	2	1	88	1	240
16:10-16:15	7	129	4	6	1	5	8	0	1	3	79	0	243
16:15-16:20	3	123	3	4	0	2	10	0	2	2	82	0	231
16:20-16:25	4	106	5	4	0	1	6	0	1	0	90	1	218
16:25-16:30	2	116	4	2	1	4	4	1	3	4	108	0	249
16:30-16:35	8	130	3	6	2	4	6	1	3	1	93	0	257
16:35-16:40	10	137	1	2	0	1	7	0	2	1	99	1	261
16:40-16:45	2	117	3	3	1	6	8	1	0	2	90	0	233
16:45-16:50	4	99	10	2	0	3	6	0	2	1	106	0	233
16:50-16:55	3	105	3	3	0	5	6	3	1	1	75	0	205
16:55-17:00	3	97	4	4	3	3	4	1	2	2	82	0	205
17:00-17:05	4	126	3	5	0	0	3	0	1	0	98	0	240
17:05-17:10	2	122	7	6	0	2	8	0	6	3	88	0	244
17:10-17:15	7	128	3	3	0	5	8	0	1	0	96	0	251
17:15-17:20	4	154	2	3	0	4	3	0	0	0	74	0	244
17:20-17:25	8	131	5	3	0	3	2	1	1	2	94	0	250
17:25-17:30	5	130	2	0	2	1	7	0	2	3	87	0	239
17:30-17:35	6	141	3	3	0	4	5	0	0	1	79	0	242
17:35-17:40	5	138	4	1	0	4	2	1	0	0	95	0	250
17:40-17:45	8	116	4	1	0	3	8	0	2	1	84	0	227
17:45-17:50	5	110	3	5	0	2	10	0	1	0	85	0	221
17:50-17:55	1	95	3	4	0	3	9	0	2	0	91	0	208
17:55-18:00	1	103	4	0	1	0	3	0	1	1	67	0	181
Total Survey	113	2878	90	79	13	66	143	13	38	33	2111	4	5581
PHF	.71	.88	.71	.7	.58	.71	.77	.5	.61	.71	.92	.25	.936
% Trucks	2.7	3.5	0	1.3	0	0	0	0	0	0	5.5	0	4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	10	0	0	0	0	0	8	0	0
Hourly Totals													
16:00-17:00	57	1384	47	45	10	35	75	11	21	22	1073	4	2784
16:15-17:15	52	1406	49	44	7	36	76	7	24	17	1107	2	2827
16:30-17:30	60	1476	46	40	8	37	68	7	21	16	1082	1	2862
16:45-17:45	59	1487	50	34	5	37	62	6	18	14	1058	0	2830
17:00-18:00	56	1494	43	34	3	31	68	2	17	11	1038	0	2797

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
HIGHWAY 101 @ COOS RIVER HIGHWAY @ (COOS RIVER @ MULLEN)

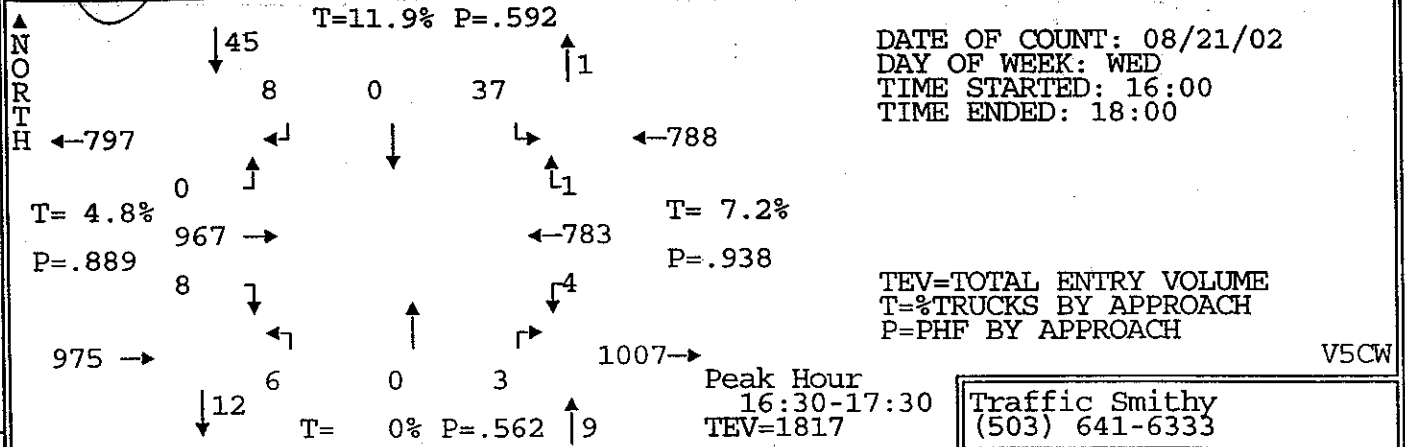


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	←	←	↑	→	↓	←	↑	
16:00-16:05	0	37	0	3	0	1	68	3	5	0	28	0	145
16:05-16:10	0	50	0	0	0	1	53	1	4	0	38	0	147
16:10-16:15	0	43	0	0	0	0	56	2	3	0	33	0	137
16:15-16:20	0	49	0	0	0	1	58	1	6	0	18	0	133
16:20-16:25	0	44	0	1	0	0	63	0	3	0	29	0	140
16:25-16:30	0	37	0	0	0	0	74	0	3	0	39	0	153
16:30-16:35	0	36	2	1	0	0	51	0	0	0	42	0	132
16:35-16:40	0	42	0	0	0	0	74	1	5	0	30	0	152
16:40-16:45	0	57	0	0	0	0	45	0	2	0	45	0	149
16:45-16:50	0	46	2	0	0	0	70	2	7	0	30	0	157
16:50-16:55	0	33	1	0	0	0	61	0	4	0	32	0	131
16:55-17:00	0	42	0	0	0	0	50	1	0	0	36	0	129
17:00-17:05	0	32	0	0	0	0	56	0	2	0	39	0	129
17:05-17:10	0	35	0	0	0	0	75	0	6	0	25	0	141
17:10-17:15	0	54	0	2	0	1	67	0	5	0	29	0	158
17:15-17:20	0	55	0	0	0	0	60	0	5	0	21	0	141
17:20-17:25	0	57	0	0	0	0	49	0	4	0	25	0	135
17:25-17:30	0	57	0	0	0	0	75	1	6	0	28	0	167
17:30-17:35	0	47	1	0	0	2	57	0	2	0	29	0	138
17:35-17:40	0	75	0	0	0	0	46	0	3	0	35	0	159
17:40-17:45	0	45	0	0	0	0	66	0	6	0	34	0	151
17:45-17:50	0	51	0	0	0	0	64	0	2	0	19	0	136
17:50-17:55	0	49	1	0	0	0	49	0	1	1	32	0	133
17:55-18:00	0	33	0	0	0	0	54	0	3	0	26	0	116

Total Survey	0	1106	7	7	0	6	1441	12	87	1	742	0	3409
PHF	0	.81	.33	.25	0	.38	.91	.33	.78	0	.85	0	.935
% Trucks	0	1.9	42.9	0	0	50	7.2	25	8	0	4.7	0	5.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	0	516	5	5	0	3	723	11	42	0	400	0	1705
16:15-17:15	0	507	5	4	0	2	744	5	43	0	394	0	1704
16:30-17:30	0	546	5	3	0	1	733	5	46	0	382	0	1721
16:45-17:45	0	578	4	2	0	3	732	4	50	0	363	0	1736
17:00-18:00	0	590	2	2	0	3	718	1	45	1	342	0	1704

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
HIGHWAY 101 @ COOS RIVER HIGHWAY (101 @ EDWARDS)

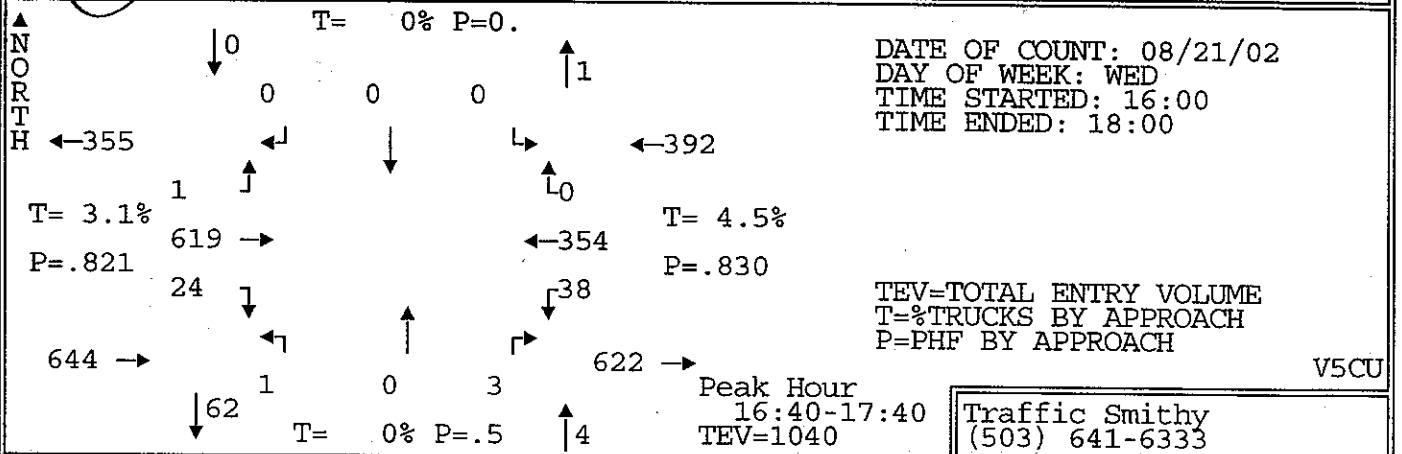


TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	2	48	0	1	0	9	4	0	0	0	68	0	132
16:05-16:10	1	72	0	2	0	4	1	0	0	0	56	0	136
16:10-16:15	1	69	0	1	0	5	1	0	0	0	57	0	134
16:15-16:20	0	89	0	0	0	3	1	0	0	0	64	0	157
16:20-16:25	0	72	0	0	0	0	0	0	1	0	70	0	143
16:25-16:30	1	78	0	1	0	1	0	0	0	0	69	0	150
16:30-16:35	2	91	0	1	0	2	0	0	0	1	67	0	164
16:35-16:40	0	94	0	1	0	2	1	0	0	0	68	0	166
16:40-16:45	0	79	0	0	0	4	1	0	1	1	52	0	138
16:45-16:50	1	76	0	2	0	2	0	0	0	1	82	0	164
16:50-16:55	0	44	0	0	0	5	0	0	0	0	52	1	102
16:55-17:00	1	78	0	1	0	2	0	0	0	0	57	0	139
17:00-17:05	1	77	0	0	0	10	0	0	0	1	55	0	144
17:05-17:10	1	71	0	2	0	4	1	0	0	0	75	0	154
17:10-17:15	1	97	0	0	0	3	1	0	1	0	78	0	181
17:15-17:20	0	78	0	0	0	2	1	0	0	0	57	0	138
17:20-17:25	1	97	0	1	0	0	0	0	1	0	61	0	161
17:25-17:30	0	85	0	0	0	1	1	0	0	0	79	0	166
17:30-17:35	1	64	0	0	0	5	1	0	0	1	57	0	129
17:35-17:40	0	93	0	1	0	7	0	0	0	0	67	0	168
17:40-17:45	2	79	0	1	0	5	0	0	0	0	63	0	150
17:45-17:50	0	62	0	0	0	5	1	0	0	0	64	0	132
17:50-17:55	1	77	0	1	0	3	1	0	0	0	60	0	143
17:55-18:00	2	52	0	0	0	1	0	0	0	0	52	0	107

Total Survey	19	1822	0	16	0	85	16	0	4	5	1530	1	3498
PHF	.67	.89	0	.67	0	.54	.5	0	.38	.5	.93	.25	.946
% Trucks	0	4.9	0	6.3	0	12.9	0	0	0	0	7.2	0	6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	1	0	0	2	0	0	1	0	0	1	0	0

Hourly Totals													
16:00-17:00	9	890	0	10	0	39	9	0	2	3	762	1	1725
16:15-17:15	8	946	0	8	0	38	5	0	3	4	789	1	1802
16:30-17:30	8	967	0	8	0	37	6	0	3	4	783	1	1817
16:45-17:45	9	939	0	8	0	46	5	0	2	3	783	1	1796
17:00-18:00	10	932	0	6	0	46	7	0	2	2	768	0	1773

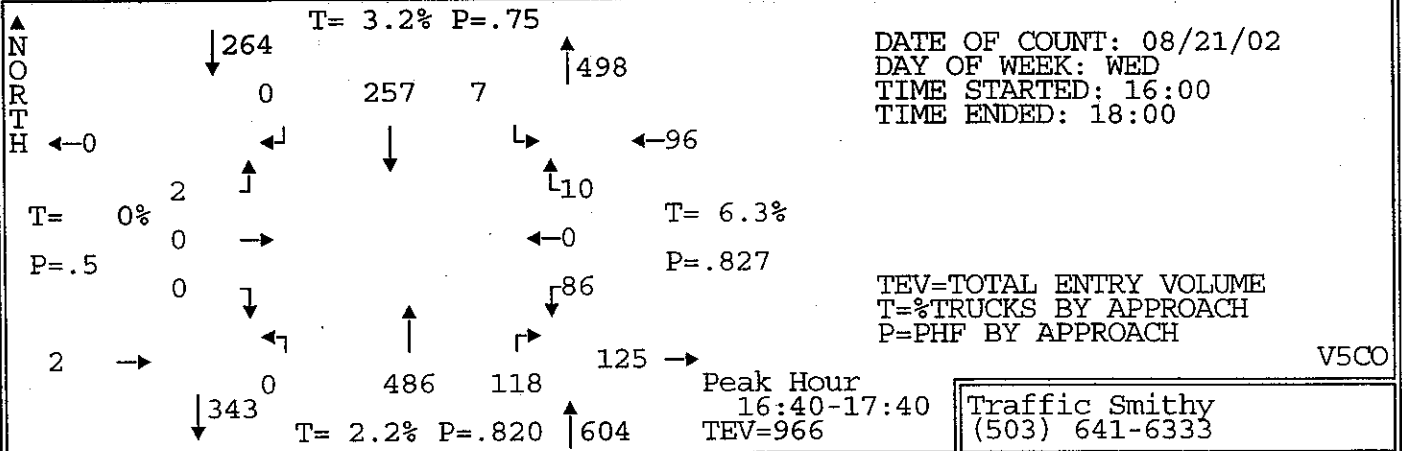
INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
COOS RIVER HIGHWAY @ HIGHWAY 101 (COOS @ EDWARDS)



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	4	43	0	0	0	0	0	0	0	3	28	0	78
16:05-16:10	2	52	0	0	0	0	0	0	0	2	33	0	89
16:10-16:15	3	36	0	0	0	0	0	0	0	3	29	0	71
16:15-16:20	2	57	0	0	0	0	0	0	0	1	27	0	87
16:20-16:25	3	36	0	0	0	0	0	0	0	1	27	0	67
16:25-16:30	0	43	0	0	0	0	0	0	0	1	37	0	81
16:30-16:35	1	44	0	0	0	0	0	0	2	3	37	0	87
16:35-16:40	0	47	0	0	0	0	0	0	0	2	38	0	87
16:40-16:45	3	55	0	0	0	0	0	0	0	3	32	0	93
16:45-16:50	1	48	0	0	0	0	1	0	0	3	33	0	86
16:50-16:55	2	32	0	0	0	0	0	0	1	5	27	0	67
16:55-17:00	3	40	0	0	0	0	0	0	0	7	38	0	88
17:00-17:05	3	37	0	0	0	0	0	0	1	2	36	0	79
17:05-17:10	1	44	0	0	0	0	0	0	0	4	31	0	80
17:10-17:15	0	60	0	0	0	0	0	0	0	1	18	0	79
17:15-17:20	1	61	0	0	0	0	0	0	0	1	26	0	89
17:20-17:25	4	53	0	0	0	0	0	0	0	1	22	0	80
17:25-17:30	3	57	1	0	0	0	0	0	0	2	29	0	92
17:30-17:35	1	63	0	0	0	0	0	0	1	2	26	0	93
17:35-17:40	2	69	0	0	0	0	0	0	0	7	36	0	114
17:40-17:45	2	58	0	0	0	0	0	0	0	3	21	0	84
17:45-17:50	0	44	0	0	0	0	0	0	0	4	31	0	79
17:50-17:55	0	50	0	0	0	0	0	0	0	1	19	0	70
17:55-18:00	1	34	0	0	0	0	0	0	0	2	26	0	63

Total Survey	42	1163	1	0	0	0	1	0	5	64	707	0	1983
PHF	.75	.82	.25	0	0	0	.25	0	.38	.63	.84	0	.869
% Trucks	11.9	2.8	0	0	0	0	0	0	0	10.9	4	0	3.6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	3	0	0	3	0	0	3	0	0	0	0	
Hourly Totals													
16:00-17:00	24	533	0	0	0	0	1	0	3	34	386	0	981
16:15-17:15	19	543	0	0	0	0	1	0	4	33	381	0	981
16:30-17:30	22	578	1	0	0	0	1	0	4	34	367	0	1007
16:45-17:45	23	622	1	0	0	0	1	0	3	38	343	0	1031
17:00-18:00	18	630	1	0	0	0	0	0	2	30	321	0	1002

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT COOS RIVER HIGHWAY @ OLIVE BARBER ROAD



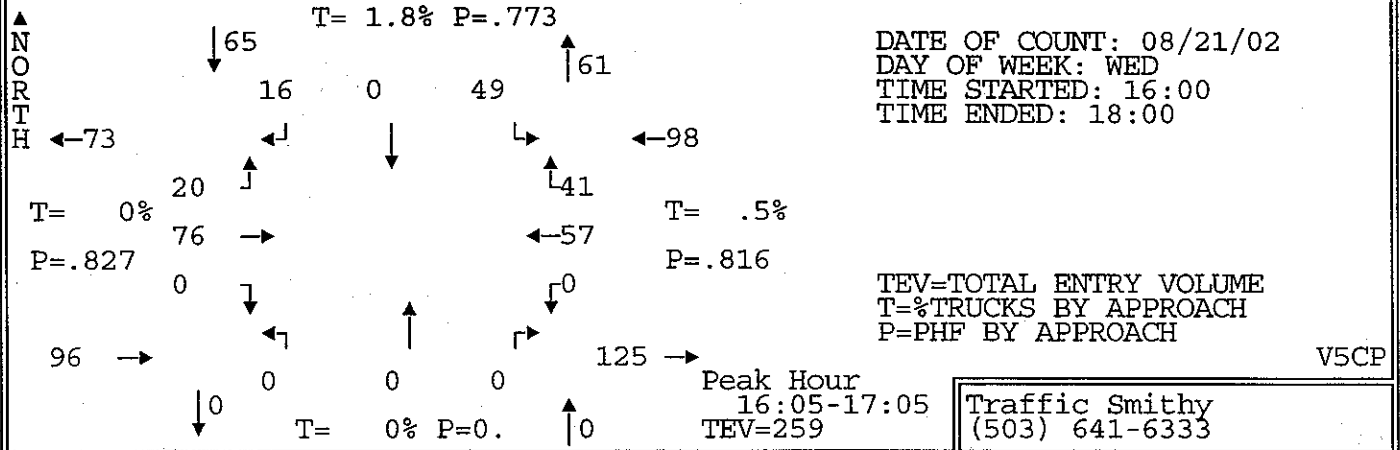
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	0	0	0	20	1	0	35	4	7	0	1	68
16:05-16:10	0	0	0	0	25	0	0	42	11	6	0	1	85
16:10-16:15	0	0	0	0	17	1	0	29	8	3	0	0	58
16:15-16:20	0	0	0	0	16	1	0	45	11	6	0	1	80
16:20-16:25	0	0	0	0	26	0	0	33	4	6	0	1	70
16:25-16:30	0	0	0	0	32	1	0	29	9	4	0	1	76
16:30-16:35	0	0	0	0	20	0	0	27	11	6	1	1	66
16:35-16:40	0	0	0	0	34	1	0	33	14	6	0	1	89
16:40-16:45	0	0	0	0	20	0	0	44	9	4	0	1	78
16:45-16:50	0	0	0	0	24	1	0	38	7	9	0	0	79
16:50-16:55	0	0	1	0	36	0	0	25	8	5	0	2	77
16:55-17:00	0	0	0	0	26	1	0	32	9	11	0	0	79
17:00-17:05	0	0	0	0	17	1	0	31	7	8	0	1	65
17:05-17:10	0	0	0	0	17	0	0	36	8	8	0	0	69
17:10-17:15	0	0	1	0	13	1	0	43	11	3	0	0	72
17:15-17:20	0	0	0	0	15	1	0	50	11	7	0	2	86
17:20-17:25	0	0	0	0	17	0	0	39	12	8	0	2	78
17:25-17:30	0	0	0	0	19	2	0	44	13	10	0	0	88
17:30-17:35	0	0	0	0	29	0	0	45	12	7	0	2	95
17:35-17:40	0	0	0	0	24	0	0	59	11	6	0	0	100
17:40-17:45	0	0	0	0	21	0	0	42	11	2	0	0	76
17:45-17:50	0	0	0	0	19	1	0	34	13	12	0	0	79
17:50-17:55	0	0	0	0	15	2	0	39	10	3	0	1	70
17:55-18:00	0	0	0	0	21	0	0	29	3	10	0	0	63

Total Survey	0	0	2	0	523	15	0	903	227	157	1	18	1846
PHF	0	0	.5	0	.75	.58	0	.82	.8	.8	0	.63	.853
% Trucks	0	0	0	0	3.3	0	0	1.7	4.4	7	0	0	2.9
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	0	0	0	0	0	

Hourly Totals													
16:00-17:00	0	0	1	0	296	7	0	412	105	73	1	10	905
16:15-17:15	0	0	2	0	281	7	0	416	108	76	1	9	900
16:30-17:30	0	0	2	0	258	8	0	442	120	85	1	10	926
16:45-17:45	0	0	2	0	258	7	0	484	120	84	0	9	964
17:00-18:00	0	0	1	0	227	8	0	491	122	84	0	8	941

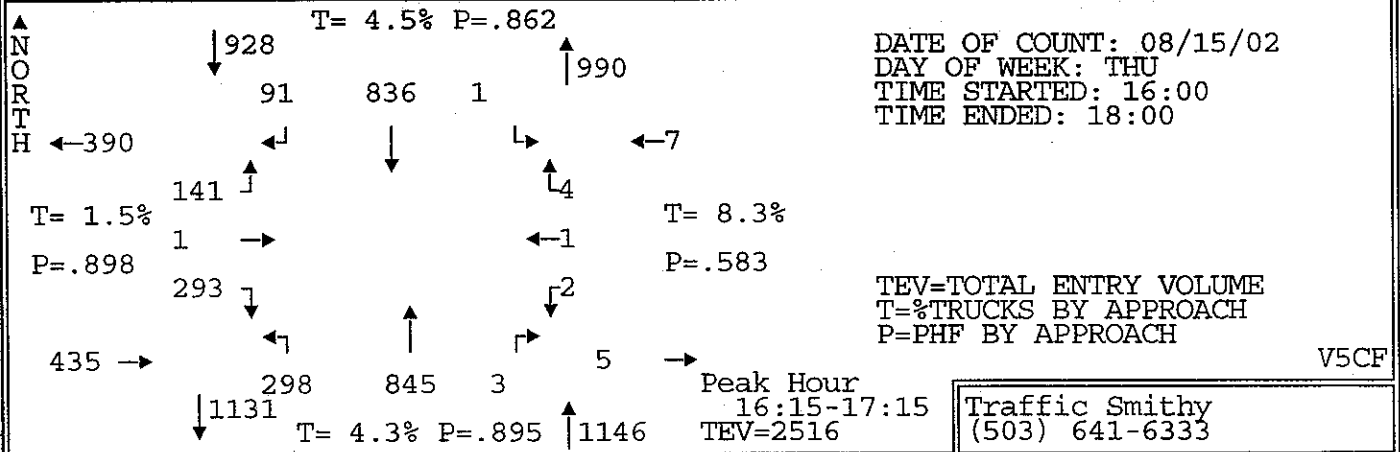
INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

LIBBY LANE @ WILSHIRE LANE



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	0	6	0	4	0	2	0	0	0	0	2	5	19
16:05-16:10	0	9	2	3	0	2	0	0	0	0	5	6	27
16:10-16:15	0	9	1	0	0	4	0	0	0	0	7	6	27
16:15-16:20	0	5	3	3	0	5	0	0	0	0	3	3	22
16:20-16:25	0	7	1	4	0	3	0	0	0	0	3	3	21
16:25-16:30	0	5	3	0	0	6	0	0	0	0	6	7	27
16:30-16:35	0	4	4	3	0	5	0	0	0	0	3	1	20
16:35-16:40	0	11	2	0	0	5	0	0	0	0	2	1	21
16:40-16:45	0	6	0	0	0	1	0	0	0	0	4	4	15
16:45-16:50	0	4	1	1	0	7	0	0	0	0	8	0	21
16:50-16:55	0	5	3	1	0	5	0	0	0	0	1	1	16
16:55-17:00	0	4	0	1	0	2	0	0	0	0	9	3	19
17:00-17:05	0	7	0	0	0	4	0	0	0	0	6	6	23
17:05-17:10	0	7	0	0	0	3	0	0	0	0	4	2	16
17:10-17:15	0	4	2	0	0	5	0	0	0	0	8	3	22
17:15-17:20	0	10	1	2	0	2	0	0	0	0	5	3	23
17:20-17:25	0	5	1	0	0	5	0	0	0	0	6	2	19
17:25-17:30	0	8	2	3	0	2	0	0	0	0	5	2	22
17:30-17:35	0	6	0	2	0	4	0	0	0	0	0	4	16
17:35-17:40	0	3	0	4	0	2	0	0	0	0	4	3	16
17:40-17:45	0	5	0	2	0	3	0	0	0	0	5	3	18
17:45-17:50	0	2	1	1	0	2	0	0	0	0	4	2	12
17:50-17:55	0	8	3	0	0	0	0	0	0	0	3	1	15
17:55-18:00	0	2	2	1	0	0	0	0	0	0	6	3	14
Total Survey	0	142	32	35	0	79	0	0	0	0	109	74	471
PHF	0	.83	.56	.57	0	.77	0	0	0	0	.79	.68	.851
% Trucks	0	0	0	2.9	0	1.3	0	0	0	0	.9	0	.6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Totals													
16:00-17:00	0	75	20	20	0	47	0	0	0	0	53	40	255
16:15-17:15	0	69	19	13	0	51	0	0	0	0	57	34	243
16:30-17:30	0	75	16	11	0	46	0	0	0	0	61	28	237
16:45-17:45	0	68	10	16	0	44	0	0	0	0	61	32	231
17:00-18:00	0	67	12	15	0	32	0	0	0	0	56	34	216

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT NEWMARK @ HIGHWAY 101



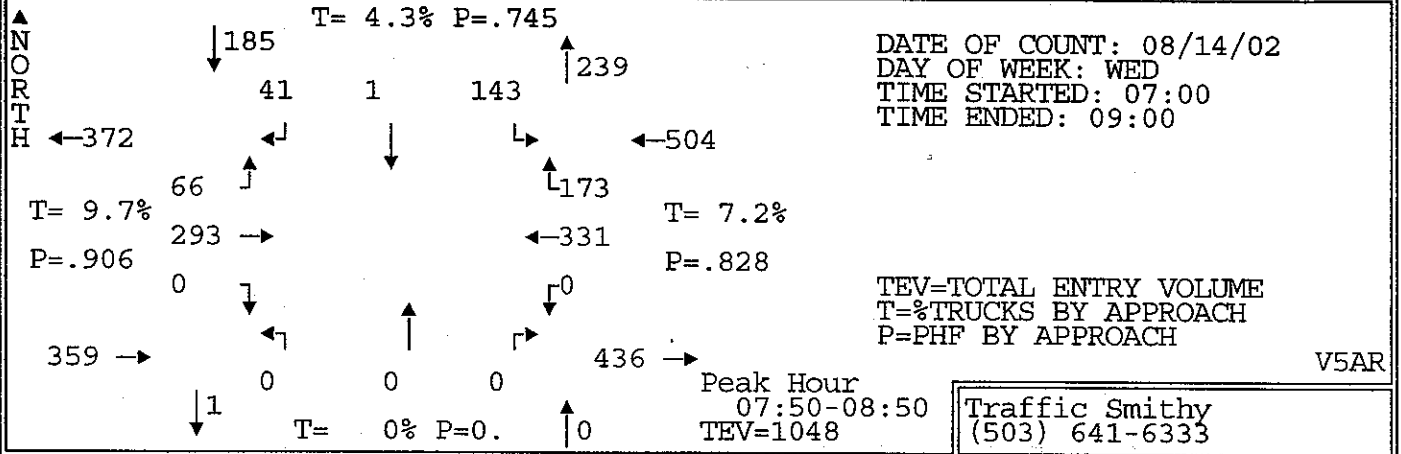
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	↙	↑	↗	↓	←	↑	
16:00-16:05	20	0	12	0	87	0	25	75	0	0	0	0	219
16:05-16:10	24	0	17	11	61	0	31	70	0	1	0	0	215
16:10-16:15	36	0	14	7	65	1	13	55	0	0	0	0	191
16:15-16:20	30	0	14	10	68	0	22	52	0	0	0	0	196
16:20-16:25	20	1	10	4	71	0	18	81	1	1	0	1	208
16:25-16:30	26	0	13	6	81	0	21	65	0	0	0	0	212
16:30-16:35	19	0	10	10	62	0	22	67	0	0	0	0	190
16:35-16:40	27	0	10	10	73	0	18	76	1	0	0	0	215
16:40-16:45	26	0	18	9	61	0	24	65	0	0	0	0	203
16:45-16:50	25	0	15	9	51	0	35	66	0	0	0	0	201
16:50-16:55	22	0	8	8	58	0	39	63	0	0	0	1	199
16:55-17:00	19	0	8	4	74	1	15	75	0	0	0	1	197
17:00-17:05	33	0	14	9	81	0	27	76	1	0	0	0	241
17:05-17:10	22	0	15	4	96	0	18	73	0	0	1	1	230
17:10-17:15	24	0	6	8	60	0	39	86	0	1	0	0	224
17:15-17:20	22	0	26	5	51	1	14	60	1	1	0	0	181
17:20-17:25	15	0	17	6	35	0	29	67	0	0	0	0	169
17:25-17:30	29	0	15	3	41	0	23	49	0	0	0	0	160
17:30-17:35	27	0	15	4	82	1	18	46	0	0	0	0	193
17:35-17:40	23	0	9	7	46	0	18	70	0	0	0	0	173
17:40-17:45	20	0	10	6	59	0	29	59	0	0	0	0	183
17:45-17:50	19	0	6	3	48	0	21	72	0	0	0	0	169
17:50-17:55	29	0	13	9	42	0	17	38	0	1	0	1	150
17:55-18:00	19	1	13	4	34	0	23	48	0	0	0	1	143

Total Survey	576	2	308	156	1487	4	559	1554	4	5	1	6	4662
PHF	.93	.25	.82	.78	.83	.25	.76	.9	.75	.5	.25	.5	.905
% Trucks	1	0	2.3	1.9	4.6	50	.9	5.5	0	20	0	0	3.8
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	0	0	0	0	0	

Hourly Totals													
16:00-17:00	294	1	149	88	812	2	283	810	2	2	0	3	2446
16:15-17:15	293	1	141	91	836	1	298	845	3	2	1	4	2516
16:30-17:30	283	0	162	85	743	2	303	823	3	2	1	3	2410
16:45-17:45	281	0	158	73	734	3	304	790	2	2	1	3	2351
17:00-18:00	282	1	159	68	675	2	276	744	2	3	1	3	2216

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

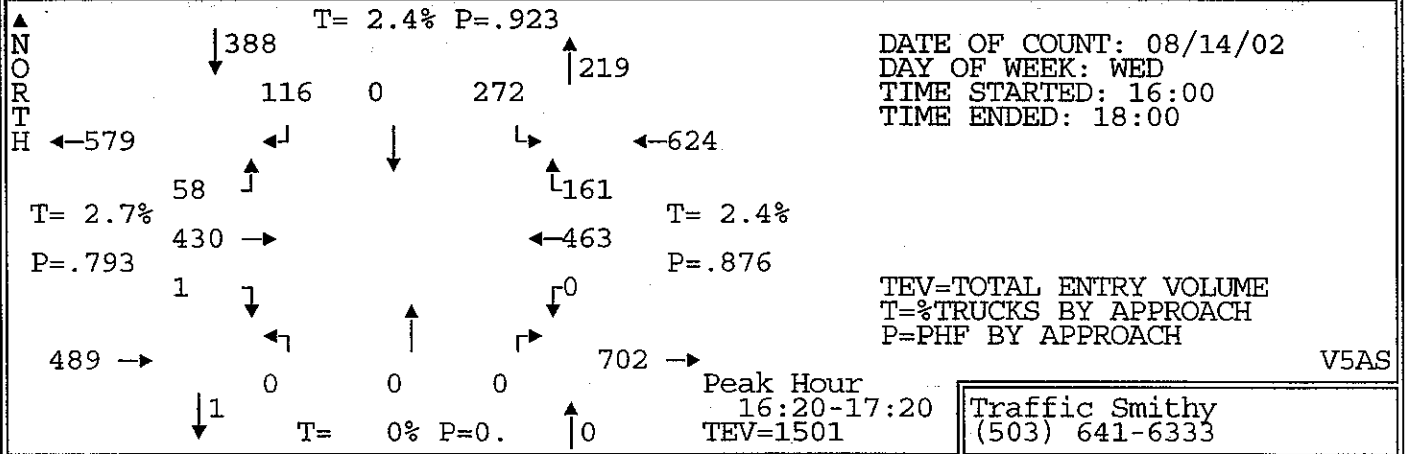
WOODLAND @ OCEAN BLVD



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
07:00-07:05	0	11	3	2	0	7	0	0	0	0	9	7	39
07:05-07:10	0	13	3	0	0	0	0	0	0	0	18	3	37
07:10-07:15	0	14	2	2	0	7	0	0	0	0	8	4	37
07:15-07:20	0	11	2	3	0	11	0	0	0	0	13	5	45
07:20-07:25	0	15	5	0	0	3	0	0	0	0	14	7	44
07:25-07:30	0	16	0	2	0	9	0	0	0	0	18	8	53
07:30-07:35	0	16	4	0	0	10	0	0	0	0	13	10	53
07:35-07:40	0	20	3	4	0	14	0	0	0	0	13	6	60
07:40-07:45	0	32	3	4	0	9	0	0	0	0	22	13	83
07:45-07:50	0	34	5	6	0	12	0	0	0	0	27	13	97
07:50-07:55	0	26	7	8	0	13	0	0	0	0	37	13	104
07:55-08:00	0	24	4	6	1	22	0	0	0	0	46	15	118
08:00-08:05	0	31	7	3	0	9	0	0	0	0	29	12	91
08:05-08:10	0	24	7	6	0	9	0	0	0	0	17	15	78
08:10-08:15	0	26	2	1	0	12	0	0	0	0	21	10	72
08:15-08:20	0	20	4	0	0	8	0	0	0	0	24	10	66
08:20-08:25	0	33	5	2	0	10	0	0	0	0	22	12	84
08:25-08:30	0	13	5	1	0	8	0	0	0	0	18	21	66
08:30-08:35	0	27	5	4	0	7	0	0	0	0	26	15	84
08:35-08:40	0	26	7	3	0	12	0	0	0	0	28	11	87
08:40-08:45	0	21	8	4	0	10	0	0	0	0	28	19	90
08:45-08:50	0	22	5	3	0	23	0	0	0	0	35	20	108
08:50-08:55	0	23	4	3	0	13	0	0	0	0	27	22	92
08:55-09:00	0	26	3	4	0	13	0	0	0	0	25	16	87
Total Survey	0	524	103	71	1	251	0	0	0	0	538	287	1775
PHF	0	.9	.82	.6	.25	.79	0	0	0	0	.74	.87	.837
% Trucks	0	10.1	7.8	8.5	0	3.2	0	0	0	0	9.1	3.5	7.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Totals													
07:00-08:00	0	232	41	37	1	117	0	0	0	0	238	104	770
07:15-08:15	0	275	49	43	1	133	0	0	0	0	270	127	898
07:30-08:30	0	299	56	41	1	136	0	0	0	0	289	150	972
07:45-08:45	0	305	66	44	1	132	0	0	0	0	323	166	1037
08:00-09:00	0	292	62	34	0	134	0	0	0	0	300	183	1005

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

WOODLAND @ OCEAN BLVD



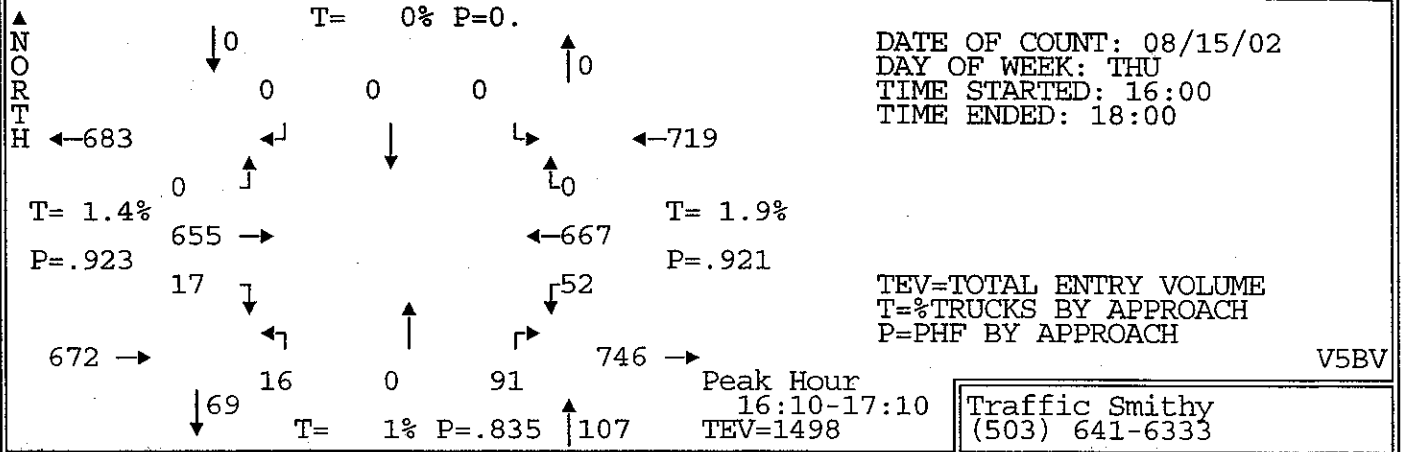
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	0	33	8	18	0	21	0	0	0	0	26	14	120
16:05-16:10	0	36	6	8	0	26	0	0	0	0	32	12	120
16:10-16:15	0	51	5	14	0	18	0	0	0	0	42	10	140
16:15-16:20	0	35	4	11	0	28	0	0	0	0	33	14	125
16:20-16:25	0	30	4	8	0	23	0	0	0	0	39	8	112
16:25-16:30	0	27	2	11	0	27	0	0	0	0	44	7	118
16:30-16:35	0	40	6	15	0	21	0	0	0	0	31	17	130
16:35-16:40	1	38	7	8	0	13	0	0	0	0	35	12	114
16:40-16:45	0	29	4	9	0	21	0	0	0	0	30	14	107
16:45-16:50	0	39	5	12	0	26	0	0	0	0	31	10	123
16:50-16:55	0	32	3	4	0	23	0	0	0	0	38	13	113
16:55-17:00	0	28	6	9	0	24	0	0	0	0	49	15	131
17:00-17:05	0	31	3	12	0	23	0	0	0	0	38	16	123
17:05-17:10	0	42	7	10	0	23	0	0	0	0	43	17	142
17:10-17:15	0	47	6	11	0	24	0	0	0	0	45	17	150
17:15-17:20	0	47	5	7	0	24	0	0	0	0	40	15	138
17:20-17:25	0	19	1	5	0	19	0	0	0	0	49	10	103
17:25-17:30	0	33	6	5	0	17	0	0	0	0	45	15	121
17:30-17:35	0	31	5	11	0	17	0	0	0	0	40	8	112
17:35-17:40	0	40	5	4	0	16	0	0	0	0	44	12	121
17:40-17:45	0	27	3	7	0	18	0	0	0	0	41	16	112
17:45-17:50	0	21	2	14	0	16	0	0	0	0	33	13	99
17:50-17:55	0	21	3	2	0	13	0	0	0	0	32	17	88
17:55-18:00	0	30	1	5	0	18	0	0	0	0	34	14	102

Total Survey	1	807	107	220	0	499	0	0	0	0	914	316	2864
PHF	.25	.79	.81	.85	0	.93	0	0	0	0	.89	.81	.872
% Trucks	0	2.7	2.8	2.3	0	2.4	0	0	0	0	2.8	.9	2.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	1	0	0	0	0	0	2	0	

Hourly Totals													
16:00-17:00	1	418	60	127	0	271	0	0	0	0	430	146	1453
16:15-17:15	1	418	57	120	0	276	0	0	0	0	456	160	1488
16:30-17:30	1	425	59	107	0	258	0	0	0	0	474	171	1495
16:45-17:45	0	416	55	97	0	254	0	0	0	0	503	164	1489
17:00-18:00	0	389	47	93	0	228	0	0	0	0	484	170	1411

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

CAPE ARAGO WAY @ LA CLAIR



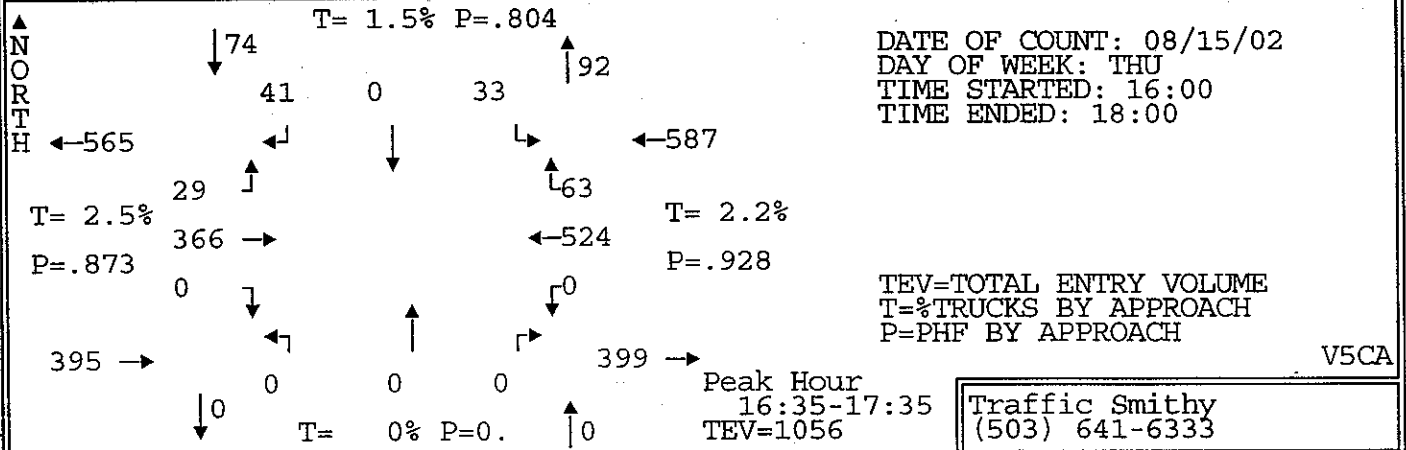
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	←	↑	↗	↓	←	↑	
16:00-16:05	2	55	0	0	0	0	0	0	4	3	44	0	108
16:05-16:10	0	49	0	0	0	0	1	0	7	9	57	0	123
16:10-16:15	3	44	0	0	0	0	3	0	10	4	65	0	129
16:15-16:20	1	68	0	0	0	0	0	0	8	1	58	0	136
16:20-16:25	0	59	0	0	0	0	1	0	2	4	61	0	127
16:25-16:30	1	43	0	0	0	0	2	0	3	3	59	0	111
16:30-16:35	1	56	0	0	0	0	0	0	8	5	63	0	133
16:35-16:40	1	59	0	0	0	0	4	0	13	3	51	0	131
16:40-16:45	1	59	0	0	0	0	0	0	7	3	51	0	121
16:45-16:50	4	58	0	0	0	0	1	0	7	9	45	0	124
16:50-16:55	1	57	0	0	0	0	1	0	9	3	54	0	125
16:55-17:00	0	44	0	0	0	0	1	0	5	8	40	0	98
17:00-17:05	2	48	0	0	0	0	2	0	5	4	62	0	123
17:05-17:10	2	60	0	0	0	0	1	0	14	5	58	0	140
17:10-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:20	1	46	0	0	0	0	0	0	4	5	68	0	124
17:20-17:25	1	41	0	0	0	0	2	0	5	4	60	0	113
17:25-17:30	2	52	0	0	0	0	2	0	1	4	59	0	120
17:30-17:35	3	35	0	0	0	0	2	0	8	9	50	0	107
17:35-17:40	0	47	0	0	0	0	1	0	5	3	37	0	93
17:40-17:45	2	41	0	0	0	0	0	0	7	4	52	0	106
17:45-17:50	0	38	0	0	0	0	2	0	9	5	53	0	107
17:50-17:55	2	50	0	0	0	0	2	0	11	4	39	0	108
17:55-18:00	2	38	0	0	0	0	2	0	9	5	47	0	103

Total Survey	32	1147	0	0	0	0	30	0	161	107	1233	0	2710
PHF	.71	.93	0	0	0	0	.67	0	.81	.65	.91	0	.955
% Trucks	0	1.5	0	0	0	0	0	0	1.2	2.8	1.8	0	1.6
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	10	0	0	6	0	0	84	0	0	8	0	0

Hourly Totals													
16:00-17:00	15	651	0	0	0	0	14	0	83	55	648	0	1466
16:15-17:15	14	611	0	0	0	0	13	0	81	48	602	0	1369
16:30-17:30	16	580	0	0	0	0	14	0	78	53	611	0	1352
16:45-17:45	18	529	0	0	0	0	13	0	70	58	585	0	1273
17:00-18:00	17	496	0	0	0	0	16	0	78	52	585	0	1244

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

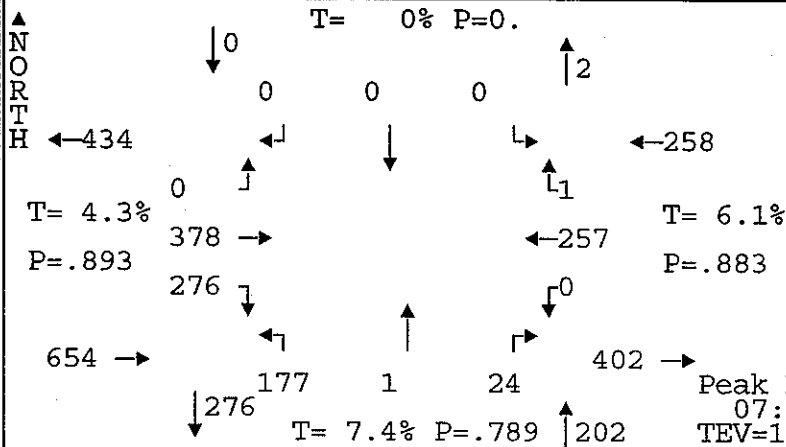
LA CLAIR @ OCEAN BLVD



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↑	←	↑	→	↓	←	↑	
16:00-16:05	0	26	5	5	0	3	0	0	0	0	34	8	81
16:05-16:10	0	31	1	1	0	1	0	0	0	0	34	6	74
16:10-16:15	0	33	1	3	0	3	0	0	0	0	38	4	82
16:15-16:20	0	27	0	0	0	1	0	0	0	0	30	4	62
16:20-16:25	0	26	2	4	0	0	0	0	0	0	38	8	78
16:25-16:30	0	17	2	4	0	4	0	0	0	0	25	4	56
16:30-16:35	0	33	0	4	0	1	0	0	0	0	39	8	85
16:35-16:40	0	26	2	4	0	9	0	0	0	0	46	5	92
16:40-16:45	0	33	3	3	0	2	0	0	0	0	42	8	91
16:45-16:50	0	37	2	4	0	1	0	0	0	0	43	6	93
16:50-16:55	0	29	3	4	0	4	0	0	0	0	42	6	88
16:55-17:00	0	26	4	6	0	2	0	0	0	0	42	9	89
17:00-17:05	0	37	2	2	0	3	0	0	0	0	49	4	97
17:05-17:10	0	42	2	4	0	1	0	0	0	0	48	6	103
17:10-17:15	0	30	0	2	0	1	0	0	0	0	43	4	80
17:15-17:20	0	28	0	5	0	1	0	0	0	0	46	3	83
17:20-17:25	0	29	6	3	0	2	0	0	0	0	42	0	82
17:25-17:30	0	26	0	1	0	6	0	0	0	0	34	5	72
17:30-17:35	0	23	5	3	0	1	0	0	0	0	47	7	86
17:35-17:40	0	26	4	4	0	3	0	0	0	0	40	3	80
17:40-17:45	0	18	6	2	0	3	0	0	0	0	24	6	59
17:45-17:50	0	24	3	3	0	3	0	0	0	0	35	4	72
17:50-17:55	0	18	6	3	0	3	0	0	0	0	31	5	66
17:55-18:00	0	22	0	4	0	1	0	0	0	0	30	6	63
Total Survey													
PHF	0	.84	.66	.73	0	.69	0	0	0	0	.94	.75	.913
% Trucks	0	2.5	1.7	1.3	0	1.7	0	0	0	0	2	3.9	2.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	2	0	0	0	0	0	0	0	0	3	0	
Hourly Totals													
16:00-17:00	0	344	25	42	0	31	0	0	0	0	453	76	971
16:15-17:15	0	363	22	41	0	29	0	0	0	0	487	72	1014
16:30-17:30	0	376	24	42	0	33	0	0	0	0	516	64	1055
16:45-17:45	0	351	34	40	0	28	0	0	0	0	500	59	1012
17:00-18:00	0	323	34	36	0	28	0	0	0	0	469	53	943

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

OCEAN BLVD @ CAPE ARAGO WAY



DATE OF COUNT: 08/14/02
 DAY OF WEEK: WED
 TIME STARTED: 07:00
 TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V5AN

Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	13	11	0	0	0	0	9	0	2	0	9	0	44
07:05-07:10	5	21	0	0	0	0	7	0	1	0	10	0	44
07:10-07:15	13	13	0	0	0	0	7	0	0	0	8	0	41
07:15-07:20	14	26	0	0	1	0	7	0	1	0	8	0	57
07:20-07:25	18	23	0	0	0	0	4	0	0	0	18	0	63
07:25-07:30	16	21	0	0	0	0	9	0	0	0	8	0	54
07:30-07:35	14	14	0	0	0	0	9	0	0	0	13	0	50
07:35-07:40	24	30	0	0	0	0	6	0	0	0	20	0	80
07:40-07:45	20	28	0	0	0	0	10	0	1	0	9	0	68
07:45-07:50	25	36	0	0	0	0	14	1	2	0	20	0	98
07:50-07:55	25	44	0	0	0	0	18	0	1	0	22	0	110
07:55-08:00	30	42	0	0	0	0	20	0	4	0	27	0	123
08:00-08:05	29	31	0	0	0	0	17	0	9	0	18	0	104
08:05-08:10	19	32	0	0	0	0	14	0	0	0	21	0	86
08:10-08:15	19	28	0	0	0	0	9	0	0	0	24	0	80
08:15-08:20	21	18	0	0	0	0	15	0	2	0	18	0	74
08:20-08:25	24	34	0	0	0	0	18	0	1	0	21	1	99
08:25-08:30	16	30	0	0	0	0	11	0	0	0	14	0	71
08:30-08:35	30	29	0	0	0	0	8	0	0	0	22	0	89
08:35-08:40	17	28	0	0	0	0	10	0	2	0	19	0	76
08:40-08:45	24	32	0	0	0	0	16	0	2	0	23	0	97
08:45-08:50	18	37	0	0	0	0	13	0	2	0	27	0	97
08:50-08:55	29	37	0	0	0	0	26	1	2	0	23	0	118
08:55-09:00	27	28	1	0	0	0	12	0	0	0	23	0	91

Total Survey	490	673	1	0	1	0	289	2	32	0	425	1	1914
PHF	.88	.89	0	0	0	0	.8	.25	.46	0	.88	.25	.889
% Trucks	4.9	3.9	0	0	0	0	6.6	0	15.6	0	6.1	0	5.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	2	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
07:00-08:00	217	309	0	0	1	0	120	1	12	0	172	0	832
07:15-08:15	253	355	0	0	1	0	137	1	18	0	208	0	973
07:30-08:30	266	367	0	0	0	0	161	1	20	0	227	1	1043
07:45-08:45	279	384	0	0	0	0	170	1	23	0	249	1	1107
08:00-09:00	273	364	1	0	0	0	169	1	20	0	253	1	1082

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

OCEAN BLVD @ CAPE ARAGO HIGHWAY

Figure 1 is a schematic diagram of a 16-peak detector. It features a central vertical column of 16 peaks, each labeled with the number '0'. To the left of the column, the word 'NORTH' is written vertically, and 'H' is written below it. To the right, 'Peak 16' is written vertically, and 'TEV=1' is written below it. The diagram includes several numerical values and parameters: $T=0\%$ and $P=0.$ at the top; $T=2.8\%$ and $P=.841$ on the left; $T=2\%$ and $P=.880$ on the right; and $T=1.8\%$ and $P=.846$ at the bottom. Arrows indicate the direction of flow or measurement for each peak.

DATE OF COUNT: 08/14/02
DAY OF WEEK: WED
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

V5AO

Peak Hour
16:45-17:45
TEV=1874

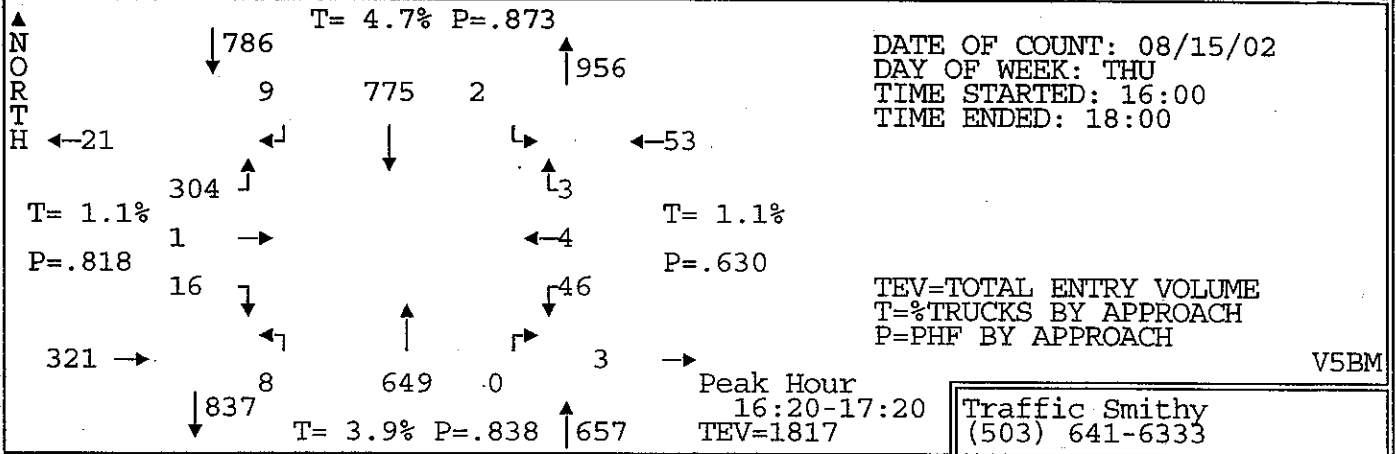
Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	↙	↓	↘	↙	↑	↘	↓	←	↑	
16:00-16:05	22	53	0	0	0	0	34	0	2	0	35	0	146
16:05-16:10	31	53	0	0	0	0	22	0	3	0	50	0	159
16:10-16:15	23	32	0	0	0	0	33	0	4	1	45	0	138
16:15-16:20	21	50	0	0	0	0	31	0	2	0	46	0	150
16:20-16:25	18	41	0	0	0	0	35	0	2	0	53	0	149
16:25-16:30	28	43	0	0	0	0	23	0	2	0	53	0	149
16:30-16:35	28	43	0	0	0	0	31	0	4	0	44	0	150
16:35-16:40	27	40	0	0	0	0	25	0	1	0	42	0	135
16:40-16:45	31	36	0	0	0	0	21	0	3	0	51	0	142
16:45-16:50	28	42	0	0	0	0	33	0	2	0	41	0	146
16:50-16:55	28	38	0	0	0	0	29	0	4	0	52	0	151
16:55-17:00	14	34	0	0	0	0	29	0	8	0	42	0	127
17:00-17:05	23	51	0	0	0	0	38	0	7	0	63	0	182
17:05-17:10	23	55	0	0	0	0	38	0	1	0	58	0	175
17:10-17:15	35	48	0	0	0	0	51	0	1	0	49	0	184
17:15-17:20	18	34	0	0	0	0	41	0	3	0	40	0	136
17:20-17:25	19	37	0	0	0	0	41	0	6	0	53	0	156
17:25-17:30	29	33	0	0	0	0	37	0	4	0	37	0	140
17:30-17:35	22	42	0	0	0	0	30	0	2	0	54	0	150
17:35-17:40	26	52	0	0	0	0	36	0	3	0	66	0	183
17:40-17:45	14	46	0	0	0	0	39	0	1	0	44	0	144
17:45-17:50	16	28	0	0	0	0	19	0	1	0	52	0	116
17:50-17:55	25	33	0	0	0	0	24	0	3	0	35	0	120
17:55-18:00	24	41	0	0	0	0	30	0	1	0	31	0	127

[illegible]

Hourly Totals													
16:00-17:00	299	505	0	0	0	0	346	0	37	1	554	0	1742
16:15-17:15	304	521	0	0	0	0	384	0	37	0	594	0	1840
16:30-17:30	303	491	0	0	0	0	414	0	44	0	572	0	1824
16:45-17:45	279	512	0	0	0	0	442	0	42	0	599	0	1874
17:00-18:00	274	500	0	0	0	0	424	0	33	0	582	0	1813

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
FLORIDA @ HIGHWAY 101



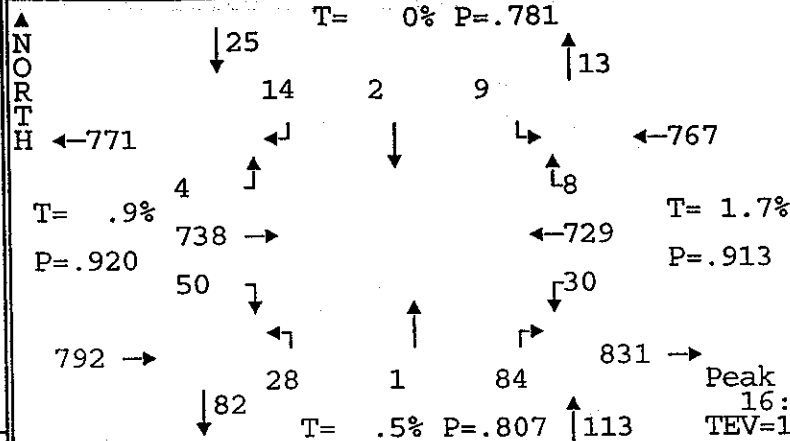
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	↙	↑	↘	↓	←	↑	
16:00-16:05	1	0	14	1	63	0	1	44	1	4	2	1	132
16:05-16:10	0	0	22	2	81	0	0	46	1	2	0	1	155
16:10-16:15	3	0	21	2	63	0	0	54	0	0	1	0	144
16:15-16:20	0	0	31	0	48	0	0	62	0	2	0	0	143
16:20-16:25	2	0	24	3	103	0	1	51	0	4	0	0	188
16:25-16:30	2	0	19	0	54	0	1	38	0	3	1	0	118
16:30-16:35	4	0	19	1	64	0	2	62	0	2	0	1	155
16:35-16:40	2	0	35	1	49	2	0	54	0	3	0	0	146
16:40-16:45	1	0	33	0	64	0	1	52	0	5	1	0	157
16:45-16:50	1	0	26	1	64	0	1	49	0	1	0	2	145
16:50-16:55	0	0	20	1	65	0	0	57	0	4	0	0	147
16:55-17:00	0	0	34	1	60	0	1	41	0	2	0	0	139
17:00-17:05	0	0	17	0	62	0	0	50	0	5	0	0	134
17:05-17:10	1	1	21	0	73	0	0	74	0	8	0	0	178
17:10-17:15	1	0	26	1	60	0	0	46	0	7	1	0	142
17:15-17:20	2	0	30	0	57	0	1	75	0	2	1	0	168
17:20-17:25	2	0	30	0	58	0	2	53	0	5	1	0	151
17:25-17:30	1	0	28	1	46	0	1	62	0	1	0	0	140
17:30-17:35	1	0	23	1	57	0	1	63	0	1	0	0	147
17:35-17:40	3	0	22	1	84	0	1	51	0	1	1	0	164
17:40-17:45	1	0	28	1	43	0	0	38	0	2	0	0	113
17:45-17:50	2	0	24	0	66	0	1	52	1	4	1	0	151
17:50-17:55	0	0	25	0	40	0	2	50	0	2	1	0	120
17:55-18:00	1	0	24	2	58	1	0	55	0	1	0	1	143

Total Survey	31	1	596	20	1482	3	17	1279	3	71	11	6	3520
PHF	.5	.25	.81	.56	.88	.25	.5	.83	0	.57	.5	.38	.930
% Trucks	3.2	0	1	10	4.7	0	0	4	0	1.4	0	0	3.7
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	6	0	0	5	0	0	12	0	

Hourly Totals													
16:00-17:00	16	0	298	13	778	2	8	610	2	32	5	5	1769
16:15-17:15	14	1	305	9	766	2	7	636	0	46	3	3	1792
16:30-17:30	15	1	319	7	722	2	9	675	0	45	4	3	1802
16:45-17:45	13	1	305	8	729	0	8	659	0	39	4	2	1768
17:00-18:00	15	1	298	7	704	1	9	669	1	39	6	1	1751

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

MARION @ CAPE ARAGO WAY



DATE OF COUNT: 08/15/02
 DAY OF WEEK: THU
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

V5BO

Peak Hour
 16:05-17:05
 TEV=1697

Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND		SOUTH BOUND		NORTH BOUND		WEST BOUND						ALL
	↓	→	↑	←	↓	←	↑	→	↓	←	↑		
16:00-16:05	6	62	0	0	1	2	2	1	7	1	66	0	148
16:05-16:10	3	74	0	1	0	2	3	0	7	4	68	1	163
16:10-16:15	6	61	0	2	0	1	3	0	8	3	66	0	150
16:15-16:20	5	65	1	1	1	0	0	0	5	1	62	1	142
16:20-16:25	3	60	0	1	0	0	0	0	7	1	76	0	148
16:25-16:30	3	56	1	1	0	0	1	0	7	5	57	0	131
16:30-16:35	6	73	0	0	0	2	5	0	10	3	40	2	141
16:35-16:40	5	50	0	1	0	0	1	0	9	3	60	0	129
16:40-16:45	5	57	0	0	0	1	2	0	8	1	50	1	125
16:45-16:50	5	57	2	2	1	0	4	0	4	1	67	0	143
16:50-16:55	3	62	0	3	0	1	1	0	7	3	54	2	136
16:55-17:00	4	56	0	0	0	1	7	0	7	2	56	0	133
17:00-17:05	2	67	0	2	0	1	1	1	5	3	73	1	156
17:05-17:10	8	66	0	0	0	0	1	0	6	2	53	0	136
17:10-17:15	2	57	1	0	0	0	3	0	6	5	59	1	134
17:15-17:20	2	57	0	2	0	0	8	0	5	1	60	1	136
17:20-17:25	5	50	0	0	0	0	3	0	4	1	59	0	122
17:25-17:30	3	55	0	0	0	0	1	0	4	2	61	0	126
17:30-17:35	1	53	0	0	0	0	5	0	1	2	61	0	123
17:35-17:40	3	43	0	0	0	1	0	0	5	2	61	0	115
17:40-17:45	7	57	0	0	0	0	3	0	4	0	51	0	122
17:45-17:50	3	50	0	0	0	0	2	0	4	2	53	0	114
17:50-17:55	2	53	0	0	0	0	4	0	7	2	48	0	116
17:55-18:00	4	44	0	0	0	0	7	0	1	3	53	0	112
Total Survey													
PHF													
% Trucks													
Stopped Buses													
Peds													
Hourly Totals													
16:00-17:00	54	733	4	12	3	10	29	1	86	28	722	7	1689
16:15-17:15	51	726	5	11	2	6	26	1	81	30	707	8	1654
16:30-17:30	50	707	3	10	1	6	37	1	75	27	692	8	1617
16:45-17:45	45	680	3	9	1	4	37	1	58	24	715	5	1582
17:00-18:00	42	652	1	4	0	2	38	1	52	25	692	3	1512

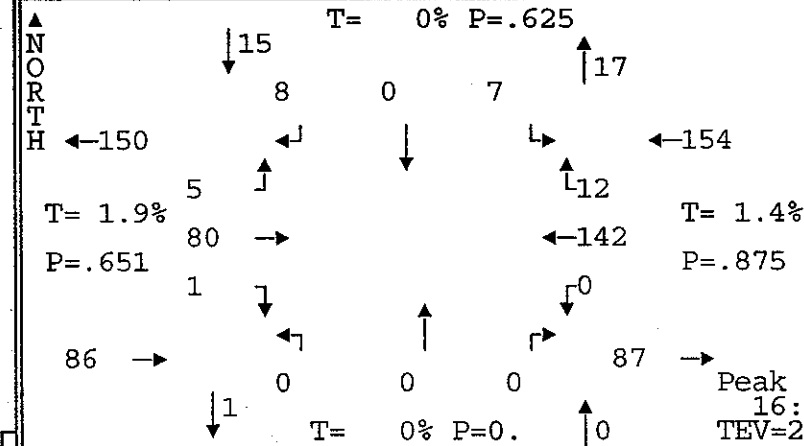
INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT VIRGINIA @ CHANNEL

DATE OF COUNT: 08/20/02
DAY OF WEEK: TUE
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

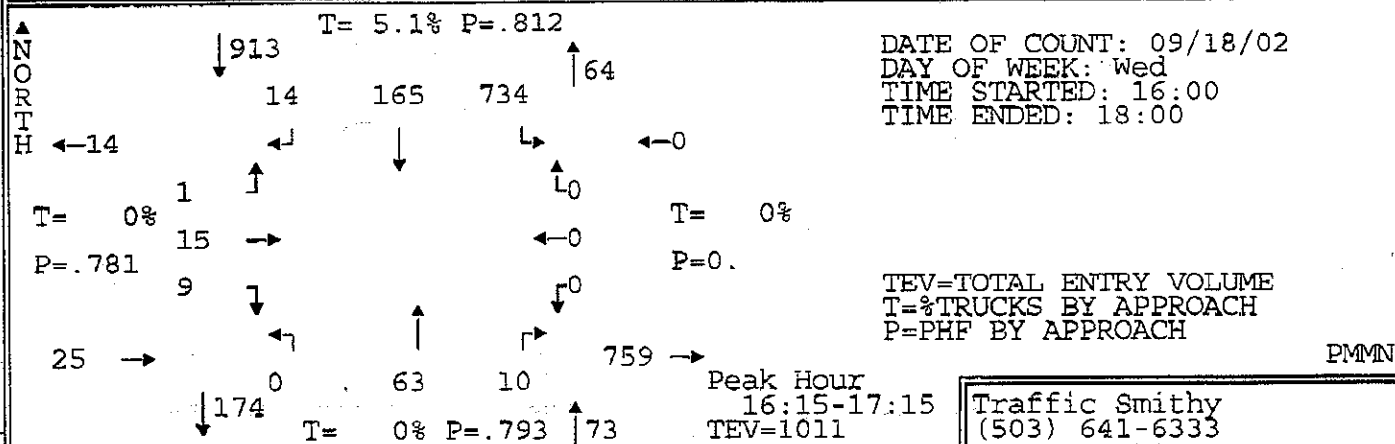
V5CQ

Traffic Smithy
(503) 641-6333



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	6	0	1	0	1	0	0	0	0	12	1	21
16:05-16:10	0	7	0	0	0	1	0	0	0	0	5	0	13
16:10-16:15	0	4	0	0	0	0	0	0	0	0	19	1	24
16:15-16:20	0	7	0	0	0	0	0	0	0	0	13	0	20
16:20-16:25	0	7	0	1	0	0	0	0	0	0	7	0	15
16:25-16:30	0	5	1	1	0	1	0	0	0	0	9	0	17
16:30-16:35	0	3	0	0	0	0	0	0	0	0	7	0	10
16:35-16:40	0	6	0	1	0	0	0	0	0	0	12	1	20
16:40-16:45	0	4	0	2	0	0	0	0	0	0	5	2	13
16:45-16:50	0	11	0	1	0	0	0	0	0	0	8	0	20
16:50-16:55	0	10	0	1	0	0	0	0	0	0	11	2	24
16:55-17:00	0	4	0	1	0	0	0	0	0	0	14	0	19
17:00-17:05	0	3	0	1	0	1	0	0	0	0	10	2	17
17:05-17:10	0	6	0	0	0	0	0	0	0	0	7	1	14
17:10-17:15	1	5	0	1	0	1	0	0	0	0	11	0	19
17:15-17:20	0	8	0	0	0	3	0	0	0	0	13	0	24
17:20-17:25	0	11	3	0	0	0	0	0	0	0	12	0	26
17:25-17:30	0	9	2	2	0	1	0	0	0	0	18	1	33
17:30-17:35	0	4	0	2	0	0	0	0	0	0	9	1	16
17:35-17:40	0	5	0	0	0	0	0	0	0	0	9	1	15
17:40-17:45	0	5	0	0	0	1	0	0	0	0	12	0	18
17:45-17:50	0	10	0	0	0	0	0	0	0	0	16	4	30
17:50-17:55	0	7	2	1	0	0	0	0	0	0	8	1	19
17:55-18:00	0	4	0	0	0	0	0	0	0	0	14	1	19
Total Survey													
PHF	.25	.71	.25	.5	0	.44	0	0	0	0	.83	.6	.768
% Trucks	0	1.3	12.5	0	0	0	0	0	0	0	1.5	0	1.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	0	0	0	6	0	
Hourly Totals													
16:00-17:00	0	74	1	9	0	3	0	0	0	0	122	7	216
16:15-17:15	1	71	1	10	0	3	0	0	0	0	114	8	208
16:30-17:30	1	80	5	10	0	6	0	0	0	0	128	9	239
16:45-17:45	1	81	5	9	0	7	0	0	0	0	134	8	245
17:00-18:00	1	77	7	7	0	7	0	0	0	0	139	12	250

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT HIGHWAY 101 SOUTHBOUND/SHERMAN AVENUE AT WASHINGTON STREET



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↘	↙	↑	→	↓	←	↑	
16:00-16:05	0	3	1	1	12	69	0	5	0	0	0	0	91
16:05-16:10	3	0	0	2	10	62	0	6	0	0	0	0	83
16:10-16:15	2	1	0	0	11	59	0	3	0	0	0	0	76
16:15-16:20	1	0	0	0	18	57	0	5	0	0	0	0	81
16:20-16:25	0	1	0	2	9	55	0	9	0	0	0	0	76
16:25-16:30	0	3	0	2	12	51	0	1	1	0	0	0	74
16:30-16:35	2	1	0	3	8	55	0	5	1	0	0	0	75
16:35-16:40	1	0	1	1	2	70	0	1	0	0	0	0	76
16:40-16:45	2	0	0	1	12	54	0	4	0	0	0	0	73
16:45-16:50	0	1	0	2	15	60	0	8	1	0	0	0	87
16:50-16:55	0	3	0	1	11	57	0	6	1	0	0	0	79
16:55-17:00	1	1	0	1	20	55	0	3	0	0	0	0	81
17:00-17:05	0	3	0	0	19	90	0	2	3	0	0	0	117
17:05-17:10	1	1	0	1	25	70	0	8	1	0	0	0	107
17:10-17:15	1	1	0	0	14	60	0	7	2	0	0	0	85
17:15-17:20	2	3	0	1	14	48	0	3	1	0	0	0	72
17:20-17:25	0	2	0	1	7	40	0	7	2	0	0	0	59
17:25-17:30	0	3	0	0	16	60	0	5	1	0	0	0	85
17:30-17:35	1	1	0	3	8	40	0	8	0	0	0	0	61
17:35-17:40	1	0	0	2	9	55	0	3	0	0	0	0	70
17:40-17:45	1	2	0	1	17	53	0	3	0	0	0	0	77
17:45-17:50	1	0	0	1	16	47	0	7	0	0	0	0	72
17:50-17:55	0	1	0	0	7	56	0	9	0	0	0	0	73
17:55-18:00	0	0	0	2	8	45	0	6	0	0	0	0	61

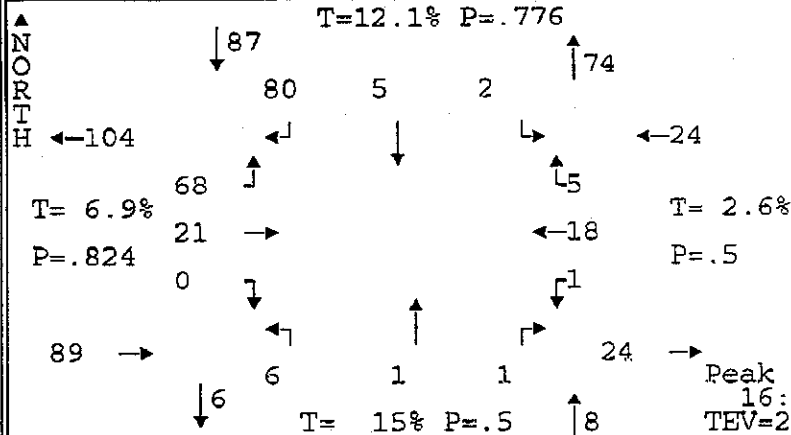
Washington St. SB RT
@ Wash. St. SB RT onto Sherman
Thr onto 105B

Not used in
Excel or Truffix

Total Survey	20	31	2	28	300	1368	0	128	14	0	0	0	1891
PHF	.45	.54	.25	.5	.64	.83	0	.83	.42	0	0	0	.817
% Trucks	0	0	0	0	.7	6.1	0	0	0	0	0	0	4.5
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	1	0	0	14	0	0	0	0	0	4	0	

Hourly Totals													
16:00-17:00	12	14	2	16	140	704	0	60	4	0	0	0	952
16:15-17:15	9	15	1	14	165	734	0	63	10	0	0	0	1011
16:30-17:30	10	19	1	12	163	719	0	59	13	0	0	0	996
16:45-17:45	8	21	0	13	175	688	0	63	12	0	0	0	980
17:00-18:00	8	17	0	12	160	664	0	68	10	0	0	0	939

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT BROADWAY AT LOCKHART



DATE OF COUNT: 09/18/02
DAY OF WEEK: Wed
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

PMMO

Peak Hour
16:30-17:30
TEV=208

Traffic Smithy
(503) 641-6333

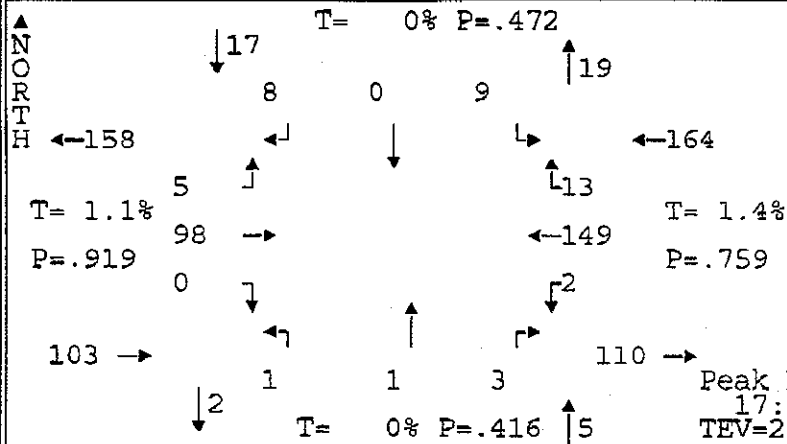
TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	↑	←	↑	→	↓	←	↑	
16:00-16:05	0	1	3	5	2	1	2	1	0	0	0	1	16
16:05-16:10	1	0	2	6	0	0	0	0	0	0	1	0	10
16:10-16:15	1	3	3	6	1	0	2	0	0	0	2	1	19
16:15-16:20	0	0	2	12	1	1	2	2	0	0	1	1	22
16:20-16:25	1	1	4	9	0	0	0	1	0	0	1	0	17
16:25-16:30	0	0	5	3	0	0	0	0	1	0	1	0	10
16:30-16:35	0	4	4	11	2	0	2	0	0	0	6	1	30
16:35-16:40	0	1	5	7	0	1	2	0	0	0	4	0	20
16:40-16:45	0	1	3	7	0	0	0	0	0	0	1	0	12
16:45-16:50	0	3	3	3	1	0	0	0	0	0	0	2	12
16:50-16:55	0	3	5	6	0	0	0	0	1	0	1	0	16
16:55-17:00	0	2	4	5	0	0	0	0	0	0	1	1	13
17:00-17:05	0	1	6	6	0	0	0	0	0	0	1	0	14
17:05-17:10	0	3	3	7	1	0	0	1	0	1	0	0	16
17:10-17:15	0	1	11	10	0	0	0	0	0	0	2	0	24
17:15-17:20	0	0	9	5	1	1	1	0	0	0	0	0	17
17:20-17:25	0	0	6	8	0	0	1	0	0	0	2	0	17
17:25-17:30	0	2	9	5	0	0	0	0	0	0	0	1	17
17:30-17:35	0	0	3	2	0	0	0	0	0	0	1	1	7
17:35-17:40	0	4	2	1	1	1	0	0	0	0	0	0	9
17:40-17:45	0	1	2	6	0	0	0	1	0	0	0	0	10
17:45-17:50	0	2	7	8	0	0	0	0	0	0	0	0	17
17:50-17:55	0	1	4	6	0	0	0	0	0	0	3	0	14
17:55-18:00	0	0	3	5	1	0	0	0	0	0	1	0	10

Total Survey	3	34	108	149	11	5	12	6	2	1	29	9	369
PHF	0	.66	.65	.8	.63	.5	.38	.25	.25	.25	.41	.42	.838
% Trucks	0	8.8	6.5	11.4	18.2	20	25	0	0	0	0	11.1	9.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals													
16:00-17:00	3	19	43	80	7	3	10	4	2	0	19	7	197
16:15-17:15	1	20	55	86	5	2	6	4	2	1	19	5	206
16:30-17:30	0	21	68	80	5	2	6	1	1	1	18	5	208
16:45-17:45	0	20	63	64	4	2	2	2	1	1	8	5	172
17:00-18:00	0	15	65	69	4	2	2	2	0	1	10	2	172

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT

VIRGINIA AT ARTHUR



DATE OF COUNT: 09/18/02
 DAY OF WEEK: Wed
 TIME STARTED: 16:00
 TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
 T=%TRUCKS BY APPROACH
 P=PHF BY APPROACH

PMMP

Peak Hour
 17:00-18:00
 TEV=289

Traffic Smithy
 (503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	0	6	0	0	0	1	0	0	0	0	7	2	16
16:05-16:10	0	7	1	0	0	1	0	0	0	0	9	0	18
16:10-16:15	0	9	0	1	0	0	0	0	0	0	11	0	21
16:15-16:20	0	9	0	0	0	0	0	0	0	0	7	1	17
16:20-16:25	0	6	0	0	0	0	0	0	0	0	11	1	18
16:25-16:30	0	2	0	1	0	2	0	0	0	0	12	0	17
16:30-16:35	0	5	0	1	0	0	0	0	0	0	8	2	16
16:35-16:40	0	7	0	2	0	0	0	0	0	0	13	1	23
16:40-16:45	0	4	1	0	0	0	0	0	0	0	7	0	12
16:45-16:50	0	9	0	1	0	2	0	0	0	0	11	0	23
16:50-16:55	0	10	0	0	0	1	0	0	0	0	17	0	28
16:55-17:00	0	8	0	0	0	0	0	0	0	0	3	0	11
17:00-17:05	0	7	0	0	0	1	0	0	0	0	8	1	18
17:05-17:10	0	7	1	0	0	0	0	0	1	0	11	1	22
17:10-17:15	0	10	0	0	0	0	0	0	0	0	15	0	25
17:15-17:20	0	9	0	1	0	0	0	0	1	0	12	1	24
17:20-17:25	0	9	0	1	0	0	0	1	1	0	17	1	30
17:25-17:30	0	6	0	2	0	2	0	0	0	0	21	2	33
17:30-17:35	0	7	1	0	0	3	0	0	0	0	13	0	24
17:35-17:40	0	7	2	1	0	1	0	0	0	0	11	2	24
17:40-17:45	0	11	2	2	0	0	0	0	0	0	11	0	24
17:45-17:50	0	7	0	1	0	1	1	0	0	0	6	1	17
17:50-17:55	0	8	0	0	0	0	0	0	0	0	10	1	19
17:55-18:00	0	10	1	0	0	1	0	0	0	0	14	3	29

Total Survey	0	180	7	14	0	16	1	1	3	2	265	20	509
PHF	0	.88	.42	.5	0	.38	.25	.25	.38	.25	.73	.65	.830
% Trucks	0	1.1	0	0	0	0	0	0	0	0	1.5	0	1.2
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds	0	0	0	0	3	0	0	2	0	0	8	0	0

Hourly Totals													
16:00-17:00	0	82	2	6	0	7	0	0	0	0	116	7	220
16:15-17:15	0	84	2	5	0	6	0	0	1	2	123	7	230
16:30-17:30	0	91	2	8	0	6	0	1	3	2	143	9	265
16:45-17:45	0	100	4	8	0	10	0	1	3	2	150	8	286
17:00-18:00	0	98	5	8	0	9	1	1	3	2	149	13	289

ROADWAY TRAFFIC SURVEY

Roadway: CENTRAL AVENUE
 Location: WEST OF 10TH
 Direction: WEST BOUND
 Date: 8/13/2
 Day of Week: TUESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	1	3	1	3	3	1	1	2	1	1	2	1	20
01-02	5	0	1	0	0	0	1	9	4	3	1	6	30
02-03	2	2	1	2	2	1	1	1	1	1	2	5	21
03-04	2	4	1	0	0	0	0	0	0	1	1	0	9
04-05	4	2	1	2	2	2	5	4	5	4	1	3	35
05-06	6	0	5	1	11	2	5	8	9	8	11	3	69
06-07	7	9	4	8	8	19	14	12	20	24	28	15	168
07-08	23	13	19	17	27	22	22	32	36	51	55	34	351
08-09	35	26	33	34	40	34	43	46	50	48	40	42	471
09-10	28	33	51	55	35	43	27	45	47	48	52	54	518
10-11	45	45	50	57	55	40	50	47	48	47	51	61	596
11-12	70	69	68	60	47	56	43	57	51	60	49	61	691
12-13	70	68	65	59	58	74	61	40	49	61	58	66	729
13-14	49	59	56	58	68	58	53	63	52	45	45	61	667
14-15	61	49	55	36	67	47	51	58	45	54	44	52	619
15-16	43	55	52	59	46	49	61	65	54	60	51	42	637
16-17	51	51	51	47	48	52	52	48	44	47	54	64	609
17-18	63	65	55	51	57	51	53	53	44	52	54	41	639
18-19	39	48	44	43	38	29	35	30	27	39	32	29	433
19-20	32	34	42	24	24	20	35	31	23	20	25	25	335
20-21	21	15	14	8	14	18	25	19	25	26	23	17	225
21-22	22	21	11	19	18	25	17	12	17	12	17	10	201
22-23	17	11	10	8	6	9	13	5	10	4	9	5	107
23-24	5	9	8	7	9	11	4	3	3	5	3	3	70

Daily Total: 8250

AM Peak Hour (10:50-11:50) 693

8.4 % of Daily Total

PM Peak Hour (12:00-13:00) 729

8.84 % of Daily Total

4th Highest Hour (17:00-18:00) 639

7.75 % of Daily Total

8th Highest Hour (10:00-11:00) 596

7.22 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: CENTRAL AVENUE
 Location: WEST OF 10TH
 Direction: WEST BOUND
 Date: 8/14/2
 Day of Week: WEDNESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	3	5	7	6	1	2	4	3	2	4	1	1	39
01-02	1	1	2	2	2	4	1	4	0	0	0	1	18
02-03	2	2	2	1	0	1	1	2	3	3	1	1	19
03-04	3	1	1	1	0	1	0	1	0	3	0	0	11
04-05	4	3	0	0	2	4	1	2	3	4	4	1	28
05-06	2	4	2	1	2	3	5	10	7	3	11	5	55
06-07	8	10	11	8	7	14	17	22	22	26	21	20	186
07-08	11	19	18	21	26	16	27	32	37	47	46	30	330
08-09	31	30	35	34	38	38	42	33	45	52	51	32	461
09-10	39	37	42	30	30	37	45	26	40	46	44	47	463
10-11	50	48	30	63	50	38	47	46	43	48	49	50	562
11-12	59	41	46	62	49	48	58	56	54	56	50	53	632
12-13	61	55	73	49	56	54	54	60	56	58	61	57	694
13-14	69	46	48	56	55	48	41	40	55	45	52	45	600
14-15	52	54	40	54	54	52	44	54	53	55	59	52	623
15-16	71	57	49	64	53	62	50	66	73	59	68	54	726
16-17	55	51	45	42	43	56	50	49	46	51	63	62	613
17-18	65	69	60	56	54	48	38	57	44	54	42	41	628
18-19	46	43	39	38	46	31	28	37	36	43	30	29	446
19-20	45	45	34	33	28	26	14	27	28	24	29	22	355
20-21	30	20	21	21	16	17	16	25	27	25	17	20	255
21-22	21	14	23	22	19	14	17	21	14	20	13	11	209
22-23	8	8	14	14	7	8	11	8	10	2	2	6	98
23-24	2	6	5	10	10	5	6	1	5	3	3	5	61

Daily Total: 8112

AM Peak Hour (11:00-12:00) 632

7.79 % of Daily Total

PM Peak Hour (15:00-16:00) 726

8.95 % of Daily Total

4th Highest Hour (17:00-18:00) 628

7.74 % of Daily Total

8th Highest Hour (10:00-11:00) 562

6.93 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: CENTRAL AVENUE
 Location: WEST OF 10TH
 Direction: WEST BOUND
 Date: 8/15/2
 Day of Week: THURSDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	4	3	2	3	7	3	4	3	2	1	1	1	34
01-02	0	4	2	1	1	2	1	3	3	3	0	1	21
02-03	3	1	1	3	2	2	1	0	0	3	3	3	22
03-04	0	2	0	1	2	2	1	2	2	2	0	0	14
04-05	1	1	0	1	3	1	4	2	5	8	3	1	30
05-06	3	0	5	6	4	1	5	7	7	4	10	7	59
06-07	7	9	3	12	19	9	13	20	21	16	26	20	175
07-08	11	15	17	19	28	20	26	32	49	61	49	41	368
08-09	40	33	36	25	34	35	43	40	35	42	48	28	439
09-10	53	44	35	47	31	41	31	41	32	37	43	41	476
10-11	50	36	39	51	35	34	39	41	65	51	43	48	532
11-12	61	47	46	47	58	52	46	61	63	64	70	52	667
12-13	66	63	63	51	47	49	46	56	56	65	53	63	678
13-14	48	63	55	64	58	43	63	49	38	61	57	58	657
14-15	79	54	46	46	54	61	57	60	50	50	63	75	695
15-16	38	64	36	72	61	64	72	57	40	46	53	61	664
16-17	59	48	62	41	44	53	54	47	53	53	60	48	622
17-18	62	68	74	51	66	48	56	64	61	44	41	38	673
18-19	45	42	41	35	28	32	32	25	41	29	35	32	417
19-20	39	40	34	30	30	19	19	26	27	34	26	31	355
20-21	24	25	21	27	19	16	27	15	24	15	24	19	256
21-22	26	30	14	19	18	16	11	17	16	7	11	9	194
22-23	11	9	14	15	5	10	9	13	12	5	8	13	124
23-24	11	6	10	6	6	12	7	5	5	7	4	2	81

Daily Total: 8253

AM Peak Hour (11:00-12:00) 667

8.08 % of Daily Total

PM Peak Hour (16:45-17:45) 711

8.62 % of Daily Total

4th Highest Hour (11:00-12:00) 667

8.08 % of Daily Total

8th Highest Hour (10:00-11:00) 532

6.45 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: CENTRAL AVENUE
 Location: WEST OF 10TH
 Direction: EAST BOUND
 Date: 8/13/2
 Day of Week: TUESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	5	4	5	3	1	4	1	2	1	0	0	2	28
01-02	3	3	0	2	4	5	4	3	0	4	1	1	30
02-03	2	4	3	1	4	2	2	2	5	3	1	0	29
03-04	2	0	2	1	2	0	2	1	2	3	5	2	22
04-05	3	8	3	4	5	4	8	6	5	5	3	5	59
05-06	14	6	15	5	6	8	7	8	6	9	8	11	103
06-07	8	16	7	29	13	15	14	17	21	16	19	23	198
07-08	19	17	26	21	28	31	28	48	47	46	47	53	411
08-09	35	37	32	43	23	33	40	30	56	42	37	47	455
09-10	32	35	39	31	34	36	41	41	50	68	48	48	503
10-11	41	39	38	52	41	53	63	43	49	40	34	45	538
11-12	43	48	46	61	57	41	57	61	59	57	58	56	644
12-13	43	54	53	55	52	64	49	53	57	55	55	68	658
13-14	69	59	62	72	43	54	45	43	40	45	49	43	624
14-15	60	48	56	48	52	53	47	64	54	58	53	67	660
15-16	56	56	56	60	63	58	50	55	46	57	47	53	657
16-17	58	57	60	56	53	59	58	50	59	50	54	36	650
17-18	59	73	61	45	49	46	53	45	38	32	50	47	598
18-19	55	33	29	52	37	27	42	26	37	32	29	32	431
19-20	36	37	26	32	27	20	29	24	31	25	24	23	334
20-21	34	29	17	20	19	23	16	18	26	24	20	21	267
21-22	24	19	16	21	17	17	17	11	14	15	16	11	198
22-23	14	6	6	8	9	8	4	10	7	6	9	6	93
23-24	6	12	3	4	8	7	7	8	8	0	3	3	69

Daily Total: 8259

AM Peak Hour (11:00-12:00) 644

7.8 % of Daily Total

PM Peak Hour (12:00-13:00) 715

8.66 % of Daily Total

4th Highest Hour (16:00-17:00) 650

7.87 % of Daily Total

8th Highest Hour (10:00-11:00) 538

6.51 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: CENTRAL AVENUE
 Location: WEST OF 10TH
 Direction: EAST BOUND
 Date: 8/14/2
 Day of Week: WEDNESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	0	4	1	2	1	5	3	2	3	6	1	5	33
01-02	1	3	4	1	2	1	1	4	2	0	3	0	22
02-03	3	2	2	4	2	2	3	5	0	3	0	1	27
03-04	0	0	1	2	0	2	3	2	3	1	7	2	23
04-05	2	1	3	7	6	5	3	9	5	8	3	2	54
05-06	13	6	9	8	9	6	5	8	5	6	7	6	88
06-07	8	14	16	17	17	19	17	14	15	14	22	20	193
07-08	15	23	15	25	30	31	26	35	49	54	49	47	399
08-09	37	37	39	29	28	40	41	36	54	53	46	36	476
09-10	34	37	35	37	41	42	43	38	46	41	34	41	469
10-11	37	42	36	39	52	63	37	46	62	49	33	50	546
11-12	41	60	40	55	60	59	60	61	58	64	52	63	673
12-13	57	51	58	68	59	53	60	59	52	65	60	59	701
13-14	58	55	45	45	46	45	48	56	63	60	61	53	635
14-15	53	48	52	55	51	51	45	59	71	58	55	62	660
15-16	44	58	65	47	44	59	59	62	56	59	51	52	656
16-17	40	71	60	43	47	63	57	62	55	49	47	42	636
17-18	69	62	59	58	58	57	49	54	51	54	44	42	657
18-19	53	28	45	33	40	30	44	35	30	47	43	44	472
19-20	32	29	21	31	13	17	25	29	31	28	27	26	309
20-21	28	30	18	19	16	30	26	14	19	20	26	13	259
21-22	25	15	19	25	8	7	11	12	13	10	10	17	172
22-23	9	11	17	8	6	3	6	14	9	9	4	5	101
23-24	9	8	2	3	8	9	4	5	1	5	2	5	61

Daily Total: 8322

AM Peak Hour (11:00-12:00) 673

8.09 % of Daily Total

PM Peak Hour (12:10-13:10) 706

8.48 % of Daily Total

4th Highest Hour (17:00-18:00) 657

7.89 % of Daily Total

8th Highest Hour (10:00-11:00) 546

6.56 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: CENTRAL AVENUE
 Location: WEST OF 10TH
 Direction: EAST BOUND
 Date: 8/15/2
 Day of Week: THURSDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	6	1	4	4	1	2	2	3	1	4	4	1	33
01-02	3	4	1	2	1	2	0	1	1	2	2	2	21
02-03	3	7	4	1	3	0	1	3	4	1	0	2	29
03-04	2	0	2	1	2	1	3	4	4	2	3	2	26
04-05	2	7	4	2	1	5	11	5	3	4	12	5	61
05-06	13	4	6	8	7	7	7	3	4	9	6	11	85
06-07	10	12	14	23	16	18	13	12	18	20	16	24	196
07-08	17	20	18	27	24	34	23	46	52	50	46	37	394
08-09	39	34	36	27	39	31	28	51	45	53	34	37	454
09-10	19	41	47	31	34	45	31	39	45	51	42	43	468
10-11	56	34	41	40	54	48	55	44	44	62	46	46	570
11-12	40	46	37	62	67	55	70	55	63	51	76	56	678
12-13	57	52	61	53	54	46	48	49	47	68	70	62	667
13-14	58	38	54	52	45	44	46	63	65	63	67	58	653
14-15	50	57	56	62	54	64	60	60	66	50	57	44	680
15-16	44	57	56	51	59	52	64	67	55	60	44	63	672
16-17	63	71	56	64	57	44	49	46	58	52	37	68	665
17-18	52	51	64	54	39	46	67	45	40	41	35	37	571
18-19	48	43	33	37	34	45	31	30	37	42	45	21	446
19-20	33	26	34	30	23	29	25	28	22	29	21	18	318
20-21	27	21	22	18	22	17	26	23	12	20	17	17	242
21-22	19	17	15	13	21	15	12	20	13	7	18	9	179
22-23	15	12	11	16	15	15	9	5	9	6	2	9	124
23-24	3	5	7	2	7	5	4	7	3	1	4	4	52

Daily Total: 8284

AM Peak Hour (11:00-12:00) 678

8.18 % of Daily Total

PM Peak Hour (13:35-14:35) 719

8.68 % of Daily Total

4th Highest Hour (12:00-13:00) 667

8.05 % of Daily Total

8th Highest Hour (10:00-11:00) 570

6.88 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: VIRGINIA AVENUE
 Location: WEST OF HARRISON
 Direction: WEST BOUND
 Date: 8/13/2
 Day of Week: TUESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	8	4	3	4	5	4	10	8	3	6	5	3	63
01-02	2	1	6	3	2	1	7	0	5	2	1	1	31
02-03	9	3	1	1	0	2	2	2	2	1	3	7	33
03-04	2	4	1	0	1	2	5	9	1	4	6	7	42
04-05	6	4	2	2	4	4	5	3	7	3	8	3	51
05-06	3	6	3	3	9	3	7	10	11	9	7	11	82
06-07	16	13	10	12	6	19	23	23	33	22	25	21	223
07-08	24	31	24	37	36	42	48	52	63	66	35	34	492
08-09	43	53	38	36	42	45	59	53	46	72	51	56	594
09-10	31	45	39	54	47	55	57	69	56	52	49	56	610
10-11	50	69	45	52	77	68	47	50	90	66	75	72	761
11-12	69	80	82	61	79	63	65	77	80	80	69	86	891
12-13	86	100	92	83	71	84	73	79	80	61	80	81	970
13-14	71	72	72	63	92	70	67	48	52	66	70	79	822
14-15	58	54	83	65	62	78	75	66	68	65	76	60	810
15-16	73	77	63	75	70	64	68	73	67	65	67	82	844
16-17	84	80	68	77	69	78	84	62	83	70	70	77	902
17-18	86	81	63	67	63	69	67	56	61	61	59	67	800
18-19	50	58	52	46	48	63	57	55	48	56	33	48	614
19-20	51	35	40	40	30	37	37	33	36	37	40	37	453
20-21	38	29	40	31	24	43	38	35	29	31	21	28	387
21-22	26	33	45	33	38	37	30	30	29	30	22	9	362
22-23	18	15	15	25	17	20	15	16	19	13	10	15	198
23-24	8	14	14	8	7	18	9	9	11	10	5	4	117

Daily Total: 11152

AM Peak Hour (11:00-12:00) 891

7.99 % of Daily Total

PM Peak Hour (12:00-13:00) 970

8.7 % of Daily Total

4th Highest Hour (15:00-16:00) 844

7.57 % of Daily Total

8th Highest Hour (10:00-11:00) 761

6.82 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: VIRGINIA AVENUE
 Location: WEST OF HARRISON
 Direction: WEST BOUND
 Date: 8/14/2
 Day of Week: WEDNESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	3	2	8	2	4	8	4	7	3	4	7	5	57
01-02	4	2	2	3	7	3	2	1	2	2	3	2	33
02-03	1	2	5	5	4	2	0	3	1	5	1	6	35
03-04	1	1	5	3	1	6	4	5	7	5	2	8	48
04-05	7	5	5	4	2	5	2	3	8	6	9	1	57
05-06	5	6	6	7	5	5	3	5	9	13	2	13	79
06-07	11	6	11	7	14	25	25	21	39	27	27	22	235
07-08	24	27	27	33	39	45	39	57	53	65	60	40	509
08-09	28	37	58	49	42	48	46	51	55	47	45	30	536
09-10	35	55	47	36	54	61	49	49	66	57	50	57	616
10-11	49	58	61	47	67	55	84	73	70	66	71	70	771
11-12	55	66	54	71	68	74	70	80	69	88	70	82	847
12-13	101	79	81	81	81	95	83	63	83	80	59	70	956
13-14	78	85	80	87	78	96	68	77	83	66	64	64	926
14-15	57	97	64	73	71	80	62	71	62	84	95	67	883
15-16	67	61	76	83	67	64	71	79	71	78	80	77	874
16-17	83	71	69	74	67	83	69	73	64	83	80	86	902
17-18	82	95	80	66	69	73	71	63	75	68	76	54	872
18-19	69	67	46	45	51	45	44	58	70	44	48	38	625
19-20	51	37	43	40	32	29	27	34	33	33	45	41	445
20-21	38	50	28	33	40	34	39	45	34	38	32	22	433
21-22	22	28	36	37	34	21	20	29	31	19	16	19	312
22-23	18	17	18	15	10	18	12	10	9	12	14	11	164
23-24	14	17	3	8	14	14	2	7	7	12	8	7	113

Daily Total: 11328

AM Peak Hour (11:00-12:00) 847

7.48 % of Daily Total

PM Peak Hour (12:00-13:00) 956

8.44 % of Daily Total

4th Highest Hour (14:00-15:00) 883

7.79 % of Daily Total

8th Highest Hour (10:00-11:00) 771

6.81 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: VIRGINIA AVENUE
 Location: WEST OF HARRISON
 Direction: WEST BOUND
 Date: 8/15/2
 Day of Week: THURSDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	4	6	7	6	4	8	6	7	4	5	7	2	66
01-02	7	5	2	4	4	3	2	2	4	7	1	0	41
02-03	1	3	6	0	0	2	2	3	1	1	2	3	24
03-04	0	4	2	1	1	4	8	5	8	9	5	4	51
04-05	8	6	10	6	8	5	3	6	2	7	8	4	73
05-06	2	6	6	5	4	3	7	6	10	14	6	11	80
06-07	9	11	19	7	19	22	16	29	42	32	33	23	262
07-08	24	27	28	33	37	30	49	65	52	46	61	38	490
08-09	36	35	40	48	48	35	38	59	48	60	39	56	542
09-10	47	47	47	52	48	52	48	65	51	65	63	41	626
10-11	59	47	57	53	54	47	68	57	69	66	67	68	712
11-12	69	77	60	62	71	48	75	76	75	76	82	89	860
12-13	83	81	83	91	69	72	60	85	76	95	78	81	954
13-14	85	83	75	83	76	85	76	73	84	87	49	93	949
14-15	86	73	85	82	68	79	65	78	68	66	77	62	889
15-16	74	77	76	72	72	64	82	74	89	90	61	89	920
16-17	85	74	83	86	75	53	71	78	70	72	82	85	914
17-18	87	72	81	76	60	77	81	61	62	63	67	65	852
18-19	74	52	43	52	48	41	55	57	44	44	43	29	582
19-20	27	31	36	37	39	29	27	34	32	35	49	25	401
20-21	34	41	35	38	41	41	37	39	35	38	22	38	439
21-22	26	32	22	23	25	23	19	22	18	21	18	11	260
22-23	17	15	18	20	9	16	19	11	11	10	6	19	171
23-24	7	5	19	11	10	10	3	14	10	8	12	7	116

Daily Total: 11274

AM Peak Hour (11:00-12:00) 860

7.63 % of Daily Total

PM Peak Hour (12:35-13:35) 978

8.67 % of Daily Total

4th Highest Hour (16:00-17:00) 914

8.11 % of Daily Total

8th Highest Hour (10:00-11:00) 712

6.32 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: VIRGINIA AVENUE
 Location: WEST OF HARRISON
 Direction: EAST BOUND
 Date: 8/13/2
 Day of Week: TUESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	3	7	6	5	5	0	3	2	2	1	1	5	40
01-02	3	3	0	6	3	3	3	5	0	0	5	0	31
02-03	3	3	3	2	1	3	0	5	2	2	1	1	26
03-04	0	2	1	1	0	2	1	5	1	2	2	4	21
04-05	6	5	4	2	0	4	4	3	2	5	9	8	52
05-06	5	7	8	11	10	5	13	10	10	15	5	10	109
06-07	5	21	11	13	21	11	17	27	20	25	13	23	207
07-08	23	19	32	27	36	36	37	42	37	57	57	40	443
08-09	28	26	40	37	38	35	41	37	48	53	36	49	468
09-10	38	44	48	30	38	41	51	46	51	48	53	55	543
10-11	53	46	43	58	60	57	67	56	66	62	59	65	692
11-12	64	62	65	63	49	70	82	72	80	68	69	80	824
12-13	74	75	67	65	70	73	88	89	84	63	76	79	903
13-14	74	81	68	68	56	79	70	70	74	60	67	70	837
14-15	70	62	59	60	79	66	70	74	70	55	77	64	806
15-16	77	79	62	52	62	66	74	81	59	67	68	59	806
16-17	83	85	89	84	93	74	68	78	66	74	61	81	936
17-18	64	85	83	75	77	74	58	48	55	52	61	58	790
18-19	55	51	57	49	59	63	59	57	52	43	62	48	655
19-20	32	32	41	32	40	45	52	42	54	38	28	43	479
20-21	44	40	45	39	36	29	30	25	30	24	32	36	410
21-22	23	26	35	33	16	27	17	20	22	29	23	18	289
22-23	16	24	25	18	20	17	16	15	10	10	6	11	188
23-24	21	11	5	12	7	6	12	8	10	6	4	10	112

Daily Total: 10667

AM Peak Hour (11:00-12:00) 824

7.72 % of Daily Total

PM Peak Hour (16:00-17:00) 936

8.77 % of Daily Total

4th Highest Hour (11:00-12:00) 824

7.72 % of Daily Total

8th Highest Hour (10:00-11:00) 692

6.49 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: VIRGINIA AVENUE
 Location: WEST OF HARRISON
 Direction: EAST BOUND
 Date: 8/14/2
 Day of Week: WEDNESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	3	8	7	5	2	5	4	3	4	1	3	1	46
01-02	3	4	3	5	0	1	3	4	2	3	1	3	32
02-03	4	1	2	0	1	3	2	0	2	4	2	2	23
03-04	1	1	0	2	1	3	4	4	5	1	4	3	29
04-05	4	3	4	3	4	3	4	7	6	5	4	2	49
05-06	7	12	8	6	12	6	11	14	18	10	12	8	124
06-07	13	15	10	12	16	15	16	16	24	20	22	20	199
07-08	26	23	25	35	31	29	44	48	36	49	44	44	434
08-09	42	42	53	29	34	44	41	44	44	42	56	46	517
09-10	48	39	31	46	46	53	31	43	51	46	56	49	539
10-11	44	50	48	46	59	48	57	65	59	69	49	62	656
11-12	61	63	64	68	59	73	67	70	55	75	67	72	794
12-13	84	63	48	67	80	74	91	72	86	72	88	86	911
13-14	74	77	76	73	94	72	69	74	69	70	59	56	863
14-15	69	77	54	59	59	64	66	75	71	67	70	83	814
15-16	69	74	56	65	73	82	66	67	63	71	84	75	845
16-17	76	68	96	77	78	66	75	73	77	71	84	73	914
17-18	64	75	71	73	63	62	74	67	70	84	42	52	797
18-19	59	52	61	62	68	56	47	55	51	45	36	34	626
19-20	44	51	39	46	40	38	39	31	53	41	28	29	479
20-21	45	44	38	35	34	39	36	22	39	34	16	28	410
21-22	42	36	33	36	19	16	11	20	25	20	19	21	298
22-23	21	28	20	22	25	7	8	13	10	9	7	14	184
23-24	20	6	13	14	6	9	7	10	9	4	3	4	105

Daily Total: 10688

AM Peak Hour (11:00-12:00) 794

7.43 % of Daily Total

PM Peak Hour (12:25-13:25) 963

9.01 % of Daily Total

4th Highest Hour (15:00-16:00) 845

7.91 % of Daily Total

8th Highest Hour (10:00-11:00) 656

6.14 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: VIRGINIA AVENUE
 Location: WEST OF HARRISON
 Direction: EAST BOUND
 Date: 8/15/2
 Day of Week: THURSDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	9	8	7	5	4	4	4	12	3	7	6	2	71
01-02	5	1	9	3	2	6	1	6	4	3	5	3	48
02-03	2	1	1	3	2	0	4	0	2	3	2	0	20
03-04	2	3	0	0	4	3	1	4	1	2	3	2	25
04-05	5	5	5	5	7	6	7	0	4	5	4	4	57
05-06	9	11	11	11	8	11	8	6	7	16	13	14	125
06-07	8	8	22	11	15	18	13	30	21	22	25	31	224
07-08	30	37	33	15	28	36	34	33	36	47	54	49	432
08-09	54	46	38	36	47	35	38	51	38	51	40	41	515
09-10	47	52	40	51	36	42	57	44	43	51	61	52	576
10-11	42	37	58	51	43	59	59	58	58	58	52	69	645
11-12	78	70	60	62	79	68	73	61	60	78	70	59	818
12-13	65	67	78	76	84	77	78	91	69	78	81	76	920
13-14	71	82	71	78	79	78	82	66	75	68	79	86	915
14-15	74	69	74	64	58	63	89	74	74	61	70	85	855
15-16	77	81	77	84	71	71	68	75	88	67	71	76	906
16-17	79	89	82	75	72	72	93	82	68	73	69	78	932
17-18	81	83	82	77	52	65	65	70	72	69	63	52	831
18-19	78	43	71	61	48	48	47	52	46	37	51	41	623
19-20	43	40	45	36	46	40	25	42	45	44	33	41	480
20-21	37	33	38	40	44	40	39	38	33	20	33	28	423
21-22	32	34	21	20	24	31	23	30	21	16	25	14	291
22-23	21	17	25	26	20	15	17	6	9	12	11	6	185
23-24	4	22	14	10	4	9	9	11	9	6	8	13	119

Daily Total: 11036

AM Peak Hour (10:55-11:55) 828

7.5 % of Daily Total

PM Peak Hour (15:40-16:40) 946

8.57 % of Daily Total

4th Highest Hour (15:00-16:00) 906

8.21 % of Daily Total

8th Highest Hour (10:00-11:00) 645

5.84 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: EMPIRE BLVD
 Location: SOUTH OF NEWMARK
 Direction: NORTH BOUND
 Date: 8/13/2
 Day of Week: TUESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	3	3	1	3	4	4	3	2	3	0	2	2	30
01-02	2	0	1	0	2	2	0	1	1	1	3	0	13
02-03	2	1	0	1	2	1	2	2	1	1	1	2	16
03-04	1	1	0	0	1	2	5	0	2	5	0	2	19
04-05	0	0	2	3	3	4	5	3	3	2	1	2	28
05-06	3	5	2	5	7	11	8	10	5	13	7	7	83
06-07	10	16	11	11	15	12	17	16	15	16	20	15	174
07-08	15	12	23	19	14	28	37	23	34	41	41	26	313
08-09	30	23	23	36	26	33	17	27	26	37	24	23	325
09-10	25	24	34	31	26	45	27	39	40	33	23	34	381
10-11	28	27	42	33	41	29	45	35	39	36	28	37	420
11-12	22	42	44	38	38	26	44	36	58	36	33	40	457
12-13	41	38	41	26	32	37	47	44	46	41	39	57	489
13-14	39	34	39	44	50	41	44	38	54	57	35	41	516
14-15	43	56	37	54	51	37	44	37	54	41	51	30	535
15-16	43	45	54	48	39	44	54	52	36	44	56	51	566
16-17	32	42	43	39	44	59	48	48	39	25	30	31	480
17-18	40	43	44	32	46	47	43	33	24	30	30	47	459
18-19	39	41	36	21	34	33	32	28	41	20	33	31	389
19-20	27	28	36	27	21	23	32	35	28	16	20	27	320
20-21	22	23	22	28	18	16	26	21	31	30	31	23	291
21-22	15	17	26	21	16	5	18	18	10	15	13	7	181
22-23	7	6	8	16	9	2	2	14	6	7	4	6	87
23-24	6	10	6	5	4	3	4	7	6	4	2	2	59

Daily Total: 6631

AM Peak Hour (11:00-12:00) 457

6.89 % of Daily Total

PM Peak Hour (15:00-16:00) 566

8.54 % of Daily Total

4th Highest Hour (12:00-13:00) 489

7.37 % of Daily Total

8th Highest Hour (10:00-11:00) 420

6.33 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: EMPIRE BLVD
 Location: SOUTH OF NEWMARK
 Direction: NORTH BOUND
 Date: 8/14/2
 Day of Week: WEDNESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	1	6	5	1	4	4	3	0	5	3	3	1	36
01-02	4	5	0	2	1	1	0	1	1	2	2	2	21
02-03	0	2	2	1	1	0	3	3	3	1	1	0	17
03-04	1	1	3	0	2	1	1	0	0	2	4	2	17
04-05	2	2	0	1	5	3	6	6	2	5	4	2	38
05-06	5	4	3	8	1	5	17	9	7	9	6	6	80
06-07	12	7	14	9	12	16	15	14	13	18	17	9	156
07-08	15	19	14	15	26	21	41	28	33	31	35	30	308
08-09	25	25	29	34	25	28	30	39	29	27	30	33	354
09-10	23	37	40	33	25	39	36	43	37	29	22	35	399
10-11	34	23	35	33	34	31	43	53	38	31	36	39	430
11-12	39	37	34	42	33	44	48	43	48	51	48	32	499
12-13	47	54	37	37	37	40	40	46	41	44	43	30	496
13-14	42	31	35	44	48	37	49	51	34	40	27	38	476
14-15	45	46	48	36	42	46	33	39	67	44	26	66	538
15-16	41	35	44	42	39	33	49	47	45	51	37	34	497
16-17	54	39	34	47	27	39	37	43	50	31	17	49	467
17-18	49	47	33	35	45	27	34	22	44	32	26	25	419
18-19	32	26	29	25	33	24	31	25	32	35	27	21	340
19-20	21	30	25	28	33	25	19	20	27	24	19	19	290
20-21	25	21	23	12	24	25	12	18	17	18	15	19	229
21-22	11	11	18	12	9	19	10	19	9	6	11	11	146
22-23	13	10	6	5	6	7	7	6	3	7	13	4	87
23-24	5	6	2	5	5	5	4	5	2	4	3	2	48

Daily Total: 6388

AM Peak Hour (10:55-11:55) 506

7.92 % of Daily Total

PM Peak Hour (14:00-15:00) 538

8.42 % of Daily Total

4th Highest Hour (12:00-13:00) 496

7.76 % of Daily Total

8th Highest Hour (17:00-18:00) 419

6.56 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: EMPIRE BLVD
 Location: SOUTH OF NEWMARK
 Direction: NORTH BOUND
 Date: 8/15/2
 Day of Week: THURSDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	4	2	5	2	1	1	0	1	3	0	0	4	23
01-02	2	1	2	2	1	1	0	1	0	1	1	1	13
02-03	3	1	4	1	0	0	4	2	0	0	1	1	17
03-04	0	3	2	3	2	1	3	2	3	3	2	0	24
04-05	1	1	1	2	1	6	7	4	3	3	2	3	34
05-06	4	5	3	5	4	6	10	9	3	7	6	4	66
06-07	10	16	9	11	11	18	21	13	18	13	13	12	165
07-08	15	17	25	15	15	25	25	51	33	41	41	33	336
08-09	20	35	34	23	23	21	38	21	31	38	34	24	342
09-10	33	28	32	21	43	29	29	31	34	31	37	30	378
10-11	54	22	31	41	48	41	38	41	32	33	33	33	447
11-12	41	45	56	48	43	45	40	35	51	52	50	34	540
12-13	44	32	46	29	31	30	49	55	45	45	30	50	486
13-14	40	57	41	43	46	24	44	49	51	33	38	29	495
14-15	38	49	47	44	44	48	38	42	33	48	44	22	497
15-16	44	30	45	44	39	52	43	35	44	26	43	48	493
16-17	53	46	32	53	29	31	37	40	39	34	37	49	480
17-18	43	32	46	39	30	33	46	36	29	31	28	27	420
18-19	42	36	27	24	25	27	25	28	32	23	31	19	339
19-20	30	22	19	21	24	29	28	21	14	27	18	21	274
20-21	19	24	14	19	15	19	21	13	15	18	14	19	210
21-22	21	23	10	16	19	17	14	9	13	19	10	9	180
22-23	8	8	7	12	5	9	12	8	4	2	5	3	83
23-24	5	6	5	7	4	3	5	2	4	7	3	5	56

Daily Total: 6398

AM Peak Hour (11:00-12:00) 540

8.44 % of Daily Total

PM Peak Hour (12:25-13:25) 531

8.3 % of Daily Total

4th Highest Hour (15:00-16:00) 493

7.71 % of Daily Total

8th Highest Hour (17:00-18:00) 420

6.56 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: EMPIRE BLVD
 Location: SOUTH OF NEWMARK
 Direction: SOUTH BOUND
 Date: 8/13/2
 Day of Week: TUESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	8	5	4	2	4	4	2	2	3	2	2	2	40
01-02	1	3	1	1	4	1	3	1	3	4	2	3	27
02-03	0	6	2	1	1	3	1	1	1	2	0	2	20
03-04	2	1	1	1	0	1	2	1	4	2	2	2	19
04-05	1	1	2	0	2	2	0	1	1	0	1	2	13
05-06	3	2	7	6	6	5	6	1	8	4	3	3	54
06-07	7	3	7	2	4	10	5	9	5	9	6	7	74
07-08	14	8	8	12	13	8	14	17	20	15	21	9	159
08-09	20	17	18	19	17	17	12	13	18	24	17	25	217
09-10	20	16	19	28	19	22	24	32	32	33	34	26	305
10-11	29	30	23	32	31	34	36	36	28	27	41	41	388
11-12	45	41	44	50	47	37	44	27	40	43	41	43	502
12-13	55	52	43	43	48	49	49	52	48	48	46	32	565
13-14	47	57	34	39	37	50	45	40	37	42	54	32	514
14-15	48	45	35	40	53	53	53	53	33	56	47	53	569
15-16	46	38	55	45	46	35	43	51	42	45	37	36	519
16-17	31	56	49	45	46	40	41	42	43	48	44	44	529
17-18	54	40	42	57	49	48	55	41	51	34	36	30	537
18-19	40	36	47	39	27	32	36	39	35	34	30	24	419
19-20	30	35	28	30	33	28	25	28	44	18	25	28	352
20-21	35	29	26	29	26	21	20	31	11	21	18	15	282
21-22	24	21	22	25	20	20	21	13	8	13	11	11	209
22-23	7	10	15	5	6	13	16	7	6	11	10	9	115
23-24	5	10	12	5	6	5	5	9	7	5	3	6	78

Daily Total: 6506

AM Peak Hour (11:00-12:00) 502

7.72 % of Daily Total

PM Peak Hour (14:20-15:20) 585

8.99 % of Daily Total

4th Highest Hour (16:00-17:00) 529

8.13 % of Daily Total

8th Highest Hour (18:00-19:00) 419

6.44 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: EMPIRE BLVD
 Location: SOUTH OF NEWMARK
 Direction: SOUTH BOUND
 Date: 8/14/2
 Day of Week: WEDNESDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	3	4	1	2	7	0	7	5	3	2	4	0	38
01-02	1	0	3	1	2	3	5	3	3	1	1	0	23
02-03	2	1	2	1	2	4	1	2	3	0	4	3	25
03-04	1	2	0	1	0	1	0	1	2	2	3	2	15
04-05	0	1	0	2	2	0	4	0	2	3	3	5	22
05-06	1	2	2	6	8	6	6	2	3	8	2	6	52
06-07	3	7	9	3	4	5	11	2	12	5	7	5	73
07-08	15	8	9	17	13	15	18	23	15	16	13	18	180
08-09	11	16	11	17	18	13	19	12	23	26	22	24	212
09-10	14	29	23	16	20	27	32	29	32	19	29	28	298
10-11	39	24	23	31	27	30	31	28	33	38	43	37	384
11-12	38	35	37	39	40	28	37	49	41	35	36	40	455
12-13	49	41	37	43	38	41	40	43	44	45	36	49	506
13-14	39	49	39	51	46	46	45	45	28	32	50	43	513
14-15	47	40	41	46	42	34	61	48	39	48	59	51	556
15-16	50	54	39	44	35	47	45	50	35	41	45	52	537
16-17	48	42	48	41	37	36	43	45	41	51	43	41	516
17-18	47	46	44	50	40	45	39	49	50	52	41	28	531
18-19	30	33	42	40	34	33	41	38	28	28	35	30	412
19-20	37	29	26	29	29	20	28	23	15	24	16	18	294
20-21	27	35	24	20	21	31	15	15	21	27	24	21	281
21-22	12	12	19	6	17	16	7	11	11	14	13	8	146
22-23	13	9	16	10	8	6	7	8	10	8	11	6	112
23-24	9	11	7	11	9	7	3	9	5	4	0	4	79

Daily Total: 6260

AM Peak Hour (10:45-11:45) 462

7.38 % of Daily Total

PM Peak Hour (14:30-15:30) 575

9.19 % of Daily Total

4th Highest Hour (16:00-17:00) 516

8.24 % of Daily Total

8th Highest Hour (18:00-19:00) 412

6.58 % of Daily Total

ROADWAY TRAFFIC SURVEY

Roadway: EMPIRE BLVD
 Location: SOUTH OF NEWMARK
 Direction: SOUTH BOUND
 Date: 8/15/2
 Day of Week: THURSDAY
 Axles per Vehicles: 2

Traffic Smithy
 Traffic Survey Service

Hour of Day	:00- :05	:05- :10	:10- :15	:15- :20	:20- :25	:25- :30	:30- :35	:35- :40	:40- :45	:45- :50	:50- :55	:55- :00	Hour Tot.
00-01	6	3	6	6	1	3	7	4	1	6	2	2	47
01-02	3	3	2	2	3	1	1	1	3	0	2	1	22
02-03	4	1	1	3	2	2	0	0	0	3	0	0	16
03-04	2	0	1	4	0	0	2	0	3	6	1	3	22
04-05	0	0	2	1	0	1	1	1	2	3	5	3	19
05-06	0	6	3	7	2	7	2	3	4	3	2	3	42
06-07	5	3	3	5	5	5	5	8	11	5	5	8	68
07-08	17	12	8	13	17	16	6	14	11	24	21	20	179
08-09	16	21	24	13	19	25	13	25	14	12	21	20	223
09-10	15	19	19	19	32	22	23	27	20	23	29	27	275
10-11	22	28	34	36	24	22	25	29	30	26	33	38	347
11-12	33	30	37	39	45	42	40	42	39	38	41	39	465
12-13	51	37	51	41	49	34	39	53	35	57	46	44	537
13-14	56	40	34	36	32	51	37	49	33	52	44	26	490
14-15	43	41	43	45	48	40	39	43	40	46	40	37	505
15-16	51	41	50	38	42	37	44	36	48	43	52	44	526
16-17	45	50	41	31	47	51	45	42	48	46	49	49	544
17-18	48	60	46	53	65	41	28	47	46	38	27	36	535
18-19	35	42	32	29	34	32	43	28	40	26	27	28	396
19-20	26	27	26	25	27	26	30	25	25	22	29	27	315
20-21	32	20	21	27	28	20	21	22	25	27	21	19	283
21-22	19	18	16	12	21	10	15	14	12	10	13	22	182
22-23	15	17	11	13	10	8	7	7	9	6	12	8	123
23-24	8	12	10	3	6	6	8	9	8	7	5	7	89

Daily Total: 6250

AM Peak Hour (11:00-12:00) 465

7.44 % of Daily Total

PM Peak Hour (16:25-17:25) 602

9.63 % of Daily Total

4th Highest Hour (15:00-16:00) 526

8.42 % of Daily Total

8th Highest Hour (18:00-19:00) 396

6.34 % of Daily Total

Level of Service Description

TRAFFIC LEVELS OF SERVICE

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of *level of service* has been developed to subjectively describe traffic performance. Level of service can be measured at intersections and along key roadway segments.

Level of service categories are similar to report card ratings for traffic performance. Intersections are typically the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is generally diminished in their vicinities. Levels of Service A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the minimum acceptable level of service for peak hour operation and plan for level of service C or better for all other times of the day. The *Highway Capacity Manual* provides level of service calculation methodology for both intersections and arterials.¹ The following three sections provide interpretations of the analysis approaches.

¹ 2000 *Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2000, Chapters 16 and 17.

ALL-WAY STOP CONTROLLED INTERSECTIONS

Unsignalized intersections and all-way stop controlled intersections are each subject to a separate capacity analysis methodology. All-way stop controlled intersection operations are reported by leg of the intersection.

This method calculates a delay value for each approach to the intersection. The *2000 Highway Capacity Manual* describes the detailed methodology. The following table describes the amount of delay associated with each level of service.

Delay (Seconds)	Level of Service
0 - 10	A
10 - 15	B
15 - 25	C
25 - 35	D
35 - 50	E
> 50	F

Source: 2000 *Highway Capacity Manual*, Transportation Research Board, Washington, D.C.

UNSIGNALIZED INTERSECTIONS (Two-Way Stop Controlled)

Unsignalized intersection level of service is reported for the major street and minor street (generally, left turn movements). The method assesses available and critical gaps in the traffic stream which make it possible for side street traffic to enter the main street flow. The *2000 Highway Capacity Manual* describes the detailed methodology. It is not unusual for an intersection to experience level of service E or F conditions for the minor street left turn movement. It should be understood that, often, a poor level of service is experienced by only a few vehicles and the intersection as a whole operates acceptably.

Unsignalized intersection levels of service are described in the following table.

Level of Service	Expected Delay	(Sec/Veh)
A	Little or no delay	0-10.0
B	Short traffic delay	>10.1-15.0
C	Average traffic delays	>15.1-25.0
D	Long traffic delays	>25.1-35.0
E	Very long traffic delays	>35.1-50.0
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50

Source: 2000 *Highway Capacity Manual*, Transportation Research Board Washington, D.C.

SIGNALIZED INTERSECTIONS

For signalized intersections, level of service is evaluated based upon average vehicle delay experienced by vehicles entering an intersection. Control delay (or signal delay) includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. In previous versions of this chapter of the HCM (1994 and earlier), delay included only stopped delay. As delay increases, the level of service decreases. Calculations for signalized and unsignalized intersections are different due to the variation in traffic control. The *2000 Highway Capacity Manual* provides the basis for these calculations.

Level of Service	Delay (secs.)	Description
A	≤ 10.00	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Most vehicles do not stop at all. Progression is extremely favorable and most vehicles arrive during the green phase.
B	10.1-20.0	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. This level generally occurs with good progression, short cycle lengths, or both.
C	20.1-35.0	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted. Higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, and the number of vehicles stopping is significant.
D	35.1-55.0	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Drivers may have to wait through more than one red signal indication. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. The proportion of vehicles not stopping declines, and individual cycle failures are noticeable.
E	55.1-80.0	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are a frequent occurrence.
F	≥ 80.0	Forced Flow/Excessive Delays: Represents jammed conditions. Queues may block upstream intersections. This level occurs when arrival flow rates exceed intersection capacity, and is considered to be unacceptable to most drivers. Poor progression, long cycle lengths, and v/c ratios approaching 1.0 may contribute to these high delay levels.

Source: *2000 Highway Capacity Manual*, Transportation Research Board, Washington D.C.

Level of Service Analysis

Scenario Report

Scenario: PM existing

Command: PM existing
 Volume: PM existing
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Paths
 Routes: Default Routes
 Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection

	Base Del/ LOS Veh C	V/ C	Future Del/ LOS Veh C	Change in
# 1 6th at D St.	B 3.7 0.000		B 3.7 0.000	+ 0.000 V/C
# 3 7th at Ingersoll	A 8.7 0.328		A 8.7 0.328	+ 0.000 V/C
# 7 Hwy 101 at Planagan	B 10.4 0.635		B 10.4 0.635	+ 0.000 D/V
# 8 Hwy 101 at 1st	D 1.0 0.000		D 1.0 0.000	+ 0.000 V/C
# 9 Hwy 101 at S Front St.	F 0.4 0.000		F 0.4 0.000	+ 0.000 V/C
# 10 Broadway at Lockhart	A 7.6 0.128		A 7.6 0.128	+ 0.000 V/C
# 11 Lockhart at 2nd	B 4.4 0.000		B 4.4 0.000	+ 0.000 V/C
# 12 Lockhart at 7th	B 3.3 0.000		B 3.3 0.000	+ 0.000 V/C
# 13 10th at Central	C 21.9 0.601		C 21.9 0.601	+ 0.000 D/V
# 14 4th at Elrod	B 11.3 0.409		B 11.3 0.409	+ 0.000 V/C
# 15 2nd at Ingersoll	B 5.2 0.000		B 5.2 0.000	+ 0.000 V/C
# 16 Commercial at Broadway	B 11.7 0.529		B 11.7 0.529	+ 0.000 D/V
# 18 Broadway at Market	B 10.3 0.513		B 10.3 0.513	+ 0.000 D/V
# 19 Bayshore at Market	D 0.6 0.000		D 0.6 0.000	+ 0.000 V/C
# 20 Broadway at Hall SB	A 6.7 0.476		A 6.7 0.476	+ 0.000 D/V
# 21 Broadway at Johnson	B 17.3 0.570		B 17.3 0.570	+ 0.000 D/V
# 22 Johnson at Bayshore	B 19.3 0.638		B 19.3 0.638	+ 0.000 D/V
# 23 Bayshore at Alder	C 0.4 0.000		C 0.4 0.000	+ 0.000 V/C
# 24 Broadway at Alder	C 0.6 0.000		C 0.6 0.000	+ 0.000 V/C
# 25 Bayshore at Commercial	A 0.0 0.000		A 0.0 0.000	+ 0.000 V/C
# 26 Bayshore at Cedar	B 0.1 0.000		B 0.1 0.000	+ 0.000 V/C
# 27 Bayshore at Birch	B 0.2 0.000		B 0.2 0.000	+ 0.000 V/C
# 28 Bayshore at Fir	B 0.0 0.000		B 0.0 0.000	+ 0.000 V/C
# 29 Broadway at Fir	C 0.3 0.000		C 0.3 0.000	+ 0.000 V/C
# 30 Hwy 101 at Koosbay	B 12.5 0.560		B 12.5 0.560	+ 0.000 D/V

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 31 Ocean Blvd. at Butler	A	3.7 0.309	A	3.7 0.309	+ 0.000 D/V
# 32 Hwy 101 at Newmark	C	29.6 0.743	C	29.6 0.743	+ 0.000 D/V
# 33 Newmark at Sherman	C	27.8 0.576	C	27.8 0.576	+ 0.000 D/V
# 34 Newmark at Brussels	A	8.5 0.391	A	8.5 0.391	+ 0.000 D/V
# 35 Pony Creek at Crowell	B	3.5 0.000	B	3.5 0.000	+ 0.000 V/C
# 36 Virginia at Harrison	B	12.1 0.408	B	12.1 0.408	+ 0.000 D/V
# 37 Virginia at Safeway entrance	F	3.0 0.000	F	3.0 0.000	+ 0.000 V/C
# 38 Virginia at Pony Villiage entr	E	1.4 0.000	E	1.4 0.000	+ 0.000 V/C
# 39 Sherman at Hwy 101 South	D	1.3 0.000	D	1.3 0.000	+ 0.000 V/C
# 40 Virginia at Meade	D	4.1 0.000	D	4.1 0.000	+ 0.000 V/C
# 41 Virginia at Marion	E	1.6 0.000	E	1.6 0.000	+ 0.000 V/C
# 42 Virginia at Maple	C	2.9 0.000	C	2.9 0.000	+ 0.000 V/C
# 43 Maple at East Airport Way	A	2.1 0.000	A	2.1 0.000	+ 0.000 V/C
# 44 Virginia at Arthur	A	0.5 0.000	A	0.5 0.000	+ 0.000 V/C
# 45 Virginia at Channel St.	B	2.0 0.000	B	2.0 0.000	+ 0.000 V/C
# 46 Lakeshore at Crocker	A	5.0 0.000	A	5.0 0.000	+ 0.000 V/C
# 47 Virginia at Oak	C	2.0 0.000	C	2.0 0.000	+ 0.000 V/C
# 48 Newmark at Oak	B	10.2 0.489	B	10.2 0.489	+ 0.000 D/V
# 49 Newmark at Morrison	C	1.1 0.000	C	1.1 0.000	+ 0.000 V/C
# 50 Empire Blvd. at Pacific	C	2.4 0.000	C	2.4 0.000	+ 0.000 V/C
# 51 Virginia at Hwy 101 North	B	14.1 0.401	B	14.1 0.401	+ 0.000 D/V
# 52 Virginia at Hwy 101 South	B	18.4 0.482	B	18.4 0.482	+ 0.000 D/V
# 53 California at Hwy 101 North	B	0.2 0.000	B	0.2 0.000	+ 0.000 V/C
# 54 Florida at Sherman	C	20.3 0.542	C	20.3 0.542	+ 0.000 D/V
# 55 Broadway at 16th	B	13.9 0.408	B	13.9 0.408	+ 0.000 D/V
# 56 Broadway at Newmark	D	52.5 0.955	D	52.5 0.955	+ 0.000 D/V

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 57 Newmark at Laclair	C	0.8 0.000	C	0.8 0.000	+ 0.000 V/C
# 58 Newmark at Ocean Blvd.	B	14.3 0.524	B	14.3 0.524	+ 0.000 D/V
# 59 Thompson at Koosbay	C	5.0 0.000	C	5.0 0.000	+ 0.000 V/C
# 60 Woodland at Thompson	B	2.9 0.000	B	2.9 0.000	+ 0.000 V/C
# 61 Ocean Blvd. at Woodland	B	19.8 0.465	B	19.8 0.465	+ 0.000 D/V
# 62 Ocean Blvd. at Radar	B	3.0 0.000	B	3.0 0.000	+ 0.000 V/C
# 63 Hwy 101 at Clark	D	0.3 0.000	D	0.3 0.000	+ 0.000 V/C
# 64 Hwy 101 at Casino entrance	B	14.5 0.489	B	14.5 0.489	+ 0.000 D/V
# 65 Libby at Wilshire	A	3.4 0.000	A	3.4 0.000	+ 0.000 V/C
# 66 Hwy 101 at E Bay Dr.	A	3.1 0.624	A	3.1 0.624	+ 0.000 D/V
# 67 Hwy 101 at North Bay	E	2.8 0.000	E	2.8 0.000	+ 0.000 V/C
# 68 Hwy 101 at Trans Pacific	C	1.4 0.000	C	1.4 0.000	+ 0.000 V/C
# 70 1st at Hall NB	A	3.7 0.356	A	3.7 0.356	+ 0.000 D/V
# 71 Broadway at 17th	E	0.6 0.000	E	0.6 0.000	+ 0.000 V/C
# 72 Virginia at Pony Villiage enta	D	1.7 0.000	D	1.7 0.000	+ 0.000 V/C
# 73 Coos River Hwy at Olive Barber	C	2.5 0.000	C	2.5 0.000	+ 0.000 V/C
# 74 Ocean Blve at Laclair	B	2.4 0.000	B	2.4 0.000	+ 0.000 V/C
# 75 Central at 7th	B	7.3 0.602	B	7.3 0.602	+ 0.000 V/C
# 76 Coos River Hwy at Edwards	B	2.6 0.000	B	2.6 0.000	+ 0.000 V/C
# 77 Coos River Hwy at Mullen	D	1.0 0.000	D	1.0 0.000	+ 0.000 V/C
# 78 Hwy 101 at Edwards	E	0.5 0.000	E	0.5 0.000	+ 0.000 V/C
# 79 11th at Elrod	A	6.7 0.000	A	6.7 0.000	+ 0.000 V/C
# 80 US 101/Coos River Hwy (Bunker	C	30.7 0.616	C	30.7 0.616	+ 0.000 D/V

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

Intersection #1 6th at D St.

Average Delay (sec/veh): 3.7 Worst Case Level Of Service:

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 1 0 0 1 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 175 0 375 0 0 0 0 10 75 150 30 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

Initial Bse: 175 0 375 0 0 0 0 10 75 150 30 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

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 175 0 375 0 0 0 0 10 75 150 30 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 175 0 375 0 0 0 0 10 75 150 30 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 6.6 6.3 7.2 6.6 xxxxx

FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 4.1 3.4 3.5 4.0 xxxxx

Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 725 0 393 350 xxxxx

Potent Cap: 0 xxxxx xxxxx xxxxx xxxxx 346 0 562 569 xxxxx

Move Cap: 0 xxxxx xxxxx xxxxx xxxxx 346 0 549 569 xxxxx

Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: A *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: A *

ApproachDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

ApproachLOS: *

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

Intersection #3 7th at Ingersoll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.328
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7

Optimal Cycle: 0 Level Of Service: A

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: 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 10 110 0 10 225 50 30 10 0 5 15 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

Initial Bse: 10 110 0 10 225 50 30 10 0 5 15 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

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 10 110 0 10 225 50 30 10 0 5 15 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 10 110 0 10 225 50 30 10 0 5 15 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

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 10 110 0 10 225 50 30 10 0 5 15 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

Lanes: 0.08 0.92 0.00 0.03 0.79 0.18 0.75 0.25 0.00 0.25 0.75 0.00

Final Sat: 67 737 0 30 686 152 510 170 0 171 513 0

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 xxxxx 0.33 0.33 0.06 0.06 xxxxx 0.03 0.03 xxxxx

Crit Moves: ****

Delay/Veh: 8.1 8.1 0.0 9.0 9.0 9.0 8.2 8.2 0.0 8.0 8.0 0.0

AdjDel/Veh: 8.1 8.1 0.0 9.0 9.0 9.0 8.2 8.2 0.0 8.0 8.0 0.0

LOS by Move: A A * A A A A A * A A *

ApproachDel: 8.1 9.0 9.0 8.2 8.2 8.2 1.00 1.00 8.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 8.0

ApprAdjDel: 8.1 9.0 9.0 8.2 8.2 8.2 A A A

LOS by Appr: A A A A A A A A A A A

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #9 Hwy 101 at S Front St.
*****
Average Delay (sec/veh): 0.4 Worst Case Level Of Service:
*****
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 0 0 0 0 0 1 0 1 0 2 0 0
Volume Module:
Base Vol: 5 0 30 0 0 0 0 0 1835 5 10 1195 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: 5 0 30 0 0 0 0 1835 5 10 1195 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: 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: 5 0 30 0 0 0 0 1835 5 10 1195 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 5 0 30 0 0 0 0 1835 5 10 1195 0
Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 2455 xxxxx 920 xxxxx xxxxx xxxxx xxxxx 1840 xxxxx xxxxx
Potent Cap.: 25 xxxxx 273 xxxxx xxxxx xxxxx xxxxx 319 xxxxx xxxxx
Move Cap.: 25 xxxxx 273 xxxxx xxxxx xxxxx xxxxx 319 xxxxx xxxxx
Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 16.7 xxxxx xxxxx
LOS by Move: * * * * * * * * * * C *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 112 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 50.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * *
ApproachDel: 50.9 xxxxxxxx xxxxxxxx xxxxxxxx
ApproachLOS: F F

```

```

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #10 Broadway at Lockhart
*****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.128
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A
*****
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
Lanes: 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 15 0 0 5 10 100 50 25 0 0 45 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: 15 0 0 5 10 100 50 25 0 0 45 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: 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: 15 0 0 5 10 100 50 25 0 0 45 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 0 0 5 10 100 50 25 0 0 45 5
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: 15 0 0 5 10 100 50 25 0 0 45 5
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 0.00 0.04 0.09 0.87 0.67 0.33 0.00 0.00 0.90 0.10
Final Sat.: 738 0 0 39 78 784 523 262 0 0 743 83
Capacity Analysis Module:
Vol/Sat: 0.02 xxxxx xxxxx 0.13 0.13 0.13 0.10 0.10 xxxxx xxxxx 0.06
Crit Moves: **** 7.4 7.4 7.4 7.9 7.9 7.9 7.5 7.5
Delay/Veh: 7.8 0.0 0.0 7.4 7.4 7.4 7.9 7.9 7.9 7.5 7.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 7.8 0.0 0.0 7.4 7.4 7.4 7.9 7.9 7.9 7.5 7.5
LOS by Move: A * * A A A A * A A
ApproachDel: 7.8 7.4 7.4 7.9 7.9 7.9 7.5 7.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 7.8 7.4 7.4 7.9 7.9 7.9 7.5 7.5
LOS by Appr: A A A A A A * A A

```


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

 Intersection #13 10th at Central

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.601
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.9
 Optimal Cycle: 48 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: Protected Protected Protected Protected Permitted Permitted
 Rights: Include Include 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 1 0 1 0 0 1 0 0 1 0 0 1 0

 Volume Module:
 Base Vol: 215 110 0 145 100 30 10 610 175 0 505 10
 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: 215 110 0 145 100 30 10 610 175 0 505 10
 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: 215 110 0 145 100 30 10 610 175 0 505 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 215 110 0 145 100 30 10 610 175 0 505 10
 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: 215 110 0 145 100 30 10 610 175 0 505 10

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.94 0.99 1.00 0.93 0.95 0.95 0.97 0.97 0.83 0.95 0.93 0.93
 Lanes: 1.00 1.00 0.00 1.00 0.77 0.23 0.02 0.98 1.00 0.00 1.96 0.04
 Final Sat: 1787 1881 0 1769 1382 415 30 1814 1583 0 3459 68

 Capacity Analysis Module:
 Vol/Sat: 0.12 0.06 0.00 0.08 0.07 0.07 0.34 0.34 0.11 0.00 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.20 0.13 0.00 0.19 0.12 0.12 0.56 0.56 0.56 0.00 0.56 0.56
 Volume/Cap: 0.60 0.44 0.00 0.44 0.60 0.60 0.60 0.60 0.20 0.00 0.26 0.26
 Uniform Del: 36.4 39.9 0.0 36.0 41.7 41.7 14.6 14.6 10.9 0.0 11.4 11.4
 IncrcmntDel: 2.9 1.2 0.0 0.9 4.7 4.7 1.0 1.0 0.1 0.0 0.1 0.1
 Delay Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00
 Delay/Veh: 39.2 41.1 0.0 36.9 46.4 46.4 15.6 15.6 11.0 0.0 11.4 11.4
 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: 39.2 41.1 0.0 36.9 46.4 46.4 15.6 15.6 11.0 0.0 11.4 11.4
 DesignQueue: 10 5 0 7 5 1 0 16 4 0 13 0

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

 Intersection #14 4th at Elrod

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
 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
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 0

 Volume Module:
 Base Vol: 60 120 50 230 235 25 0 75 30 50 55 70
 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: 60 120 50 230 235 25 0 75 30 50 55 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: 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: 60 120 50 230 235 25 0 75 30 50 55 70
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 60 120 50 230 235 25 0 75 30 50 55 70
 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: 60 120 50 230 235 25 0 75 30 50 55 70

 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 0.71 0.29 1.00 0.90 0.10 0.00 0.71 0.29 0.29 0.31 0.40
 Final Sat: 537 425 177 578 575 61 0 404 162 171 188 239

 Capacity Analysis Module:
 Vol/Sat: 0.11 0.28 0.28 0.40 0.41 0.41 xxxx 0.19 0.19 0.29 0.29 0.29
 Crit Moves: ****
 Delay/Veh: 9.9 10.5 10.5 12.6 11.9 11.9 0.0 10.1 10.1 10.8 10.8 10.8
 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: 9.9 10.5 10.5 12.6 11.9 11.9 0.0 10.1 10.1 10.8 10.8 10.8
 LOS by Move: A B B B B * B B B B B
 ApproachDel: 10.4 10.4 12.2 12.2 10.1 10.1 10.8
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ApprAdjDel: 10.4 10.4 12.2 12.2 10.1 10.1 10.8
 LOS by Appr: B B B B B B B

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

Intersection #15 2nd at Ingersoll

Average Delay (sec/veh): 5.2 Worst Case Level Of Service:

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 1 0 0

Volume Module:

Base Vol: 10 70 10 10 30 10 10 10 10 10 10 10 10 10 10 10 10 10 10

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 1.00 1.00

Initial Bse: 10 70 10 10 30 10 10 10 10 10 10 10 10 10 10 10 10 10 10

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 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 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 10 70 10 10 30 10 10 10 10 10 10 10 10 10 10 10 10 10 10

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 10 70 10 10 30 10 10 10 10 10 10 10 10 10 10 10 10 10 10

Critical Gap Module:

Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx

FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Conflict Vol: 125 115 25 145 110 60 xxxxx xxxxx xxxxx 30 xxxxx xxxxx

Potent Cap.: 849 775 1051 828 784 1011 xxxxx xxxxx xxxxx 1583 xxxxx xxxxx

Move Cap.: 812 770 1051 760 779 1011 xxxxx xxxxx xxxxx 1583 xxxxx xxxxx

Level Of Service Module:

Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.3 xxxxx xxxxx

LOS by Move: * * * * * * * * * * A * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxx 799 xxxxx xxx 812 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel: xxxxx 10.1 xxxxx xxxxx 9.7 xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * B * * * * * * * * * * * *

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

Intersection #16 Commercial at Broadway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529

Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.7

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: Split Phase Split Phase Split Phase Split Phase

Rights: Include Include Include Include

Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 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 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 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 1.00 1.00

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Moves: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Uniform Del: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

IncrementDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

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 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

 Intersection #18 Broadway at Market

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
 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: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 25 1260 20 0 75 90 30 25 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
 Initial Bse: 0 0 25 1260 20 0 75 90 30 25 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
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 25 1260 20 0 75 90 30 25 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 25 1260 20 0 75 90 30 25 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
 MLF Adj: 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 0 25 1260 20 0 75 90 30 25 0
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.91 0.91 0.92 0.92 0.85 0.85 1.00
 Lanes: 0.00 0.00 0.00 0.04 1.93 0.03 0.00 0.45 0.55 0.45 0.00
 Final Sat: 0 0 66 3340 53 0 792 950 884 737 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.38 0.38 0.00 0.09 0.09 0.03 0.03 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.74 0.74 0.00 0.18 0.18 0.18 0.18 0.00
 Volume/Cap: 0.00 0.00 0.00 0.51 0.51 0.00 0.51 0.51 0.18 0.18 0.00
 Uniform Del: 0.0 0.0 0.0 5.6 5.6 0.0 36.7 36.7 34.4 34.4 0.0
 IncrementDel: 0.0 0.0 0.0 0.2 0.2 0.0 1.4 1.4 0.3 0.3 0.0
 Delay Adj: 0.00 0.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
 Delay/Veh: 0.0 0.0 0.0 5.8 5.8 0.0 38.1 38.1 34.7 34.7 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 5.8 5.8 0.0 38.1 38.1 34.7 34.7 0.0
 DesignQueue: 0 0 0 20 0 0 3 4 1 1 0

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

 Intersection #19 Bayshore at Market

 Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

 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 0 0 0 1 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 30 1195 10 0 0 0 90 0 0 15 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
 Initial Bse: 30 1195 10 0 0 0 90 0 0 15 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
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 1195 10 0 0 0 90 0 0 15 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 30 1195 10 0 0 0 90 0 0 15 0
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 7.1 xxxxx xxxxx 6.5 xxxxx
 FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx xxxxx 4.0 xxxxx
 Capacity Module:
 Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 665 xxxxx xxxxx 1260 xxxxx
 Potent Cap: 0 xxxxx xxxxx xxxxx xxxxx 372 xxxxx xxxxx 172 xxxxx
 Move Cap: 0 xxxxx xxxxx xxxxx xxxxx 347 xxxxx xxxxx 172 xxxxx
 Level Of Service Module:
 Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx 19.0 xxxxx xxxxx 27.9 xxxxx
 LOS by Move: A * * * * * C * * * * * D * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: A * * * * * * * * * *
 ApproachDel: xxxxxx
 ApproachLOS: *

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

Intersection #20 Broadway at Hall SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 31 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 1 1 1 0 0 0 0 1 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 1 1 1 0 0 0 0 1 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 0 0 30 1870 20 0 30 65 50 40 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 0 0 30 1870 20 0 30 65 50 40 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: 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: 0 0 0 30 1870 20 0 30 65 50 40 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 30 1870 20 0 30 65 50 40 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: 0 0 0 30 1870 20 0 30 65 50 40 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.88 0.88 0.88 0.90 0.86 0.86 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.05 2.92 0.03 0.00 0.32 0.68 0.56 0.44 0.00
Final Sat.: 0 0 0 79 4896 52 0 539 1169 908 726 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.38 0.38 0.38 0.00 0.06 0.06 0.06 0.06 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.80 0.80 0.80 0.12 0.12 0.12 0.12 0.12 0.00
Volume/Cap: 0.00 0.00 0.00 0.48 0.48 0.48 0.48 0.47 0.47 0.47 0.47 0.00
Uniform Del: 0.0 0.0 0.0 3.1 3.1 3.1 0.0 41.3 41.3 41.3 41.3 0.0
IncrementDel: 0.0 0.0 0.0 0.1 0.1 0.1 0.0 1.8 1.8 1.8 1.8 0.0
Delay Adj: 0.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh: 0.0 0.0 0.0 3.2 3.2 3.2 0.0 43.1 43.1 43.1 43.1 0.0
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 0.0 0.0 3.2 3.2 3.2 0.0 43.1 43.1 43.1 43.1 0.0
DesignQueue: 0 0 0 22 0 0 1 3 2 2 2 0

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

Intersection #21 Broadway at Johnson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 36 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 1 0 2 1 0 0 0 1 0 0 0 1 0 0 0
Lanes: 0 0 0 0 0 0 1 0 2 1 0 0 0 1 0 0 1 0 1 0 0

Volume Module:
Base Vol: 0 0 0 285 1430 90 0 115 130 245 110 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 0 0 285 1430 90 0 115 130 245 110 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: 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: 0 0 0 285 1430 90 0 115 130 245 110 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 285 1430 90 0 115 130 245 110 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: 0 0 0 285 1430 90 0 115 130 245 110 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.96 0.88 0.88 1.00 0.85 0.85 0.59 0.99 1.00
Lanes: 0.00 0.00 0.00 1.00 2.82 0.18 0.00 1.00 1.00 1.00 1.00 0.00
Final Sat.: 0 0 0 1828 4696 296 0 1612 1612 1114 1881 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.30 0.30 0.00 0.07 0.08 0.22 0.06 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.53 0.53 0.53 0.00 0.39 0.39 0.39 0.39 0.00
Volume/Cap: 0.00 0.00 0.00 0.29 0.57 0.57 0.00 0.18 0.21 0.57 0.15 0.00
Uniform Del: 0.0 0.0 0.0 12.9 15.6 15.6 0.0 20.3 20.5 24.2 20.0 0.0
IncrementDel: 0.0 0.0 0.0 0.2 0.3 0.3 0.0 0.1 0.1 1.8 0.1 0.0
Delay Adj: 0.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh: 0.0 0.0 0.0 13.0 15.9 15.9 0.0 20.4 20.6 26.0 20.1 0.0
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 0.0 0.0 13.0 15.9 15.9 0.0 20.4 20.6 26.0 20.1 0.0
DesignQueue: 0 0 0 8 40 3 0 4 5 9 4 0

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

Intersection #24 Broadway at Alder

Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

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 0 0 1 0 1 0 0 0 1 0 0 1 0 0 0

Volume Module:
Base Vol: 0 0 0 30 1295 5 0 10 10 70 10 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 0 0 30 1295 5 0 10 10 70 10 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: 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: 0 0 0 30 1295 5 0 10 10 70 10 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 30 1295 5 0 10 10 70 10 0

Critical Gap Module:
Critical Gap:xxxxx xxxx xxxx 4.1 xxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTm:xxxxx xxxx xxxx 2.2 xxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx

Capacity Module:
Conflict Vol: 0 xxxx xxxxx xxxxx 1358 650 713 1360 xxxxx
Potent Cap.: xxxx xxxx xxxxx 150 473 346 148 xxxxx
Move Cap.: xxxx xxxx xxxxx 150 473 321 148 xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx 228 280 xxxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx 22.3 22.9 xxxxx
Shared LOS: * * * * * A * * * * * C C *
ApproachDel: xxxxx 22.3 C 22.9 C
ApproachLOS: * * * * *

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

Intersection #25 Bayshore at Commercial

Average Delay (sec/veh): 0.0 Worst Case Level Of Service:

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 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 290 1170 0 0 0 0 0 0 0 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 1.00 1.00 1.00
Initial Bse: 290 1170 0 0 0 0 0 0 0 0 0 0 0 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
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 1.00 1.00 1.00
PHF Volume: 290 1170 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 290 1170 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 4.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTm: 2.2 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del: 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * * * * * *
ApproachDel: xxxxx xxxxx xxxxx xxxxx
ApproachLOS: * * * * *

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

Intersection #26 Bayshore at Cedar

Average Delay (sec/veh): 0.1 Worst Case Level Of Service:

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 0 0 0 1 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 1285 5 0 0 0 10 0 0 0 0 0 0 0 10
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
Initial Bse: 0 1285 5 0 0 0 10 0 0 0 0 0 0 10
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
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 1.00
PHF Volume: 0 1285 5 0 0 0 10 0 0 0 0 0 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 1285 5 0 0 0 10 0 0 0 0 0 0 10

Critical Gap Module:
Critical Gap:xxxxx xxxx xxxx xxxx xxxx 7.1 xxxx xxxx xxxx xxxx 6.2
FollowUpTim:xxxxx xxxx xxxx xxxx xxxx 3.5 xxxx xxxx xxxx xxxx 3.3

Capacity Module:
Conflict Vol: xxxx xxxx xxxx xxxx xxxx 643 xxxx xxxx xxxx xxxx 645
Potent Cap.: xxxx xxxx xxxx xxxx xxxx 390 xxxx xxxx xxxx xxxx 476
Move Cap.: xxxx xxxx xxxx xxxx xxxx 381 xxxx xxxx xxxx xxxx 476

Level Of Service Module:
Stopped Del:xxxxx xxxx xxxx xxxx xxxx 14.7 xxxx xxxx xxxx xxxx 12.7
LOS by Move: * * * * * B * * * * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shrd StpDel: 0.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shared LOS: A * * * * * * * * * * *
ApproachDel: xxxxxx 14.7 12.7
ApproachLOS: * B

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

Intersection #27 Bayshore at Birch

Average Delay (sec/veh): 0.2 Worst Case Level Of Service:

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 0 0 0 0 1 0 0 0 0 0 0 1

Volume Module:
Base Vol: 5 1195 10 0 0 0 0 0 0 0 0 0 0 0 50
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
Initial Bse: 5 1195 10 0 0 0 0 0 0 0 0 0 0 50
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
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 1.00
PHF Volume: 5 1195 10 0 0 0 0 0 0 0 0 0 0 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 5 1195 10 0 0 0 0 0 0 0 0 0 0 50

Critical Gap Module:
Critical Gap: 4.1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.2
FollowUpTim: 2.2 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.3

Capacity Module:
Conflict Vol: 0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 603
Potent Cap.: 0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 497
Move Cap.: 0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 497

Level Of Service Module:
Stopped Del: 0.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 13.0
LOS by Move: A * * * * * * * * * * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shrd StpDel: 0.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shared LOS: A * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 13.0
ApproachLOS: * B

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

 Intersection #30 Hwy 101 at Koosbay

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
 Optimal Cycle: 45 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 Permitted Split Phase Split Phase
 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 2 0 0 0 0 0 1 0 0 0 0 0 0 0

 Volume Module:
 Base Vol: 90 1030 0 0 1180 15 20 0 135 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: 90 1030 0 0 1180 15 20 0 135 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: 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: 90 1030 0 0 1180 15 20 0 135 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 90 1030 0 0 1180 15 20 0 135 0 0 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.: 90 1030 0 0 1180 15 20 0 135 0 0 0

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.90 0.90 1.00 0.91 0.85 1.00 0.85 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 0.00 0.00 1.97 0.03 0.13 0.00 0.87 0.00 0.00 0.00
 Final Sat.: 1718 3437 0 0 3422 44 209 0 1409 0 0 0

 Capacity Analysis Module:
 Vol/Sat: 0.05 0.30 0.00 0.00 0.34 0.34 0.10 0.00 0.10 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.09 0.71 0.00 0.00 0.62 0.62 0.17 0.00 0.17 0.00 0.00 0.00
 Volume/Cap: 0.56 0.42 0.00 0.00 0.56 0.56 0.56 0.00 0.56 0.00 0.00 0.00
 Uniform Del: 43.4 6.1 0.0 0.0 11.3 11.3 38.0 0.0 38.0 0.0 0.0 0.0
 IncrementDel: 4.4 0.1 0.0 0.0 0.3 0.3 2.6 0.0 2.6 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
 Delay/Veh: 47.8 6.2 0.0 0.0 11.6 11.6 40.6 0.0 40.6 0.0 0.0 0.0
 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: 47.8 6.2 0.0 0.0 11.6 11.6 40.6 0.0 40.6 0.0 0.0 0.0
 DesignQueue: 5 18 0 0 27 0 1 0 6 0 0 0

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

 Intersection #31 Ocean Blvd. at Butler

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 3.7
 Optimal Cycle: 24 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Split Phase Split Phase
 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0

 Volume Module:
 Base Vol: 0 0 0 0 5 0 50 695 20 50 680 20
 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 0 5 0 50 695 20 50 680 20
 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: 0 0 0 0 5 0 50 695 20 50 680 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 5 0 50 695 20 50 680 20
 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 0 0 0 5 0 50 695 20 50 680 20

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.94 1.00 0.84 0.79 0.79 0.79 0.78 0.78 0.78
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.13 1.82 0.05 0.13 1.82 0.05
 Final Sat.: 0 0 0 1787 0 1599 197 2743 79 198 2697 79

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.03 0.25 0.25 0.25 0.25 0.25
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.10 0.00 0.10 0.82 0.82 0.82 0.82 0.82 0.82
 Volume/Cap: 0.00 0.00 0.00 0.03 0.00 0.31 0.31 0.31 0.31 0.31 0.31 0.31
 Uniform Del: 0.0 0.0 0.0 40.5 0.0 41.7 2.2 2.2 2.2 2.2 2.2 2.2
 IncrementDel: 0.0 0.0 0.0 0.1 0.0 1.1 0.1 0.1 0.1 0.1 0.1 0.1
 Delay Adj: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 0.0 0.0 0.0 40.6 0.0 42.8 2.3 2.3 2.3 2.3 2.3 2.3
 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 0.0 0.0 40.6 0.0 42.8 2.3 2.3 2.3 2.3 2.3 2.3
 DesignQueue: 0 0 0 0 0 3 1 7 0 1 7 0

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #32 Hwy 101 at Newmark
 Cycle (sec): 120 Critical Vol./Cap. (X): 0.743
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.6
 Optimal Cycle: 69 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: Protected Protected Protected Protected Permitted Permitted
 Rights: Include Include 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 1 1 0 0 1 0 2 0 1 1 0 0 1 0 0 0 1 1 0 0
 Volume Module:
 Base Vol: 335 940 5 0 950 85 140 0 315 5 5 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: 335 940 5 0 950 85 140 0 315 5 5 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: 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: 335 940 5 0 950 85 140 0 315 5 5 5
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 335 940 5 0 950 85 140 0 315 5 5 5
 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: 335 940 5 0 950 85 140 0 315 5 5 5
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 Lanes: 1.00 1.99 0.01 1.00 2.00 1.00 1.00 0.00 1.00 0.34 0.33 0.33
 Final Sat.: 1736 3451 18 1900 3437 1537 1408 0 1583 512 512 512
 Capacity Analysis Module:
 Vol/Sat: 0.19 0.27 0.27 0.00 0.28 0.06 0.10 0.00 0.20 0.01 0.01 0.01
 Crit Moves: ****
 Green/Cycle: 0.26 0.63 0.63 0.00 0.37 0.37 0.27 0.00 0.27 0.27 0.27 0.27
 Volume/Cap: 0.74 0.43 0.43 0.00 0.74 0.15 0.37 0.00 0.74 0.04 0.04 0.04
 Uniform Del: 40.7 11.2 11.2 0.0 32.7 25.0 35.7 0.0 40.1 32.5 32.5 32.5
 IncrementDel: 6.5 0.1 0.1 0.0 2.4 0.1 0.6 0.0 6.9 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00
 Delay/Veh: 47.3 11.3 11.3 0.0 35.1 25.2 36.3 0.0 47.1 32.5 32.5 32.5
 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: 47.3 11.3 11.3 0.0 35.1 25.2 36.3 0.0 47.1 32.5 32.5 32.5
 DesignQueue: 17 25 0 0 43 4 7 0 16 0 0 0

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #33 Newmark at Sherman
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.576
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.8
 Optimal Cycle: 55 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: Protected Protected Protected Protected Protected
 Rights: Include 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 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1
 Volume Module:
 Base Vol: 225 135 30 10 110 65 65 460 190 10 415 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: 225 135 30 10 110 65 65 460 190 10 415 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: 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: 225 135 30 10 110 65 65 460 190 10 415 5
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 225 135 30 10 110 65 65 460 190 10 415 5
 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: 225 135 30 10 110 65 65 460 190 10 415 5
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.94 0.96 0.96 0.95 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 Lanes: 1.00 0.82 0.18 1.00 0.63 0.37 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1787 1497 333 1805 1127 666 1787 1881 1599 1787 1855 22
 Capacity Analysis Module:
 Vol/Sat: 0.13 0.09 0.09 0.01 0.10 0.10 0.10 0.04 0.24 0.12 0.01 0.22
 Crit Moves: ****
 Green/Cycle: 0.22 0.37 0.37 0.02 0.17 0.17 0.06 0.44 0.44 0.01 0.39 0.39
 Volume/Cap: 0.58 0.25 0.25 0.25 0.58 0.58 0.58 0.55 0.55 0.27 0.55 0.58
 Uniform Del: 34.9 22.1 22.1 48.0 38.2 38.2 45.5 20.6 17.7 49.3 24.1 24.1
 IncrementDel: 2.1 0.2 0.2 3.2 2.7 2.7 7.1 0.8 0.2 32.5 1.1 1.1
 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: 37.0 22.3 22.3 51.2 40.9 40.9 52.7 21.4 17.9 81.8 25.2 25.2
 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: 37.0 22.3 22.3 51.2 40.9 40.9 52.7 21.4 17.9 81.8 25.2 25.2
 DesignQueue: 10 5 1 1 5 3 15 6 1 15 0

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

Intersection #34 Newmark at Brussels

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 27 Level Of Service: A

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 Permitted Permitted
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 0 1 0 1 0

Volume Module:
Base Vol: 5 0 10 105 0 45 110 650 5 5 450 150
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: 5 0 10 105 0 45 110 650 5 5 450 150
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: 5 0 10 105 0 45 110 650 5 5 450 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 0 10 105 0 45 110 650 5 5 450 150
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: 5 0 10 105 0 45 110 650 5 5 450 150

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.85 1.00 0.85 0.70 1.00 0.84 0.72 0.72 0.72 0.86 0.86 0.86
Lanes: 0.33 0.00 0.67 1.00 0.00 1.00 0.29 1.70 0.01 0.02 1.49 0.49
Final Sat: 539 0 1078 1322 0 1599 393 2321 18 27 2432 811

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.01 0.08 0.00 0.03 0.28 0.28 0.28 0.19 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.20 0.00 0.20 0.20 0.00 0.20 0.72 0.72 0.72 0.72 0.72 0.72
Volume/Cap: 0.05 0.00 0.05 0.39 0.00 0.14 0.39 0.39 0.39 0.26 0.26 0.26
Uniform Del: 32.0 0.0 32.0 34.5 0.0 32.7 5.6 5.6 5.6 4.9 4.9 4.9
IncrementDel: 0.1 0.0 0.1 0.9 0.0 0.2 0.1 0.1 0.1 0.1 0.1 0.1
Delay Adj: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 32.1 0.0 32.1 35.4 0.0 32.9 5.7 5.7 5.7 5.0 5.0 5.0
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: 32.1 0.0 32.1 35.4 0.0 32.9 5.7 5.7 5.7 5.0 5.0 5.0
DesignQueue: 0 0 0 5 0 2 2 11 0 0 0 7

Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to DKS ASSOC., PORTLAND, OR

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

Intersection #35 Pony Creek at Crowell

Average Delay (sec/veh): 3.5 Worst Case Level Of Service:

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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 50 285 0 0 190 50 60 0 55 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: 50 285 0 0 190 50 60 0 55 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: 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: 50 285 0 0 190 50 60 0 55 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 50 285 0 0 190 50 60 0 55 0 0 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTime: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 240 xxxxx xxxxx xxxxx xxxxx 600 xxxxx 215 xxxxx xxxxx xxxxx
Potent Cap: 1327 xxxxx xxxxx xxxxx xxxxx 462 xxxxx 822 xxxxx xxxxx xxxxx
Move Cap: 1327 xxxxx xxxxx xxxxx xxxxx 449 xxxxx 822 xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del: 7.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
IOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 7.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A *
ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to DKS ASSOC., PORTLAND, OR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #38 Virginia at Pony Village entrance A

Average Delay (sec/veh): 1.4 Worst Case Level Of Service:

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 0 0 0 1 0 1 0 2 0 0

Volume Module:
Base Vol: 55 0 20 0 0 0 0 815 90 50 835 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: 55 0 20 0 0 0 0 815 90 50 835 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: 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: 55 0 20 0 0 0 0 815 90 50 835 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 55 0 20 0 0 0 0 815 90 50 835 0

Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
Conflict Vol: 1378 xxxxx 453 xxxxx xxxxx xxxxx xxxxx 905 xxxxx xxxxx
Potential Cap.: 137 xxxxx 557 xxxxx xxxxx xxxxx xxxxx 760 xxxxx xxxxx
Move Cap.: 130 xxxxx 557 xxxxx xxxxx xxxxx xxxxx 760 xxxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxx
LOS by Move: * * * * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 164 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx 44.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * *
ApproachDel: 44.4 xxxxx * xxxxx * xxxxx *
ApproachLOS: E

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #39 Sherman at Hwy 101 South

Average Delay (sec/veh): 1.3 Worst Case Level Of Service:

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 1 0 1 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 20 880 230 25 70 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 0 0 0 20 880 230 25 70 0 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: 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: 0 0 0 0 20 880 230 25 70 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 20 880 230 25 70 0 0 0 0

Critical Gap Module:
Critical Gap:xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx 6.4 6.5 xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 0 xxxxx xxxxx 1035 1035 xxxxx xxxxx xxxxx
Potential Cap.: xxxxx xxxxx xxxxx 0 xxxxx xxxxx 259 234 xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 0 xxxxx xxxxx 259 234 xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 240 xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 29.5 xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * *
ApproachDel: xxxxx * xxxxx * 29.5
ApproachLOS: D

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

 Intersection #40 Virginia at Meade

Average Delay (sec/veh): 4.1 Worst Case Level Of Service:

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
 Lanes: 1 0 0 1 0 0 0 0 1 1 0 0 0 0 1 1 0

Volume Module:
 Base Vol: 5 0 15 5 0 135 270 605 0 0 775 10
 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: 5 0 15 5 0 135 270 605 0 0 775 10
 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: 5 0 15 5 0 135 270 605 0 0 775 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 5 0 15 5 0 135 270 605 0 0 775 10

Critical Gap Module:
 Critical Gap: 7.5 xxx 6.9 7.5 xxx 6.9 4.1 xxx xxx xxx xxx
 FollowUpTim: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx xxx xxx

Capacity Module:
 Conflict Vol: 1533 xxx 303 1623 xxx 393 785 xxx xxx xxx xxx
 Potent Cap.: 81 xxx 700 69 xxx 609 829 xxx xxx xxx xxx
 Move Cap.: 44 xxx 700 47 xxx 609 829 xxx xxx xxx xxx

Level Of Service Module:
 Stopped Del: 96.2 xxx xxx xxx xxx 11.4 xxx xxx xxx xxx
 LOS by Move: F * * * * B * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxx xxx 700 xxx 428 xxx xxx xxx xxx
 Shrd StpDel: xxx xxx 10.3 xxx 17.5 xxx 11.4 xxx xxx xxx xxx
 Shared LOS: * * B * C * B * * *
 ApproachDel: 31.7 17.5 C C
 ApproachLOS: D

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

 Intersection #41 Virginia at Marion

Average Delay (sec/veh): 1.6 Worst Case Level Of Service:

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
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 1 0 1 1 0

Volume Module:
 Base Vol: 30 5 90 20 5 10 0 790 60 30 800 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: 30 5 90 20 5 10 0 790 60 30 800 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: 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: 30 5 90 20 5 10 0 790 60 30 800 5
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 30 5 90 20 5 10 0 790 60 30 800 5

Critical Gap Module:
 Critical Gap: 7.5 6.5 6.9 7.5 6.5 6.9 xxx xxx xxx xxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 xxx xxx xxx xxx

Capacity Module:
 Conflict Vol: 1283 1685 425 1260 1713 403 xxx xxx xxx xxx
 Potent Cap.: 123 94 580 129 91 603 xxx xxx xxx xxx
 Move Cap.: 113 90 580 102 88 603 xxx xxx xxx xxx

Level Of Service Module:
 Stopped Del: xxx xxx xxx xxx xxx xxx xxx xxx
 LOS by Move: * * * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxx 262 xxx xxx 129 xxx xxx xxx xxx
 Shrd StpDel: xxx 30.6 xxx 42.8 xxx xxx xxx xxx
 Shared LOS: * D * * E * * *
 ApproachDel: 30.6 42.8 E
 ApproachLOS: D

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

***** Intersection #42 Virginia at Maple *****

Average Delay (sec/veh): 2.9 Worst Case Level Of Service:

***** 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

Lanes: 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0 1

Volume Module:

Base Vol: 0 0 0 150 0 10 0 285 0 0 375 125

Growth Adj: 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 0 150 0 10 0 285 0 0 375 125

User Adj: 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

PHF Volume: 0 0 0 150 0 10 0 285 0 0 375 125

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 0 0 150 0 10 0 285 0 0 375 125

Critical Gap Module:

Critical Gp:xxxxx xxx xxx 6.4 xxx 6.2 xxx xxx xxx xxx xxx

FollowUpTm:xxxxx xxx xxx 3.5 xxx 3.3 xxx xxx xxx xxx xxx

Capacity Module:

Conflict Vol: xxx xxx xxx 660 xxx 375 xxx xxx xxx xxx xxx

Potent Cap.: xxx xxx xxx 430 xxx 674 xxx xxx xxx xxx xxx

Move Cap.: xxx xxx xxx 430 xxx 674 xxx xxx xxx xxx xxx

Level Of Service Module:

Stopped Del:xxxxx xxx xxx 17.8 xxx 10.4 xxx xxx xxx xxx xxx

LOS by Move: * * * C * * B * * * * * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx

Shrd StpDel:xxxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx

Shared LOS: * * * * * * * * * * * * * * *

ApproachDel: xxxxx 17.4 C xxxxx xxxxx

ApproachLOS: * * * * * * * * * * * * * * *

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

***** Intersection #43 Maple at East Airport Way *****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service:

***** 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

Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0

Volume Module:

Base Vol: 0 0 0 10 0 10 0 110 0 0 110 30

Growth Adj: 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 10 0 10 0 110 0 0 110 30

User Adj: 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

PHF Volume: 0 0 0 10 0 10 0 110 0 0 110 30

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 0 0 10 0 10 0 110 0 0 110 30

Critical Gap Module:

Critical Gp:xxxxx xxx xxx 6.4 xxx 6.2 4.1 xxx xxx xxx xxx

FollowUpTm:xxxxx xxx xxx 3.5 xxx 3.3 2.2 xxx xxx xxx xxx

Capacity Module:

Conflict Vol: xxx xxx xxx 245 xxx 125 140 xxx xxx xxx

Potent Cap.: xxx xxx xxx 746 xxx 928 1456 xxx xxx xxx

Move Cap.: xxx xxx xxx 744 xxx 928 1456 xxx xxx xxx

Level Of Service Module:

Stopped Del:xxxxx xxx xxx xxx xxx 7.5 xxx xxx xxx xxx

LOS by Move: * * * * * A * * * * * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxx xxx xxx xxx 826 xxx xxx xxx xxx xxx

Shrd StpDel:xxxxx xxx xxx xxx 9.5 xxx 7.5 xxx xxx xxx

Shared LOS: * * * * * A * * * * * * * * *

ApproachDel: xxxxx 9.5 A xxxxx xxxxx

ApproachLOS: * * * * * * * * * * * * * * *

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

Intersection #44 Virginia at Arthur

Average Delay (sec/veh): 0.5 Worst Case Level Of Service:

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 1 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 10 0 15 0 95 0 200 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
Initial Bse: 0 0 0 10 0 15 0 95 0 200 15
User Adj: 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
PHF Volume: 0 0 0 10 0 15 0 95 0 200 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 10 0 15 0 95 0 200 15

Critical Gap Module:

Critical Gap:xxxxx xxxx xxxx 6.4 xxx 6.2 xxxx xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 3.5 xxx 3.3 xxxx xxxx xxxx xxxx

Capacity Module:

Conflict Vol: xxxx xxxx xxxx 303 xxx 208 xxxx xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx 693 xxx 838 xxxx xxxx xxxx xxxx
Move Cap.: xxxx xxxx xxxx 693 xxx 838 xxxx xxxx xxxx xxxx

Level Of Service Module:

Stopped Del:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx 773 xxx 773 xxxx xxxx xxxx xxxx
Shrd StpDel:xxxxx xxxx xxxx 9.8 xxx 9.8 xxxx xxxx xxxx xxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 9.8 A xxxxxx
ApproachLOS: * * * * *

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

Intersection #45 Virginia at Channel St.

Average Delay (sec/veh): 2.0 Worst Case Level Of Service:

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 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 15 0 10 20 110 0 170 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
Initial Bse: 0 0 0 15 0 10 20 110 0 170 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 15 0 10 20 110 0 170 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 15 0 10 20 110 0 170 5

Critical Gap Module:

Critical Gap:xxxxx xxxx xxxx 6.4 xxx 6.2 4.1 xxx xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 3.5 xxx 3.3 2.2 xxx xxxx xxxx xxxx

Capacity Module:

Conflict Vol: xxxx xxxx xxxx 323 xxx 173 175 xxx xxxx xxxx
Potent Cap.: xxx xxx xxx xxx 675 xxx 876 1401 xxx xxx xxxx
Move Cap.: xxx xxx xxx xxx 668 xxx 876 1401 xxx xxx xxxx

Level Of Service Module:

Stopped Del:xxxxx xxxx xxxx xxxx xxxx 7.6 xxx xxx xxx xxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx 0 xxx xxx 738 xxx xxx xxx xxx xxx
Shrd StpDel:xxxx xxx xxx 10.0 xxx 7.6 xxx xxx xxx xxx
Shared LOS: * * * * * B * * * * *
ApproachDel: xxxxxx 10.0 B xxxxxx
ApproachLOS: * * * * *

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

 Intersection #50 Empire Blvd. at Pacific

 Average Delay (sec/veh): 2.4 Worst Case Level Of Service:

 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 1 0 0
 Volume Module:
 Base Vol: 0 515 25 5 560 0 0 0 0 0 0 20 0 10
 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
 Initial Bse: 0 515 25 5 560 0 0 0 0 0 0 20 0 10
 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
 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 1.00
 PHF Volume: 0 515 25 5 560 0 0 0 0 0 0 20 0 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 515 25 5 560 0 0 0 0 0 0 20 0 10
 Critical Gap Module:
 Critical Gap:xxxxx xxxx xxxx 4.1 xxxx xxxx xxxx xxxx 6.4 xxxx 6.2
 FollowUpTime:xxxxx xxxx xxxx 2.2 xxxx xxxx xxxx xxxx 3.5 xxxx 3.3
 Capacity Module:
 Conflict Vol: xxxx xxxx xxxx 540 xxxx xxxx xxxx xxxx 1098 xxxx 528
 Potent Cap.: xxxx xxxx xxxx 1023 xxxx xxxx xxxx xxxx 234 xxxx 547
 Move Cap.: xxxx xxxx xxxx 1023 xxxx xxxx xxxx xxxx 233 xxxx 547
 Level Of Service Module:
 Stopped Del:xxxxx xxxx xxxx 8.5 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
 LOS by Move: * * * * * A * * * * * LT - LTR - RT LT - LTR - RT
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 288 xxxx
 Shrd StpDel:xxxxx xxxx xxxx 8.5 xxxx xxxx xxxx xxxx xxxx 19.0 xxxx
 Shared LOS: * * * * * A * * * * * C
 ApproachDel: xxxxx
 ApproachLOS: *

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

 Intersection #51 Virginia at Hwy 101 North

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
 Optimal Cycle: 27 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: Split Phase Split Phase Split Phase Permitted Permitted
 Rights: Include Include Include Include Include
 Lanes: 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 335 790 5 0 0 0 175 30 0 0 50 10
 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: 335 790 5 0 0 0 175 30 0 0 50 10
 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: 335 790 5 0 0 0 175 30 0 0 50 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 335 790 5 0 0 0 175 30 0 0 50 10
 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.: 335 790 5 0 0 0 175 30 0 0 50 10
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.86 0.86 0.86 1.00 1.00 1.00 0.67 0.94 1.00 1.00 0.88 0.88
 Lanes: 0.89 2.10 0.01 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.67 0.33
 Final Sat.: 1447 3413 22 0 0 0 1277 1777 0 0 2792 558
 Capacity Analysis Module:
 Vol/Sat: 0.23 0.23 0.23 0.00 0.00 0.00 0.14 0.02 0.00 0.00 0.02 0.02
 Crit Moves: ****
 Green/Cycle: 0.58 0.58 0.58 0.00 0.00 0.00 0.34 0.34 0.00 0.00 0.34 0.34
 Volume/Cap: 0.40 0.40 0.40 0.00 0.00 0.00 0.40 0.05 0.00 0.00 0.05 0.05
 Uniform Del: 11.6 11.6 11.6 0.0 0.0 0.0 25.1 22.0 0.0 0.0 22.0 22.0
 IncrementDel: 0.1 0.1 0.1 0.0 0.0 0.0 0.6 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
 Delay/Veh: 11.7 11.7 11.7 0.0 0.0 0.0 25.7 22.0 0.0 0.0 22.1 22.1
 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: 11.7 11.7 11.7 0.0 0.0 0.0 25.7 22.0 0.0 0.0 22.1 22.1
 DesignQueue: 8 20 0 0 0 0 7 1 0 0 0 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Florida at Sherman

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 34 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: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 0 0 1 0 0

Volume Module:
Base Vol: 5 780 0 0 760 5 310 5 15 70 10 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
Initial Bse: 5 780 0 0 760 5 310 5 15 70 10 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 780 0 0 760 5 310 5 15 70 10 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 780 0 0 760 5 310 5 15 70 10 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 5 780 0 0 760 5 310 5 15 70 10 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.95 0.95 0.90 0.90 0.66 0.66 0.63 0.63 0.63
Lanes: 0.01 1.99 0.00 0.00 1.99 0.01 0.94 0.01 0.05 0.87 0.13
Final Sat.: 21 3285 0 0 3411 22 1186 19 57 1040 149 0

Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.00 0.00 0.22 0.22 0.26 0.26 0.26 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.44 0.44 0.00 0.00 0.44 0.44 0.48 0.48 0.48 0.48 0.48
Volume/Cap: 0.54 0.54 0.00 0.00 0.51 0.51 0.54 0.54 0.54 0.14 0.14
Uniform Del: 20.7 20.7 0.0 0.0 20.3 20.3 18.2 18.2 18.2 14.4 14.4
IncrementDel: 0.4 0.4 0.0 0.0 0.3 0.3 1.0 1.0 1.0 0.1 0.1
Delay Adj: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 21.1 21.1 0.0 0.0 20.6 20.6 19.2 19.2 19.2 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
AdjDel/Veh: 21.1 21.1 0.0 0.0 20.6 20.6 19.2 19.2 19.2 14.5 14.5
DesignQueue: 0 26 0 0 25 0 9 0 0 2 0

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Broadway at 16th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.408
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 36 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 Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 0 0 0 0

Volume Module:
Base Vol: 10 805 30 5 665 25 30 0 10 135 15 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 805 30 5 665 25 30 0 10 135 15 10
User Adj: 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
PHF Volume: 10 805 30 5 665 25 30 0 10 135 15 10
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 805 30 5 665 25 30 0 10 135 15 10
PCE Adj: 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
Final Vol.: 10 805 30 5 665 25 30 0 10 135 15 10

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
Lanes: 1.00 1.93 0.07 1.00 1.93 0.07 0.75 0.00 0.25 0.85 0.09
Final Sat.: 1769 3394 126 1769 3393 128 1066 0 355 1134 126

Capacity Analysis Module:
Vol/Sat: 0.01 0.24 0.24 0.00 0.20 0.20 0.03 0.00 0.03 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.02 0.58 0.58 0.01 0.57 0.57 0.29 0.00 0.29 0.29 0.29
Volume/Cap: 0.34 0.41 0.41 0.41 0.34 0.34 0.10 0.00 0.10 0.41 0.41
Uniform Del: 48.6 11.5 11.5 49.4 11.4 11.4 25.8 0.0 25.8 28.5 28.5
IncrementDel: 6.9 0.1 0.1 20.7 0.1 0.1 0.1 0.0 0.1 0.7 0.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 55.6 11.6 11.6 70.1 11.5 11.5 25.9 0.0 25.9 29.2 29.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 55.6 11.6 11.6 70.1 11.5 11.5 25.9 0.0 25.9 29.2 29.2
DesignQueue: 1 20 1 0 17 1 1 0 0 5 1


```

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #58 Newmark at Ocean Blvd.
*****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Lanes: 2 0 0 0 1 0 0 0 0 1 1 0 1 0 2 0 0 1 1 0
Volume Module:
Base Vol: 510 0 35 0 0 0 0 0 615 325 0 680 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: 510 0 35 0 0 0 0 615 325 0 680 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: 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: 510 0 35 0 0 0 0 615 325 0 680 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 510 0 35 0 0 0 0 615 325 0 680 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.: 510 0 35 0 0 0 0 615 325 0 680 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.83 1.00 1.00 1.00 1.00 0.97 0.73 1.00 0.93 0.95
Lanes: 2.00 0.00 1.00 0.00 0.00 1.00 1.00 1.00 2.00 0.00 2.00 0.00
Final Sat.: 3432 0 1583 0 0 1900 1900 1845 2760 0 3538 0
Capacity Analysis Module:
Vol/Sat: 0.15 0.00 0.02 0.00 0.00 0.00 0.00 0.33 0.12 0.00 0.19 0.00
Crit Moves: ****
Green/Cycle: 0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.64 0.64 0.00 0.64 0.00
Volume/Cap: 0.52 0.00 0.08 0.00 0.00 0.00 0.00 0.52 0.19 0.00 0.30 0.00
Uniform Del: 30.1 0.0 26.2 0.0 0.0 0.0 0.0 9.9 7.5 0.0 8.2 0.0
IncrementDel: 0.5 0.0 0.1 0.0 0.0 0.0 0.0 0.4 0.1 0.0 0.1 0.0
Delay Adj: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 1.00 0.00 1.00 0.00
Delay/Veh: 30.7 0.0 26.3 0.0 0.0 0.0 0.0 10.4 7.5 0.0 8.3 0.0
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: 30.7 0.0 26.3 0.0 0.0 0.0 0.0 10.4 7.5 0.0 8.3 0.0
DesignQueue: 21 0 1 0 0 0 0 14 7 0 14 0
*****

```

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #59 Thompson at Koosbay
*****
Average Delay (sec/veh): 5.0 Worst Case Level Of Service:
*****
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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 150 250 0 0 280 25 85 0 175 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: 150 250 0 0 280 25 85 0 175 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: 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: 150 250 0 0 280 25 85 0 175 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 150 250 0 0 280 25 85 0 175 0 0 0
Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx xxxxxx xxxxxx 6.4 xxx 6.2 xxxxxx xxxxxx xxxxxx
FollowUpTime: 2.2 xxx xxxxxx xxxxxx xxxxxx 3.5 xxx 3.3 xxxxxx xxxxxx xxxxxx
Capacity Module:
Conflict Vol: 305 xxx xxxxxx xxxxxx xxxxxx 843 xxx 293 xxx xxxxxx xxxxxx
Potential Cap.: 1262 xxx xxxxxx xxxxxx xxxxxx 336 xxx 749 xxx xxxxxx xxxxxx
Move Cap.: 1262 xxx xxxxxx xxxxxx xxxxxx 305 xxx 749 xxx xxxxxx xxxxxx
Level Of Service Module:
Stopped Del: 8.2 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: A * * * * * * * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 508 xxx xxx xxxxxx xxxxxx
Shrd StpDel: xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 19.3 xxx xxx xxxxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx * * * * * * * * * * * * * * * * * * * * * *
ApproachLOS: * * * * * * * * * * * * * * * * * * * * * * * * * * * *

```

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

Intersection #60 Woodland at Thompson

Average Delay (sec/veh): 2.9 Worst Case Level Of Service:

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 1 0 0 0 0 0 0 1 0 0 0 1

Volume Module:

Base Vol: 0 290 20 115 425 0 0 0 0 0 0 0 30 0 210

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 290 20 115 425 0 0 0 0 0 0 30 0 210

User Adj: 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

PHF Volume: 0 290 20 115 425 0 0 0 0 0 0 30 0 210

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 290 20 115 425 0 0 0 0 0 0 30 0 210

Critical Gap Module:

Critical Gap:xxxx 4.1 xxxx xxxx xxxx 6.4 xxxx 6.2

FollowUpTm:xxxx 2.2 xxxx xxxx xxxx 3.5 xxxx 3.3

Capacity Module:

Conflict Vol: xxxx xxxx xxxx 310 xxxx xxxx 955 xxxx 300

Potent Cap.: xxxx xxxx xxxx 1250 xxxx xxxx 287 xxxx 740

Move Cap.: xxxx xxxx xxxx 1250 xxxx xxxx 266 xxxx 740

Level Of Service Module:

Stopped Del:xxxx 8.2 xxxx xxxx xxxx 20.2 xxxx 11.8

LOS by Move: A * * * * * C * * B

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Shrd StpDel:xxxx * * * * * * * * * *

Shared LOS: * * * * * * * * * *

ApproachDel: xxxxxx * * * * * * * * * *

ApproachLOS: * * * * * * * * * *

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

Intersection #61 Ocean Blvd. at Woodland

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.8

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: Split Phase Split Phase Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 0 0

Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 285 0 110 70 545 0 0 510 195

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 285 0 110 70 545 0 0 510 195

User Adj: 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

PHF Volume: 0 0 0 285 0 110 70 545 0 0 510 195

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 285 0 110 70 545 0 0 510 195

PCE Adj: 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

Final Vol.: 0 0 0 285 0 110 70 545 0 0 510 195

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 0.93 1.00 0.83 0.92 0.92

Lanes: 0.00 0.00 0.00 0.00 0.00 1.00 1.00 2.00

Final Sat.: 0 0 0 1769 0 1583 1753 3505 0 0 2452 937

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.07 0.04 0.16

Crit Moves: **** 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Green/Cycle: 0.00 0.00 0.00 0.35 0.00 0.35 0.09 0.53

Volume/Cap: 0.00 0.00 0.00 0.46 0.00 0.20 0.46 0.29

Uniform Del: 0.0 0.0 0.0 25.4 0.0 22.9 43.5 12.9

IncrementDel: 0.0 0.0 0.0 0.6 0.0 0.2 2.3 0.1

Delay Adj: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00

Delay/Veh: 0.0 0.0 0.0 26.0 0.0 23.1 45.8 13.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 26.0 0.0 23.1 45.8 13.0

DesignQueue: 0 0 0 11 0 4 4 15 0 0 16 6

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

 Intersection #62 Ocean Blvd. at Radar
 Average Delay (sec/veh): 3.0 Worst Case Level Of Service:

 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 0 0 0 0 0 0 1 0 0
 Volume Module:
 Base Vol: 10 0 70 0 0 0 0 390 50 75 560 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
 Initial Bse: 10 0 70 0 0 0 0 390 50 75 560 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
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 0 70 0 0 0 0 390 50 75 560 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 10 0 70 0 0 0 0 390 50 75 560 0
 Critical Gap Module:
 Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
 FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 845 xxxxx 220 xxxxx xxxxx xxxxx xxxxx 440 xxxxx xxxxx
 Potent Cap.: 302 xxxxx 784 xxxxx xxxxx xxxxx xxxxx 1116 xxxxx xxxxx
 Move Cap.: 286 xxxxx 784 xxxxx xxxxx xxxxx xxxxx 1116 xxxxx xxxxx
 Level Of Service Module:
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.5 xxxxx xxxxx
 LOS by Move: * * * * * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx 644 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx 11.4 xxxxx xxxxx xxxxx xxxxx 8.5 xxxxx xxxxx
 Shared LOS: * B * * * * A *
 ApproachDel: 11.4 xxxxx *
 ApproachLOS: B

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

 Intersection #63 Hwy 101 at Clark
 Average Delay (sec/veh): 0.3 Worst Case Level Of Service:

 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 Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 1 0 2 0 0 0 0 1 0 0 0 1 0 0 0 0 0
 Volume Module:
 Base Vol: 30 1065 0 0 1035 5 10 0 15 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
 Initial Bse: 30 1065 0 0 1035 5 10 0 15 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
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 1065 0 0 1035 5 10 0 15 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 30 1065 0 0 1035 5 10 0 15 0 0 0
 Critical Gap Module:
 Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx
 FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 1040 xxxxx xxxxx xxxxx xxxxx 1630 xxxxx 520 xxxxx xxxxx xxxxx
 Potent Cap.: 658 xxxxx xxxxx xxxxx xxxxx 94 xxxxx 506 xxxxx xxxxx xxxxx
 Move Cap.: 658 xxxxx xxxxx xxxxx xxxxx 91 xxxxx 506 xxxxx xxxxx xxxxx
 Level Of Service Module:
 Stopped Del: 10.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: B * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxxxx xxxxx xxxxx xxxxx xxxxx 179 xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 28.3 xxxxx xxxxx xxxxx
 Shared LOS: * * * * * D *
 ApproachDel: xxxxxx *
 ApproachLOS: *

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

 Intersection #64 Hwy 101 at Casino entrance

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
 Optimal Cycle: 40 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 Protected Permitted Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 1 0 2 0 1 1 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 1 1 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0
 Volume Module:
 Base Vol: 5 960 110 50 860 0 10 20 10 110 10 50
 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: 5 960 110 50 860 0 10 20 10 110 10 50
 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: 5 960 110 50 860 0 10 20 10 110 10 50
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 960 110 50 860 0 10 20 10 110 10 50
 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.: 5 960 110 50 860 0 10 20 10 110 10 50
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.91 0.91 0.82 0.91 0.91 0.95 0.90 0.90 0.90 0.72 0.72 0.72
 Lanes: 1.00 2.00 1.00 1.00 2.00 0.00 0.25 0.50 0.25 0.65 0.06 0.29
 Final Sat.: 1736 3473 1554 1736 3473 0 428 856 428 880 80 400
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.28 0.07 0.03 0.25 0.00 0.02 0.02 0.02 0.13 0.13 0.13
 Crit Moves: ****
 Green/Cycle: 0.01 0.57 0.57 0.06 0.62 0.00 0.26 0.26 0.26 0.26 0.26
 Volume/Cap: 0.40 0.49 0.13 0.49 0.40 0.00 0.09 0.09 0.09 0.49 0.49
 Uniform Del: 49.4 13.1 10.2 45.6 9.7 0.0 28.4 28.4 28.4 31.7 31.7
 IncrementDel: 19.8 0.2 0.1 3.6 0.1 0.0 0.1 0.1 0.1 1.1 1.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 69.3 13.2 10.2 49.2 9.9 0.0 28.5 28.5 28.5 32.7 32.7
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 69.3 13.2 10.2 49.2 9.9 0.0 28.5 28.5 28.5 32.7 32.7
 DesignQueue: 0 25 3 3 19 0 0 1 0 5 0 2

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

 Intersection #65 Libby at Wilshire

 Average Delay (sec/veh): 3.4 Worst Case Level Of Service:

 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
 Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 0 0 45 0 25 90 0 0 60 60
 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 0 45 0 25 90 0 0 60 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: 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: 0 0 0 0 45 0 25 90 0 0 60 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 0 45 0 25 90 0 0 60 60
 Critical Gap Module:
 Critical Gap: 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4
 FollowUpTim: 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5
 Capacity Module:
 Conflict Vol: 230 230 230 230 230 230 230 230 230 230 230 230
 Potent Cap.: 968 968 968 968 968 968 968 968 968 968 968 968
 Move Cap.: 968 968 968 968 968 968 968 968 968 968 968 968
 Level Of Service Module:
 Stopped Del: 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5
 LOS by Move: *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 968 968 968 968 968 968 968 968 968 968 968 968
 Shrd StpDel: 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5
 Shared LOS: *
 ApproachDel: 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8
 ApproachLOS: *

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

Intersection #68 Hwy 101 at Trans Pacific

Average Delay (sec/veh): 1.4 Worst Case Level Of Service:

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 1 0 1 0 0 1 0 0 0 0 0 0

Volume Module:

Base Vol: 30 640 0 0 575 0 10 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00

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

Initial Bse: 30 640 0 0 575 0 10 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00

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

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 1.00 1.00 1.00

PHF Volume: 30 640 0 0 575 0 10 0 90 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 30 640 0 0 575 0 10 0 90 0 0 0 0 0 0 0

Critical Gap Module:

Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 6.5 xxxxx 6.3 xxxxx xxxxx xxxxx xxxxx

FollowUpTm: 2.2 xxxxx xxxxx xxxxx xxxxx 3.6 xxxxx 3.4 xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Conflict Vol: 575 xxxxx xxxxx xxxxx xxxxx 1275 xxxxx 575 xxxxx xxxxx xxxxx xxxxx

Potent Cap: 988 xxxxx xxxxx xxxxx xxxxx 176 xxxxx 501 xxxxx xxxxx xxxxx xxxxx

Move Cap: 988 xxxxx xxxxx xxxxx xxxxx 172 xxxxx 501 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:

Stopped Del: 8.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

LOS By Move: A *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 421 xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 16.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: *

ApproachDel: xxxxx *

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

Intersection #70 1st at Hall NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356

Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 3.7

Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase

Rights: Include Include Include Include

Lanes: 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 70 1390 5 0 0 0 0 40 5 0 0 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 1.00 1.00 1.00

Initial Bse: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 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

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 1.00 1.00 1.00

PHF Volume: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 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 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 1.00 1.00 1.00

Final Vol: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88

Lanes: 0.14 2.85 0.01 0.00 0.00 0.00 0.00 0.89 0.11 0.00 0.00 0.00 0.00

Final Sat: 238 4734 17 0 0 0 0 1165 146 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.03 0.03 0.00 0.00 0.00 0.00

Crit Moves: ****

Green/Cycle: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.10 0.10 0.00 0.00 0.00 0.00

Volume/Cap: 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.00 0.00 0.00 0.00

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

Intersection #70 1st at Hall NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356

Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 3.7

Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase

Rights: Include Include Include Include

Lanes: 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 70 1390 5 0 0 0 0 40 5 0 0 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 1.00 1.00 1.00

Initial Bse: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 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

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 1.00 1.00 1.00

PHF Volume: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 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 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 1.00 1.00 1.00

Final Vol: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.69 0.69 1.00 1.00 1.00 1.00

Lanes: 0.14 2.85 0.01 0.00 0.00 0.00 0.00 0.89 0.11 0.00 0.00 0.00 0.00

Final Sat: 238 4734 17 0 0 0 0 1165 146 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.03 0.03 0.00 0.00 0.00 0.00

Crit Moves: ****

Green/Cycle: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.10 0.10 0.00 0.00 0.00 0.00

Volume/Cap: 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.00 0.00 0.00 0.00

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

Intersection #72 Virginia at Pony Village entrance B
Average Delay (sec/veh): 1.7 Worst Case Level Of Service:

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
Lanes: 0 0 1 1 0 0 0 0 0 0 0 0 0 0 1 1 0 1 0 2 0 0
Volume Module:
Base Vol: 35 0 100 0 0 0 0 725 70 95 850 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: 35 0 100 0 0 0 0 725 70 95 850 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: 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: 35 0 100 0 0 0 0 725 70 95 850 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 35 0 100 0 0 0 0 725 70 95 850 0
Critical Gap Module:
Critical Gp: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1375 xxxxx 398 xxxxx xxxxx xxxxx xxxxx 795 xxxxx xxxxx
Potent Cap: 136 xxxxx 602 xxxxx xxxxx xxxxx xxxxx 822 xxxxx xxxxx
Move Cap: 124 xxxxx 602 xxxxx xxxxx xxxxx xxxxx 822 xxxxx xxxxx
Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.9 xxxxx xxxxx
LOS by Move: * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx 302 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 26.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * D * * * * *
ApproachDel: 26.3
ApproachLOS: D

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

Intersection #71 Broadway at 17th
Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

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
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 0 0 1 1 0 0
Volume Module:
Base Vol: 30 805 10 10 770 30 10 0 25 10 5 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: 30 805 10 10 770 30 10 0 25 10 5 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: 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: 30 805 10 10 770 30 10 0 25 10 5 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 805 10 10 770 30 10 0 25 10 5 5
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx 7.5 xxxxx 6.9 7.5 6.5 6.9
FollowUpTim: 2.2 xxxxx xxxxx 3.5 xxxxx 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 800 xxxxx xxxxx 1270 xxxxx 400 1275 1690 408
Potent Cap: 819 xxxxx xxxxx 127 xxxxx 605 126 94 599
Move Cap: 819 xxxxx xxxxx 116 xxxxx 605 116 90 599
Level Of Service Module:
Stopped Del: 9.6 xxxxx xxxxx 9.5 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 275 xxxxx xxxxx 133 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 20.0 xxxxx xxxxx 36.7 xxxxx
Shared LOS: * * * * * C * * * * * E *
ApproachDel: xxxxx 20.0
ApproachLOS: C

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #73 Coos River Hwy at Olive Barber Rd

Average Delay (sec/veh): 2.5 Worst Case Level Of Service:

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 1 0 0 0 1

Volume Module:
Base Vol: 0 590 145 10 290 0 0 0 0 0 0 90 0 10
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
Initial Bse: 0 590 145 10 290 0 0 0 0 0 0 90 0 10
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
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 1.00
PHF Volume: 0 590 145 10 290 0 0 0 0 0 0 90 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 590 145 10 290 0 0 0 0 0 0 90 0 10

Critical Gap Module:
Critical Gap:xxxxx xxxx xxxx 4.1 xxxx xxxx xxxx xxxx 6.5 xxxx 6.3
FollowUpTim:xxxxx xxxx xxxx 2.2 xxxx xxxx xxxx xxxx 3.6 xxxx 3.4

Capacity Module:
Conflict Vol: xxxx xxxx xxxx 735 xxxx xxxx xxxx xxxx 973 xxxx 663
Potent Cap.: xxxx xxxx xxxx 866 xxxx xxxx xxxx xxxx 275 xxxx 455
Move Cap.: xxxx xxxx xxxx 866 xxxx xxxx xxxx xxxx 273 xxxx 455

Level Of Service Module:
Stopped Del:xxxxx xxxx xxxx 9.2 xxxx xxxx xxxx xxxx 24.6 xxxx 13.1
LOS by Move: * * * * * A * * * * * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shrd StpDel:xxxxx xxxx xxxx 9.2 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shared LOS: * * * * * A * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 23.4 C
ApproachLOS: * * * * *

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #74 Ocean Blve at Laclair

Average Delay (sec/veh): 2.4 Worst Case Level Of Service:

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 0 0 0 0 0 1 0 0 0 0 0 0 0 1 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 0 0 25 0 50 30 420 0 0 555 75
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
Initial Bse: 0 0 0 0 0 25 0 50 30 420 0 0 555 75
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
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 1.00
PHF Volume: 0 0 0 0 0 25 0 50 30 420 0 0 555 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 0 0 25 0 50 30 420 0 0 555 75

Critical Gap Module:
Critical Gap:xxxxx xxxx xxxx 6.8 xxxx 6.9 4.2 xxxx xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 3.5 xxxx 3.3 2.2 xxxx xxxx xxxx xxxx

Capacity Module:
Conflict Vol: xxxx xxxx xxxx 863 xxxx 315 630 xxxx xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx 294 xxxx 681 942 xxxx xxxx xxxx xxxx
Move Cap.: xxxx xxxx xxxx 287 xxxx 681 942 xxxx xxxx xxxx xxxx

Level Of Service Module:
Stopped Del:xxxxx xxxx xxxx xxxx xxxx 8.9 xxxx xxxx xxxx xxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx 467 xxxx xxxx xxxx xxxx xxxx
Shrd StpDel:xxxxx xxxx xxxx xxxx 14.2 xxxx 8.9 xxxx xxxx xxxx xxxx
Shared LOS: * * * * * B * * * * * A * * * * *
ApproachDel: xxxxxx 14.2 B
ApproachLOS: * * * * *

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #75 Central at 7th
*****
Cycle (sec): 1 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 0 (Y.R = 4 sec) Average Delay (sec/veh): 7.3
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: Yield Sign Yield Sign Stop Sign Stop Sign
Rights: Include Channel Channel Include
Lanes: 0 0 0 0 0 1 0 0 2 0 0 0 2 0 1 0 0 0

Volume Module:
Base Vol: 0 0 5 95 480 0 0 620 10 60 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
Initial Bse: 0 0 5 95 480 0 0 620 10 60 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 5 95 480 0 0 620 10 60 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 5 95 480 0 0 620 10 60 0

Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.05 0.95 2.00 0.00 0.00 2.00 0.14 0.86 0.00
Final Sat: 0 0 0 22 419 882 0 0 1030 120 723 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.23 0.54 0.00 0.00 0.60 0.08 0.08 0.00
Crit Moves: ***
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Volume/Cap: 0.00 0.00 0.00 0.23 0.23 0.54 0.00 0.00 0.60 0.08 0.08 0.00
Delay/Veh: 0.0 0.0 0.0 2.4 2.4 7.9 0.0 0.0 9.8 1.4 1.4 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
AdjDel/Veh: 0.0 0.0 0.0 2.4 2.4 7.9 0.0 0.0 9.8 1.4 1.4 0.0
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0
*****

```

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #76 Coos River Hwy at Edwards
*****
Average Delay (sec/veh): 2.6 Worst Case Level Of Service:
*****
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
Lanes: 0 0 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0 0

Volume Module:
Base Vol: 0 0 5 0 0 0 0 0 755 25 45 365 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 0 5 0 0 0 0 0 755 25 45 365 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: 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: 0 0 5 0 0 0 0 0 755 25 45 365 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 5 0 0 0 0 0 755 25 45 365 0

Critical Gap Module:
Critical Gap:xxxxx xxxxx 6.2 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx 4.1 xxxxx xxxxxx
FollowUpTim:xxxxx xxxxx 3.3 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx 2.2 xxxxx xxxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx 755 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 780 xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx 412 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 824 xxxxx xxxxxx
Move Cap.: xxxxx xxxxx 412 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 824 xxxxx xxxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxxx 13.8 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx 9.6 xxxxx xxxxxx
LOS by Move: * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: 13.8 xxxxxx
ApproachLOS: B
*****

```

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #77 Coos River Hwy at Mullen

Average Delay (sec/veh): 1.0 Worst Case Level Of Service:
 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
 Lanes: 0 0 0 1 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0

Volume Module:
 Base Vol: 0 5 45 10 0 0 5 715 0 0 370 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
 Initial Bse: 0 5 45 10 0 0 5 715 0 0 370 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
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 5 45 10 0 0 5 715 0 0 370 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 5 45 10 0 0 5 715 0 0 370 0

Critical Gap Module:
 Critical Gap: 6.6 6.3 7.3 7.3 7.3 7.3 7.3 7.3 7.3 7.3 7.3
 FollowUpTim: 4.1 3.4 3.7 3.7 3.7 3.7 3.7 3.7 3.7 3.7 3.7

Capacity Module:
 Conflict Vol: 715 1120 1095 715 1120 1095 715 1120 1095 715 1120 1095
 Potent Cap.: 209 422 422 209 422 422 209 422 422 209 422 422
 Move Cap.: 208 422 422 208 422 422 208 422 422 208 422 422

Level Of Service Module:
 Stopped Del: 15.8 31.4 31.4 15.8 31.4 31.4 15.8 31.4 31.4 15.8 31.4 31.4
 LOS by Move: C C D A A A A A A A A A
 Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R
 Shared Cap.: 383 383 383 383 383 383 383 383 383 383 383 383
 Shrd StpDel: 15.8 15.8 15.8 15.8 15.8 15.8 15.8 15.8 15.8 15.8 15.8 15.8
 Shared LOS: C C C C C C C C C C C C
 ApproachDel: 15.8 31.4 31.4 15.8 31.4 31.4 15.8 31.4 31.4 15.8 31.4 31.4
 ApproachLOS: C C D A A A A A A A A A

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #78 Hwy 101 at Edwards

Average Delay (sec/veh): 0.5 Worst Case Level Of Service:
 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
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0

Volume Module:
 Base Vol: 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 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 1.00
 Initial Bse: 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 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 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 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0

Critical Gap Module:
 Critical Gap: 7.5 6.9 7.7 6.9 7.7 6.9 7.7 6.9 7.7 6.9 7.7 6.9 7.7 6.9 7.7 6.9 7.7
 FollowUpTim: 3.5 3.3 3.6 3.3 3.6 3.3 3.6 3.3 3.6 3.3 3.6 3.3 3.6 3.3 3.6 3.3 3.6

Capacity Module:
 Conflict Vol: 1488 550 1330 1488 550 1330 1488 550 1330 1488 550 1330 1488 550 1330 1488 550 1330
 Potent Cap.: 88 484 484 88 484 484 88 484 484 88 484 484 88 484 484 88 484 484
 Move Cap.: 87 484 484 87 484 484 87 484 484 87 484 484 87 484 484 87 484 484

Level Of Service Module:
 Stopped Del: 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3
 LOS by Move: D D E E E E E D D D D D D D D D D D D
 Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R
 Shared Cap.: 147 121 121 147 121 121 147 121 121 147 121 121 147 121 121 147 121 121
 Shrd StpDel: 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2
 Shared LOS: D D E E E E E D D D D D D D D D D D D
 ApproachDel: 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3
 ApproachLOS: D D E E E E E D D D D D D D D D D D D

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #79 11th at Elrod

Average Delay (sec/veh): 6.7 Worst Case Level Of Service:

 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 1 0 0 0 0 0 0 0 0 0 1 0 0 0 0

Volume Module:
 Base Vol: 0 0 100 0 0 0 0 0 10 0 90 30 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 0 100 0 0 0 0 0 10 0 90 30 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: 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: 0 0 100 0 0 0 0 0 10 0 90 30 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 100 0 0 0 0 0 10 0 90 30 0

Critical Gap Module:
 Critical Gap:xxxx xxxx 6.2 xxxxx xxxx xxxxx xxxx xxxxx 4.1 xxxxx xxxxx

FollowUpTm:xxxx xxxx 3.3 xxxxx xxxx xxxxx xxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
 Conflict Vol: xxxx xxxx 10 xxxx xxxx xxxxx xxxx xxxxx 10 xxxx xxxxx

Potent Cap.: xxxx xxxx 1071 xxxx xxxx xxxxx xxxx xxxxx 1616 xxxx xxxxx

Move Cap.: xxxx xxxx 1071 xxxx xxxx xxxxx xxxx xxxxx 1616 xxxx xxxxx

Level Of Service Module:
 Stopped Del:xxxx xxxx 8.7 xxxxx xxxx xxxxx xxxx xxxxx 7.4 xxxxx 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 xxxx xxxxx

Shrd StpDel:xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

Shared LOS: * * * * * A * * * * *

ApproachDel: 8.7 A

ApproachLOS: A

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #80 US 101/Coos River Hwy (Bunker Hill)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.7
 Optimal Cycle: 50 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: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Lanes: 1 0 0 0 0 0 0 0 2 2 0 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 0 0 0 0 0 370 715 0 0 750 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
 Initial Bse: 0 0 0 0 0 370 715 0 0 750 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
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 0 0 370 715 0 0 750 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 0 370 715 0 0 750 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
 MLF Adj: 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 0 0 0 0 370 715 0 0 750 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 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 0.00 0.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00

Final Sat.: 1900 0 0 0 0 2842 3502 0 0 3610 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.13 0.20 0.00 0.00 0.00

Crit Moves: ****

Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.21 0.33 0.00 0.00 0.00

Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.62 0.62 0.00 0.00 0.00

Uniform Del: 0.0 0.0 0.0 0.0 0.0 0.0 35.8 28.1 0.0 0.0 0.0

IncrementDel: 0.0 0.0 0.0 0.0 0.0 0.0 1.9 1.0 0.0 0.0 0.0

Delay Adj: 0.00 0.00 0.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 0.00

Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 37.7 29.1 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 37.7 29.1 0.0 0.0 0.0

DesignQueue: 0 0 0 0 0 0 17 28 0 0 29

Scenario Report

Scenario:

Command: AM existing
 Volume: AM existing
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Paths
 Routes: Default Routes
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 1 6th at D St.	F 76.3 0.000	F 76.3 0.000	+ 0.000 V/C
# 8 Hwy 101 at 1st	B 0.8 0.000	B 0.8 0.000	+ 0.000 V/C
# 13 10th at Central	C 21.4 0.457	C 21.4 0.457	+ 0.000 D/V
# 16 Commercial at Broadway	B 14.4 0.337	B 14.4 0.337	+ 0.000 D/V
# 25 Bayshore at Commercial	A 0.0 0.000	A 0.0 0.000	+ 0.000 V/C
# 28 Bayshore at Fir	A 0.0 0.000	A 0.0 0.000	+ 0.000 V/C
# 29 Broadway at Fir	B 0.1 0.000	B 0.1 0.000	+ 0.000 V/C
# 36 Virginia at Harrison	A 9.9 0.277	A 9.9 0.277	+ 0.000 D/V
# 40 Virginia at Meade	C 3.5 0.000	C 3.5 0.000	+ 0.000 V/C
# 43 Maple at East Airport Way	B 0.1 0.000	B 0.1 0.000	+ 0.000 V/C
# 51 Virginia at Hwy 101 North	B 10.9 0.235	B 10.9 0.235	+ 0.000 D/V
# 52 Virginia at Hwy 101 South	B 16.9 0.364	B 16.9 0.364	+ 0.000 D/V
# 56 Broadway at Newmark	C 34.3 0.644	C 34.3 0.644	+ 0.000 D/V
# 58 Newmark at Ocean Blvd.	B 13.1 0.220	B 13.1 0.220	+ 0.000 D/V
# 61 Ocean Blvd. at Woodland	B 18.3 0.382	B 18.3 0.382	+ 0.000 D/V
# 66 Hwy 101 at E Bay Dr.	B 13.2 0.562	B 13.2 0.562	+ 0.000 D/V

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #1 6th at D St.

Average Delay (sec/veh): 76.3 Worst Case Level Of Service:

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 Yield Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 0 1 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 215 0 90 0 10 0 0 10 220 350 40 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 215 0 90 0 10 0 10 220 350 40 0
User Adj: 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
PHF Volume: 215 0 90 0 10 0 10 220 350 40 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0
Final Vol: 215 0 90 0 10 0 10 220 350 40 0
Critical Gap Module:
Critical Gp: 4.3 xxx xxxxxx xxxxxx 6.6 6.3 7.2 6.6 xxxxxx
FollowUpTim: 2.3 xxx xxxxxx xxxxxx 4.1 3.4 3.6 4.1 xxxxxx
Capacity Module:
Conflict Vol: 10 xxx xxxxxx xxxxxx 530 10 555 440 xxxxxx
Potent Cap: 1529 xxx xxxxxx xxxxxx 439 1040 436 505 xxxxxx
Move Cap: 1529 xxx xxxxxx xxxxxx 369 1040 296 424 xxxxxx
Level Of Service Module:
Stopped Del: 7.7 xxx xxxxxx xxxxxx 9.9 9.9 182.7
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx xxxxxx xxxxxx 964 305 xxxxxx
Shrd StpDel: 7.7 xxx xxxxxx xxxxxx 9.9 182.7
Shared LOS: A * * * * *
ApproachDel: xxxxxx
ApproachLOS: *

Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to DKS ASSOC., PORTLAND, OR

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #8 Hwy 101 at 1st

Average Delay (sec/veh): 0.8 Worst Case Level Of Service:

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 2 0 0 0 0 1 1 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 170 1540 0 0 670 5 0 0 75 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
Initial Bse: 170 1540 0 0 670 5 0 0 75 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 170 1540 0 0 670 5 0 0 75 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0
Final Vol: 170 1540 0 0 670 5 0 0 75 0 0 0
Critical Gap Module:
Critical Gp: 4.3 xxx xxxxxx xxxxxx 7.3 xxxxxx
FollowUpTim: 2.3 xxx xxxxxx xxxxxx 3.5 xxxxxx
Capacity Module:
Conflict Vol: 675 xxx xxxxxx xxxxxx 338 xxxxxx
Potent Cap: 873 xxx xxxxxx xxxxxx 614 xxxxxx
Move Cap: 873 xxx xxxxxx xxxxxx 614 xxxxxx
Level Of Service Module:
Stopped Del: 10.1 xxx xxxxxx xxxxxx 11.7 xxxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx
ApproachLOS: *

Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to DKS ASSOC., PORTLAND, OR

Level Of Service Computation Report													
2000 HCM Operations Method (Base Volume Alternative)													
Intersection #13 10th at Central													
Cycle (sec):	100	Critical Vol./Cap. (X): 0.457											
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh): 21.4											
Optimal Cycle:	38	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	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	0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	1	0
Volume Module:													
Base Vol:	225	90	10	100	35	20	5	425	80	5	305	10	10
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
Initial Bse:	225	90	10	100	35	20	5	425	80	5	305	10	10
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
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	1.00
PHF Volume:	225	90	10	100	35	20	5	425	80	5	305	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	90	10	100	35	20	5	425	80	5	305	10	10
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	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	1.00
Final Vol:	225	90	10	100	35	20	5	425	80	5	305	10	10
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.79	0.82	0.82	0.82	0.82
Lanes:	1.00	0.90	0.10	1.00	0.64	0.36	0.01	0.99	1.00	0.03	1.91	0.06	0.06
Final Sat:	1753	1636	182	1753	1109	634	21	1752	1510	49	2982	98	98
Capacity Analysis Module:													
Vol/Sat:	0.13	0.06	0.06	0.06	0.03	0.03	0.24	0.24	0.05	0.10	0.10	0.10	0.10
Crit Moves:	****												
Green/Cycle:	0.28	0.17	0.17	0.18	0.07	0.07	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.46	0.32	0.32	0.32	0.46	0.46	0.46	0.46	0.10	0.19	0.19	0.19	0.19
Delay/Veh:	30.4	36.9	36.9	36.4	47.5	47.5	14.9	14.9	11.7	12.3	12.3	12.3	12.3
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	1.00
AdjDel/Veh:	30.4	36.9	36.9	36.4	47.5	47.5	14.9	14.9	11.7	12.3	12.3	12.3	12.3
DesignQueue:	9	4	0	5	2	1	0	12	2	0	8	0	0

Level Of Service Computation Report													
2000 HCM Operations Method (Base Volume Alternative)													
Intersection #16 Commercial at Broadway													
Cycle (sec):	100	Critical Vol./Cap. (X):		0.337									
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):		14.4									
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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0	0 0 2 0 1	0 0 0 0 0	0 0 0 0 0	0 0 1 0 0	0 0 0 0 0	0 0 1 0 0	0 0 0 0 0	0 0 1 0 0	0 0 0 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0
Volume Module:													
Base Vol:	0	0	0	0	585	120	0	0	0	0	10	325	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
Initial Bse:	0	0	0	0	685	120	0	0	0	0	10	325	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
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	1.00
PHF Volume:	0	0	0	0	685	120	0	0	0	0	10	325	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	685	120	0	0	0	0	10	325	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	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	1.00
Final Vol:	0	0	0	0	685	120	0	0	0	0	10	325	0
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.86	0.77	1.00	1.00	1.00	0.89	0.89	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.06	1.94	0.00	0.00
Final Sat:	0	0	0	0	3253	1455	0	0	0	101	3275	0	0
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.21	0.08	0.00	0.00	0.00	0.10	0.10	0.00	0.00
Crit Moves:	0.00	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.29	0.29	0.00	0.00
Green/Cycle:	0.00	0.00	0.00	0.00	0.34	0.13	0.00	0.00	0.00	0.34	0.34	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	9.0	7.7	0.0	0.0	0.0	27.8	27.8	0.0	0.0
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	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	9.0	7.7	0.0	0.0	0.0	27.8	27.8	0.0	0.0
DesignQueue:	0	0	0	0	15	3	0	0	0	0	13	0	0

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #25 Bayshore at Commercial

Average Delay (sec/veh): 0.0 Worst Case Level Of Service:
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 1 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 305 1035 0 0 0 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: 305 1035 0 0 0 0 0 0 0 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: 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: 305 1035 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 305 1035 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * * * * * * * * * * * * * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #28 Bayshore at Fir

Average Delay (sec/veh): 0.0 Worst Case Level Of Service:
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 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 10 1030 0 0 0 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: 10 1030 0 0 0 0 0 0 0 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: 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: 10 1030 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 1030 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * * * * * * * * * * * * * *

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #29 Broadway at Fir

Average Delay (sec/veh): 0.1 Worst Case Level Of Service:

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 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0
Volume Module:
Base Vol: 0 0 0 0 835 0 0 0 0 0 0 0 10 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: 0 0 0 0 835 0 0 0 0 0 0 0 10 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: 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 Volume: 0 0 0 0 835 0 0 0 0 0 0 0 10 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 0 835 0 0 0 0 0 0 0 10 0 0 0
Critical Gap Module:
Critical Gap:xxxxx xxxx xxxx xxxx xxxx xxxx 6.5 xxxx xxxxxx
FollowUpTim:xxxxx xxxx xxxx xxxx xxxx xxxx 3.6 xxxx xxxxxx
Capacity Module:
Conflict Vol: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 418 xxxxx xxxxxx
Potent Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 579 xxxxx xxxxxx
Move Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 579 xxxxx xxxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 11.3 xxxxx xxxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxx
ApproachLOS: *

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #36 Virginia at Harrison

Cycle (sec): 100 Critical Vol./Cap. (X): 0.277
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 30 Level Of Service: A

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
Lanes: 0 1 0 0 1 0 1 0 0 0 1 0 1 0 1 0 1 0
Volume Module:
Base Vol: 30 0 65 5 5 0 5 570 25 40 640 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: 30 0 65 5 5 0 5 570 25 40 640 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: 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: 30 0 65 5 5 0 5 570 25 40 640 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 0 65 5 5 0 5 570 25 40 640 5
PCB 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: 30 0 65 5 5 0 5 570 25 40 640 5
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.74 1.00 0.83 0.91 0.91 1.00 0.88 0.87 0.87 0.90 0.90 0.90
Lanes: 1.00 0.00 1.00 0.50 0.50 0.00 1.00 1.92 0.08 1.00 1.98 0.02
Final Sat.: 1410 0 1568 865 865 0 1671 3183 140 1718 3407 27
Capacity Analysis Module:
Vol/Sat: 0.02 0.00 0.04 0.01 0.01 0.00 0.00 0.18 0.18 0.02 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.15 0.00 0.15 0.15 0.15 0.00 0.01 0.65 0.65 0.08 0.72 0.72
Volume/Cap: 0.14 0.00 0.28 0.04 0.04 0.00 0.26 0.28 0.28 0.28 0.26 0.26
Delay/Veh: 37.3 0.0 38.4 36.4 36.4 0.0 56.2 7.7 7.7 44.0 4.9 4.9
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: 37.3 0.0 38.4 36.4 36.4 0.0 56.2 7.7 7.7 44.0 4.9 4.9
DesignQueue: 1 0 3 0 0 0 0 12 1 2 10 0

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #40 Virginia at Meade

Average Delay (sec/veh): 3.5 Worst Case Level Of Service:

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 1 0 0 0 0 1 0 0 0 0 0 1 1 0
Volume Module:
Base Vol: 15 0 15 10 0 120 170 405 0 0 570 10
Growth Adj: 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 0 15 10 0 120 170 405 0 0 570 10
User Adj: 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
PHF Volume: 15 0 15 10 0 120 170 405 0 0 570 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 15 0 15 10 0 120 170 405 0 0 570 10
Critical Gap Module:
Critical Gap: 7.6 xxx 7.0 7.5 xxx 6.9 4.2 xxx xxx xxx xxx
FollowUpTim: 3.5 xxx 3.3 3.5 xxx 3.3 2.3 xxx xxx xxx xxx
Capacity Module:
Conflict Vol: 1030 xxx 203 118 xxx 290 580 xxx xxx xxx xxx
Potential Cap.: 186 xxx 801 163 xxx 710 956 xxx xxx xxx xxx
Move Cap.: 131 xxx 801 136 xxx 710 956 xxx xxx xxx xxx
Level Of Service Module:
Stopped Del: 35.9 xxx xxx xxx xxx 9.6 xxx xxx xxx xxx
LOS by Move: E * * * * A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx 801 xxx 536 xxx xxx xxx
Shrd StpDel: xxx xxx 9.6 xxx 13.9 xxx 9.6 xxx xxx xxx
Shared LOS: * A * * * A * * * *
ApproachDel: 22.7 13.9 xxx xxx xxx
ApproachLOS: C B

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #43 Maple at East Airport Way

Average Delay (sec/veh): 0.1 Worst Case Level Of Service:

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 1 0 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 0 5 0 0 0 110 0 0 110 30
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 0 5 0 0 0 110 0 0 110 30
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: 0 0 0 0 5 0 0 0 110 0 0 110 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 0 5 0 0 0 110 0 0 110 30
Critical Gap Module:
Critical Gap: xxx xxx xxx xxx 6.6 xxx xxx xxx xxx xxx xxx
FollowUpTim: xxx xxx xxx xxx 3.7 xxx xxx xxx xxx xxx xxx
Capacity Module:
Conflict Vol: xxx xxx xxx xxx 235 xxx xxx xxx xxx xxx xxx
Potential Cap.: xxx xxx xxx xxx 721 xxx xxx xxx xxx xxx xxx
Move Cap.: xxx xxx xxx xxx 721 xxx xxx xxx xxx xxx xxx
Level Of Service Module:
Stopped Del: xxx xxx xxx xxx 10.0 xxx xxx xxx xxx xxx xxx
LOS by Move: * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: * * * * * * * * *
ApproachDel: xxx xxx 10.0
ApproachLOS: * B

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

Intersection #51 Virginia at Hwy 101 North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.235
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 1 0 0 0 0 0 0 1 0 1 0 0 0 0 0 1 1 0

Volume Module:
Base Vol: 230 405 40 0 0 0 80 50 0 0 10 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: 230 405 40 0 0 0 80 50 0 0 10 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: 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: 230 405 40 0 0 0 80 50 0 0 10 5
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 230 405 40 0 0 0 80 50 0 0 10 5
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: 230 405 40 0 0 0 80 50 0 0 10 5

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.79 0.79 0.79 1.00 1.00 1.00 0.67 0.89 1.00 0.75 0.75 0.67
Lanes: 1.00 1.82 0.18 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.33 0.67
Final Sat: 1503 2735 270 0 0 0 1271 1682 0 0 1905 952

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.15 0.00 0.00 0.00 0.06 0.03 0.00 0.00 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.65 0.65 0.65 0.00 0.00 0.00 0.27 0.27 0.00 0.00 0.27 0.27
Volume/Cap: 0.23 0.23 0.23 0.00 0.00 0.00 0.23 0.11 0.00 0.00 0.02 0.02
Delay/Veh: 7.2 7.1 7.1 0.0 0.0 0.0 28.9 27.7 0.0 0.0 26.9 26.9
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 7.1 7.1 0.0 0.0 0.0 28.9 27.7 0.0 0.0 26.9 26.9
DesignQueue: 5 8 1 0 0 0 3 2 0 0 0 0

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

Intersection #52 Virginia at Hwy 101 South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 26 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 1 1 1 0 0 0 1 1 0 0 1 1 0 0

Volume Module:
Base Vol: 0 0 0 20 535 245 0 110 230 5 245 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 0 0 20 535 245 0 110 230 5 245 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: 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: 0 0 0 20 535 245 0 110 230 5 245 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 535 245 0 110 230 5 245 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: 0 0 0 20 535 245 0 110 230 5 245 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.77 0.77 0.77 1.00 0.80 0.80 0.86 0.86 1.00
Lanes: 0.00 0.00 0.00 0.07 2.01 0.92 0.00 1.00 1.00 0.04 1.96 0.00
Final Sat: 0 0 0 109 2923 1339 0 1517 1517 65 3196 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.18 0.18 0.18 0.00 0.07 0.15 0.08 0.08 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.50 0.50 0.50 0.00 0.42 0.42 0.42 0.42 0.00
Volume/Cap: 0.00 0.00 0.00 0.36 0.36 0.36 0.00 0.17 0.36 0.18 0.18 0.00
Delay/Veh: 0.0 0.0 0.0 15.2 15.2 15.2 0.0 18.4 20.3 18.5 18.5 0.0
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 0.0 0.0 15.2 15.2 15.2 0.0 18.4 20.3 18.5 18.5 0.0
DesignQueue: 0 0 0 1 15 7 0 4 8 0 8 0

Level Of Service Computation Report												
2000 HCM Operations Method (Base Volume Alternative)												
Intersection #58 Newmark at Ocean Blvd.												
Cycle (sec): 100 Critical Vol./Cap. (X): 0.220												
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 13.1												
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: Split Phase Split Phase Permitted Permitted												
Rights: Include Include Ignore Include												
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0												
Lanes: 2 0 0 0 1 0 0 0 0 0 0 1 1 0 2 0 0 0 1 1 0 0												
Volume Module:												
Base Vol: 220 0 55 0 0 0 0 470 335 0 270 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: 220 0 55 0 0 0 0 470 335 0 270 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: 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: 220 0 55 0 0 0 0 470 335 0 270 0												
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0												
Reduced Vol: 220 0 55 0 0 0 0 470 335 0 270 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.: 220 0 55 0 0 0 0 470 335 0 270 0												
Saturation Flow Module:												
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900												
Adjustment: 0.86 1.00 0.79 1.00 1.00 1.00 0.95 0.91 0.88 1.00 0.90 0.95												
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00 2.00 0.00												
Final Sat.: 3274 0 1510 0 0 0 0 3473 3344 0 3404 0												
Capacity Analysis Module:												
Vol/Sat: 0.07 0.00 0.04 0.00 0.00 0.00 0.00 0.14 0.00 0.00 0.08 0.00												
Crit Moves: ****												
Green/Cycle: 0.31 0.00 0.31 0.00 0.00 0.00 0.00 0.61 0.00 0.00 0.61 0.00												
Volume/Cap: 0.22 0.00 0.12 0.00 0.00 0.00 0.00 0.22 0.00 0.00 0.13 0.00												
Delay/Veh: 26.0 0.0 25.2 0.0 0.0 0.0 0.0 8.6 0.0 0.0 8.1 0.0												
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: 26.0 0.0 25.2 0.0 0.0 0.0 0.0 8.6 0.0 0.0 8.1 0.0												
DesignQueue: 9 0 2 0 0 0 0 10 0 0 6 0												

Level Of Service Computation Report												
2000 HCM Operations Method (Base Volume Alternative)												
Intersection #56 Broadway at Newmark												
Cycle (sec):	100	Critical Vol./Cap. (X):		0.644								
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):		34.3								
Optimal Cycle:	62	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0
Volume Module:												
Base Vol:	85	120	15	70	240	170	240	230	150	50	230	125
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:	85	120	15	70	240	170	240	230	150	50	230	125
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:	85	120	15	70	240	170	240	230	150	50	230	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	120	15	70	240	170	240	230	150	50	230	125
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:	85	120	15	70	240	170	240	230	150	50	230	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
AdjSaturment:	0.90	0.94	0.94	0.90	0.88	0.88	0.90	0.85	0.75	0.91	0.87	0.87
Lanes:	1.00	0.89	0.11	1.00	0.59	0.41	1.00	1.21	0.89	1.00	1.30	0.70
Final Sat:	1718	1580	198	1702	984	697	1718	1957	1277	1736	2131	1158
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.04	0.24	0.24	0.14	0.12	0.12	0.03	0.11	0.11
Crit Moves:	****											
Green/Cycle:	0.08	0.30	0.30	0.16	0.38	0.38	0.22	0.31	0.31	0.08	0.17	0.17
Volume/Cap:	0.64	0.26	0.26	0.26	0.64	0.64	0.64	0.38	0.38	0.38	0.64	0.64
Delay/Veh:	55.3	27.1	27.1	37.3	27.8	27.8	39.5	27.3	27.3	45.8	41.5	41.5
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:	55.3	27.1	27.1	37.3	27.8	27.8	39.5	27.3	27.3	45.8	41.5	41.5
DesignQueue:	4	5	1	3	9	6	11	9	6	3	11	6

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #61 Ocean Blvd. at Woodland

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 34 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: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 0 1 0 0

Lanes: 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 1 0

Volume Module:
Base Vol: 0 0 190 0 80 65 335 0 0 440 165
Growth Adj: 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 0 190 0 80 65 335 0 0 440 165
User Adj: 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
PHF Volume: 0 0 190 0 80 65 335 0 0 440 165
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 190 0 80 65 335 0 0 440 165
PCE Adj: 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
Final Vol.: 0 0 190 0 80 65 335 0 0 440 165

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.91 1.00 0.86 0.86 1.00 1.00 0.85 0.85
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 0.00 0.00 1.45 0.55
Final Sat.: 0 0 1736 0 1354 1641 3281 0 0 2354 883

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.05 0.04 0.10 0.00 0.00 0.19
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.29 0.00 0.29 0.10 0.59 0.00 0.00 0.49
Volume/Cap: 0.00 0.00 0.00 0.38 0.00 0.18 0.38 0.17 0.00 0.00 0.38
Delay/Veh: 0.0 0.0 0.0 29.1 0.0 27.0 43.2 9.2 0.0 0.0 16.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 29.1 0.0 27.0 43.2 9.2 0.0 0.0 16.2
DesignQueue: 0 0 0 8 0 3 8 0 0 0 13

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #66 Hwy 101 at E Bay Dr.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 36 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: Split Phase Split Phase Split Phase
Rights: Include Include Include
Min. Green: 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 350 30 10 640 0 0 0 0 210 0 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
Initial Bse: 0 350 30 10 640 0 0 0 0 210 0 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 350 30 10 640 0 0 0 0 210 0 25
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 350 30 10 640 0 0 0 0 210 0 25
PCE Adj: 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
Final Vol.: 0 350 30 10 640 0 0 0 0 210 0 25

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.86 0.73 0.90 0.90 1.00 1.00 1.00 1.00 0.90 0.90
Lanes: 0.00 1.00 1.00 0.02 0.98 0.00 0.00 0.00 0.00 0.89 0.00
Final Sat.: 0 1638 1392 26 1689 0 0 0 0 1525 0 182

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.02 0.38 0.38 0.00 0.00 0.00 0.00 0.14 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.67 0.67 0.67 0.67 0.00 0.00 0.00 0.00 0.25 0.00
Volume/Cap: 0.00 0.32 0.03 0.56 0.56 0.00 0.00 0.00 0.00 0.56 0.00
Delay/Veh: 0.0 6.9 5.4 9.1 9.1 0.0 0.0 0.0 0.0 34.8 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 6.9 5.4 9.1 9.1 0.0 0.0 0.0 0.0 34.8 0.0
DesignQueue: 0 7 1 0 13 0 0 0 0 9 0

Coos Bay/North Bend TSP

PM Peak Hour

Future 2020 Conditions

Coos Bay/North Bend TSP

PM Peak Hour

Future 2020 Conditions

Scenario:

PM future

Scenario Report

Impact Analysis Report

Level Of Service

Command:		Intersection		Base		Future		Change in
Volume:		#		Del/ V/ LOS Veh C		Del/ V/ LOS Veh C		
Geometry:		#		LOS Veh C		LOS Veh C		+ 0.000 V/C
Impact Fee:		#		C 4.1 0.000		C 4.1 0.000		
Trip Generation:		#		A 9.3 0.405		A 9.3 0.405		+ 0.000 V/C
Trip Distribution:		#		B 12.0 0.695		B 12.0 0.695		
Paths:		#		D 1.2 0.000		D 1.2 0.000		+ 0.000 V/C
Routes:		#		F 0.6 0.000		F 0.6 0.000		
Configuration:		#		A 7.6 0.128		A 7.6 0.128		+ 0.000 V/C
		#		B 4.2 0.000		B 4.2 0.000		
		#		C 7.7 0.000		C 7.7 0.000		+ 0.000 V/C
		#		C 22.0 0.712		C 22.0 0.712		
		#		B 11.5 0.418		B 11.5 0.418		+ 0.000 V/C
		#		B 5.1 0.000		B 5.1 0.000		
		#		B 14.1 0.596		B 14.1 0.596		+ 0.000 D/V
		#		B 10.1 0.548		B 10.1 0.548		
		#		D 0.6 0.000		D 0.6 0.000		+ 0.000 V/C
		#		A 6.5 0.523		A 6.5 0.523		
		#		B 17.4 0.628		B 17.4 0.628		+ 0.000 D/V
		#		C 20.2 0.711		C 20.2 0.711		
		#		C 0.4 0.000		C 0.4 0.000		+ 0.000 V/C
		#		D 0.6 0.000		D 0.6 0.000		
		#		A 0.0 0.000		A 0.0 0.000		+ 0.000 V/C
		#		C 0.1 0.000		C 0.1 0.000		
		#		B 0.2 0.000		B 0.2 0.000		+ 0.000 V/C
		#		B 0.0 0.000		B 0.0 0.000		

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 29 Broadway at Fir	C	0.3 0.000	C	0.3 0.000	+ 0.000 V/C
# 30 Hwy 101 at Koosbay	B	12.8 0.599	B	12.8 0.599	+ 0.000 D/V
# 31 Ocean Blvd. at Butler	A	4.3 0.414	A	4.3 0.414	+ 0.000 D/V
# 32 Hwy 101 at Newmark	C	32.4 0.821	C	32.4 0.821	+ 0.000 D/V
# 33 Newmark at Sherman	C	28.2 0.628	C	28.2 0.628	+ 0.000 D/V
# 34 Newmark at Brussels	A	8.1 0.434	A	8.1 0.434	+ 0.000 D/V
# 35 Pony Creek at Crowell	B	3.5 0.000	B	3.5 0.000	+ 0.000 V/C
# 36 Virginia at Harrison	B	11.4 0.455	B	11.4 0.455	+ 0.000 D/V
# 37 Virginia at Safeway entrance	F	3.1 0.000	F	3.1 0.000	+ 0.000 V/C
# 38 Virginia at Pony Village entr	F	1.8 0.000	F	1.8 0.000	+ 0.000 V/C
# 39 Sherman at Hwy 101 South	E	1.6 0.000	E	1.6 0.000	+ 0.000 V/C
# 40 Virginia at Meade	F	4.8 0.000	F	4.8 0.000	+ 0.000 V/C
# 41 Virginia at Marion	F	2.2 0.000	F	2.2 0.000	+ 0.000 V/C
# 42 Virginia at Maple	C	4.1 0.000	C	4.1 0.000	+ 0.000 V/C
# 43 Maple at East Airport Way	A	2.0 0.000	A	2.0 0.000	+ 0.000 V/C
# 44 Virginia at Arthur	B	1.8 0.000	B	1.8 0.000	+ 0.000 V/C
# 45 Virginia at Channel St.	B	2.1 0.000	B	2.1 0.000	+ 0.000 V/C
# 46 Lakeshore at Crocker	B	5.1 0.000	B	5.1 0.000	+ 0.000 V/C
# 47 Virginia at Oak	C	2.4 0.000	C	2.4 0.000	+ 0.000 V/C
# 48 Newmark at Oak	B	12.6 0.584	B	12.6 0.584	+ 0.000 D/V
# 49 Newmark at Morrison	D	1.3 0.000	D	1.3 0.000	+ 0.000 V/C
# 50 Empire Blvd. at Pacific	C	2.6 0.000	C	2.6 0.000	+ 0.000 V/C
# 51 Virginia at Hwy 101 North	B	16.4 0.471	B	16.4 0.471	+ 0.000 D/V
# 52 Virginia at Hwy 101 South	B	19.1 0.556	B	19.1 0.556	+ 0.000 D/V
# 53 California at Hwy 101 North	C	0.2 0.000	C	0.2 0.000	+ 0.000 V/C

Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to DKS ASSOC., PORTLAND, OR

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 54 Florida at Sherman	B	20.0 0.571	B	20.0 0.571	+ 0.000 D/V
# 55 Broadway at 16th	B	14.7 0.464	B	14.7 0.464	+ 0.000 D/V
# 56 Broadway at Newmark	D	41.8 0.844	D	41.8 0.844	+ 0.000 D/V
# 57 Newmark at Laclair	D	1.5 0.000	D	1.5 0.000	+ 0.000 V/C
# 58 Newmark at Ocean Blvd.	B	15.4 0.614	B	15.4 0.614	+ 0.000 D/V
# 59 Thompson at Koosbay	C	5.6 0.000	C	5.6 0.000	+ 0.000 V/C
# 60 Woodland at Thompson	C	3.2 0.000	C	3.2 0.000	+ 0.000 V/C
# 61 Ocean Blvd. at Woodland	C	21.5 0.589	C	21.5 0.589	+ 0.000 D/V
# 62 Ocean Blvd. at Radar	B	3.1 0.000	B	3.1 0.000	+ 0.000 V/C
# 63 Hwy 101 at Clark	D	0.3 0.000	D	0.3 0.000	+ 0.000 V/C
# 64 Hwy 101 at Casino entrance	B	14.0 0.523	B	14.0 0.523	+ 0.000 D/V
# 65 Libby at Wilshire	B	3.2 0.000	B	3.2 0.000	+ 0.000 V/C
# 66 Hwy 101 at E Bay Dr.	A	3.5 0.677	A	3.5 0.677	+ 0.000 D/V
# 67 Hwy 101 at North Bay	F	3.0 0.000	F	3.0 0.000	+ 0.000 V/C
# 68 Hwy 101 at Trans Pacific	C	1.4 0.000	C	1.4 0.000	+ 0.000 V/C
# 70 1st at Hall NB	A	4.9 0.415	A	4.9 0.415	+ 0.000 D/V
# 71 Broadway at 17th	F	0.8 0.000	F	0.8 0.000	+ 0.000 V/C
# 72 Virginia at Pony Village entra	D	1.9 0.000	D	1.9 0.000	+ 0.000 V/C
# 73 Coos River Hwy at Olive Barber	D	3.1 0.000	D	3.1 0.000	+ 0.000 V/C
# 74 Ocean Blve at Laclair	C	3.3 0.000	C	3.3 0.000	+ 0.000 V/C
# 75 Central at 7th	C	12.4 0.754	C	12.4 0.754	+ 0.000 V/C
# 76 Coos River Hwy at Edwards	B	2.8 0.000	B	2.8 0.000	+ 0.000 V/C
# 77 Coos River Hwy at Mullen	E	1.1 0.000	E	1.1 0.000	+ 0.000 V/C
# 78 Hwy 101 at Edwards	E	0.6 0.000	E	0.6 0.000	+ 0.000 V/C

Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to DKS ASSOC., PORTLAND, OR

Intersection	Base Del/ LOS Veh A	V/ C	Future Del/ LOS Veh A	V/ C	Change in
# 79 11th at Elrod	32.7	0.696	32.7	0.696	+ 0.000 V/C
# 80 US 101/Coos River Hwy (Bunker	8.2	0.355	8.2	0.355	+ 0.000 D/V
# 81 Virginia/McPherson	27.7	0.973	27.7	0.973	+ 0.000 D/V
# 82 Virginia/Broadway					

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

Intersection #1 6th at D St.

Average Delay (sec/veh): 4.1 Worst Case Level Of Service:

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 1 0 0 1 0 0 0 1 0 0 0 0

Volume Module:
Base Vol: 203 0 379 0 0 0 0 10 134 154 30 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: 203 0 379 0 0 0 0 10 134 154 30 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: 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: 203 0 379 0 0 0 0 10 134 154 30 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 203 0 379 0 0 0 0 10 134 154 30 0

Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx xxxxxx xxxxxx 6.6 6.3 7.2 5.6 xxxxxx
FollowUpTrm: 2.2 xxx xxxxxx xxxxxx xxxxxx 4.1 3.4 3.5 4.0 xxxxxx

Capacity Module:
Conflict Vol: 0 xxx xxxxxx xxx xxxxxx xxx 785 0 478 406 xxxxxx
Potent Cap.: 0 xxx xxxxxx xxx xxxxxx xxx 319 0 493 530 xxxxxx
Move Cap.: 0 xxx xxxxxx xxx xxxxxx xxx 319 0 481 530 xxxxxx

Level Of Service Module:
Stopped Del: 0.0 xxx xxxxxx xxx xxxxxx xxx xxxxxx xxxxxx xxxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx 4591 488 xxxxxx
Shrd StpDel: 0.0 xxx xxxxxx xxx xxx xxxxxx 5.8 16.8 xxxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 5.8 A C * * * * * * * * * * * *
ApproachLOS: * C

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

Intersection #3 7th at Ingersoll													

Cycle (sec):	100	Critical Vol./Cap. (X):										0.405	
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):										9.3	
Optimal Cycle:	0	Level Of Service:										A	

Approach:	North Bound	South Bound	East Bound	West Bound									
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:													
Base Vol:	10 109	0 11 284	50 30 10	0 21 15	4								
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00								
Initial Bse:	10 109	0 11 284	50 30 10	0 21 15	4								
User Adj:	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								
PHF Volume:	10 109	0 11 284	50 30 10	0 21 15	4								
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0								
Reduced Vol:	10 109	0 11 284	50 30 10	0 21 15	4								
PCE Adj:	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								
Final Vol:	10 109	0 11 284	50 30 10	0 21 15	4								

Saturation Flow Module:													
Adjustment:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00								
Lanes:	0.08 0.92	0.03 0.83	0.14 0.75	0.25 0.00	0.52 0.38	0.10							
Final Sat.:	65 713	0 27 702	124 489	163 0	348 248	66							

Capacity Analysis Module:													
Vol/Sat:	0.15 0.15	xxxx	0.40 0.40	0.40 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06
Crit Moves:	8.3 8.3	0.0 9.9	9.9 9.9	8.4 8.4	0.0 8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
Delay/Veh:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00							
AdjDel/Veh:	8.3 8.3	0.0 9.9	9.9 9.9	8.4 8.4	0.0 8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
LOS by Move:	A A *	A A *	A A *	A A *	A A *	A	A	A	A	A	A	A	A
ApproachDel:	8.3	9.9	9.9	8.4	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00							
ApprAdjDel:	8.3	9.9	9.9	8.4	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3
LOS by Appr:	A	A	A	A	A	A							

Level Of Service Computation Report													
2000 HCM Operations Method (Base Volume Alternative)													
Intersection #7 Hwy 101 at Planagan													
Cycle (sec):	120	Critical Vol./Cap. (X):		0.695									
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):		12.0									
Optimal Cycle:	61	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0
Volume Module:													
Base Vol:	71 10	33 35 10	40 30 1734	82 28 1353	5								
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00								
Initial Bse:	71 10	33 35 10	40 30 1734	82 28 1353	5								
User Adj:	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								
PHF Volume:	71 10	33 35 10	40 30 1734	82 28 1353	5								
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0								
Reduced Vol:	71 10	33 35 10	40 30 1734	82 28 1353	5								
PCE Adj:	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								
Final Vol:	71 10	33 35 10	40 30 1734	82 28 1353	5								
Saturation Flow Module:													
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900								
Adjustment:	0.69 0.69	0.69 0.78	0.78 0.92	0.92 0.92	0.92								
Lanes:	0.62 0.09	0.29 0.41	0.12 0.47	1.00 1.91	0.09								
Final Sat:	814 115	378 608	174 694	1753 3324	157								
Capacity Analysis Module:													
Vol/Sat:	0.09 0.09	0.09 0.06	0.06 0.02	0.02 0.52	0.52	0.02	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Crit Moves:	0.13 0.13	0.13 0.13	0.13 0.13	0.03 0.75	0.75	****							
Green/Cycle:	0.69 0.69	0.69 0.46	0.46 0.53	0.53 0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	62.4 62.4	62.4 50.5	50.5 50.5	50.5 66.7	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6
Delay/Veh:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00								
User DelAdj:	62.4 62.4	62.4 50.5	50.5 50.5	50.5 66.7	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6
AdjDel/Veh:	62.4 62.4	62.4 50.5	50.5 50.5	50.5 66.7	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6
DesignQueue:	4 1 2	2 1 2	2 1 2	33 2 2	26								

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

Intersection #8 Hwy 101 at 1st

Average Delay (sec/veh): 1.2 Worst Case Level Of Service:

Approach: North 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 2 0 0 0 0 1 1 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 85 1293 0 0 1877 30 0 0 130 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
Initial Bse: 85 1293 0 0 1877 30 0 0 130 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 85 1293 0 0 1877 30 0 0 130 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 85 1293 0 0 1877 30 0 0 130 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 7.0 xxxxx xxxxx xxxxx
FollowUpTm: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 1907 xxxxx xxxxx xxxxx xxxxx 954 xxxxx xxxxx xxxxx
Potent Cap.: 292 xxxxx xxxxx xxxxx xxxxx 254 xxxxx xxxxx xxxxx
Move Cap.: 292 xxxxx xxxxx xxxxx xxxxx 254 xxxxx xxxxx xxxxx
Level Of Service Module:
Stopped Del: 22.3 xxxxx xxxxx xxxxx xxxxx 33.2 xxxxx xxxxx xxxxx
LOS by Move: C * * * * * D * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 33.2 D
ApproachLOS: * * * * *

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

Intersection #9 Hwy 101 at S Front St.

Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

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 0 0 0 0 0 0 0 1 1 0 1 0 2 0 0
Volume Module:
Base Vol: 5 0 32 0 0 0 0 0 2047 5 16 1339 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 0 32 0 0 0 0 2047 5 16 1339 0
User Adj: 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
PHF Volume: 5 0 32 0 0 0 0 2047 5 16 1339 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 5 0 32 0 0 0 0 2047 5 16 1339 0
Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTm: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 2751 xxxxx 1026 xxxxx xxxxx xxxxx 2052 xxxxx xxxxx
Potent Cap.: 16 xxxxx 232 xxxxx xxxxx xxxxx 263 xxxxx xxxxx
Move Cap.: 15 xxxxx 232 xxxxx xxxxx xxxxx 263 xxxxx xxxxx
Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 19.6 xxxxx xxxxx
LOS by Move: * * * * * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 79 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 85.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * F * * * * * * * * * *
ApproachDel: 85.7 F
ApproachLOS: * * * * *

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

Intersection #10 Broadway at Lockhart

Cycle (sec): 100 Critical Vol./Cap. (X): 0.128
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

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 0 0 1 0 0 0 1 0 0 0 0 0
Volume Module:
Base Vol: 15 0 0 5 10 100 49 27 0 0 51 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: 15 0 0 5 10 100 49 27 0 0 51 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: 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: 15 0 0 5 10 100 49 27 0 0 51 5
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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.: 15 0 0 5 10 100 49 27 0 0 51 5
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 0.00 0.04 0.09 0.87 0.64 0.36 0.00 0.00 0.91 0.09
Final Sat.: 734 0 0 39 78 781 506 279 0 0 750 74
Capacity Analysis Module:
Vol/Sat: 0.02 xxxx xxxx 0.13 0.13 0.13 0.10 0.10 xxxx 0.07 0.07
Crit Moves: ****
Delay/Veh: 7.8 0.0 0.0 7.5 7.5 7.5 7.9 7.9 0.0 0.0 7.5 7.5
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: 7.8 0.0 0.0 7.5 7.5 7.5 7.9 7.9 0.0 0.0 7.5 7.5
LOS by Move: A * A A A A A * A A A
ApproachDel: 7.8 7.8 7.5 7.9 7.9 7.5 7.9 7.9 7.5 7.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 7.8 7.8 7.5 7.9 7.9 7.5 7.9 7.9 7.5 7.5
LOS by Appr: A A A A A A A A A A

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

Intersection #11 Lockhart at 2nd

Average Delay (sec/veh): 4.2 Worst Case Level Of Service:

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
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 20 5 5 5 5 85 70 18 20 5 33 10
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: 20 5 5 5 5 85 70 18 20 5 33 10
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: 20 5 5 5 5 85 70 18 20 5 33 10
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 20 5 5 5 5 85 70 18 20 5 33 10
Critical Gap Module:
Critical Gap: 7.1 6.5 6.2 7.2 6.6 6.3 4.1 xxxx xxxx 4.1 xxxx xxxx
FollowUpTm: 3.5 4.0 3.3 3.6 4.1 3.4 2.2 xxxx xxxx 2.2 xxxx xxxx
Capacity Module:
Conflict Vol: 261 221 28 221 226 38 43 xxxx xxxx 38 xxxx xxxx
Potent Cap.: 696 681 1053 726 666 1023 1559 xxxx xxxx 1553 xxxx xxxx
Move Cap.: 610 647 1053 691 633 1023 1559 xxxx xxxx 1553 xxxx xxxx
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxx xxxx xxxx 7.4 xxxx xxxx 7.3 xxxx xxxx
LOS by Move: * * * * * A * A * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 663 xxxx xxxx 967 xxxx xxxx xxxx xxxx xxxx
Shrd StpDel:xxxxx 10.7 xxxx xxxx 9.1 xxxx xxxx xxxx xxxx xxxx
Shared LOS: * B * * A * * * *
ApproachDel: 10.7 9.1
ApproachLOS: B A

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

Intersection #13 10th at Central

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 61 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: Protected Protected Protected Protected Protected Protected
Rights: Include Include 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 1 0 1 0 0 1 0 0 1 0 1 0 1
Volume Module:
Base Vol: 224 115 1 147 104 30 10 780 197 4 551 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 224 115 1 147 104 30 10 780 197 4 551 14
User Adj: 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
PHF Volume: 224 115 1 147 104 30 10 780 197 4 551 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 224 115 1 147 104 30 10 780 197 4 551 14
PCE Adj: 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
Final Vol.: 224 115 1 147 104 30 10 780 197 4 551 14
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
Lanes: 1.00 0.99 0.01 1.00 0.78 0.22 0.01 0.99 1.00 0.01 1.95
Final Sat.: 1787 1863 16 1769 1396 403 23 1827 1583 20 3268 70
Capacity Analysis Module:
Vol/Sat: 0.13 0.06 0.06 0.08 0.07 0.07 0.43 0.43 0.12 0.20 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.18 0.12 0.12 0.16 0.10 0.10 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.71 0.52 0.52 0.52 0.71 0.71 0.71 0.71 0.21 0.33 0.33
Delay/Veh: 46.3 43.4 43.4 40.0 55.4 55.4 16.2 16.2 9.3 10.1 10.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 46.3 43.4 43.4 40.0 55.4 55.4 16.2 16.2 9.3 10.1 10.1
DesignQueue: 11 6 0 7 5 2 0 19 5 0 15 0

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

Intersection #12 Lockhart at 7th

Average Delay (sec/veh): 7.7 Worst Case Level Of Service:

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
Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 492 105 224 0 0 321 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 492 105 224 0 0 321 15
User Adj: 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
PHF Volume: 0 0 0 492 105 224 0 0 321 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 492 105 224 0 0 321 15
Critical Gap Module:
Critical Gap: 6.4 6.2 4.1 3.3 3.3 3.3 3.3 3.3 3.3 3.3
FollowUpTime: 3.5 3.3 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2
Capacity Module:
Conflict Vol: 763 329 336 336 336 336 336 336 336 336
Potential Cap.: 374 374 715 715 715 715 715 715 715 715
Move Cap.: 348 348 715 715 715 715 715 715 715 715
Level Of Service Module:
Stopped Del: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 374 374 715 715 715 715 715 715 715 715
Shrd StpDel: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Shared LOS: * * * * * C * * * * *
ApproachDel: 21.2 21.2 21.2 21.2 21.2 21.2 21.2 21.2 21.2 21.2
ApproachLOS: * * * * * C * * * * *

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

Intersection #14 4th at Elrod

Cycle (sec): 100 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
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
Lanes: 1 0 0 1 0 1 0 0 0 0 1 0 0 0 1 0 0
Volume Module:
Base Vol: 60 124 50 230 236 26 0 78 30 53 58 81
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: 60 124 50 230 236 26 0 78 30 53 58 81
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: 60 124 50 230 236 26 0 78 30 53 58 81
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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.: 60 124 50 230 236 26 0 78 30 53 58 81
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 0.71 0.29 1.00 0.90 0.10 0.00 0.72 0.28 0.28 0.30 0.42
Final Sat.: 530 422 170 570 564 62 0 403 155 165 180 252
Capacity Analysis Module:
Vol/Sat: 0.11 0.29 0.29 0.40 0.42 0.42 xxxx 0.19 0.19 0.32 0.32 0.32
Crit Moves: ****
Delay/Veh: 10.8 10.8 12.8 12.1 12.1 0.0 10.2 10.2 11.1 11.1 11.1 11.1
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 10.8 10.8 12.8 12.1 12.1 0.0 10.2 10.2 11.1 11.1 11.1
LOS by Move: A B B B B * B B B B B B
ApproachDel: 10.6 12.4 12.4 10.2 11.1 11.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 10.6 12.4 12.4 10.2 11.1 11.1
LOS by Appr: B B B B B B

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

Intersection #15 2nd at Ingersoll

Average Delay (sec/veh): 5.1 Worst Case Level Of Service:

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
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 10 74 10 10 34 10 0 26 11 10 52 20
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: 10 74 10 10 34 10 0 26 11 10 52 20
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: 10 74 10 10 34 10 0 26 11 10 52 20
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 74 10 10 34 10 0 26 11 10 52 20
Critical Gap Module:
Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 xxxx xxxx xxxx 4.1 xxxx xxxx
FollowUpTrim: 3.5 4.0 3.3 3.5 4.0 3.3 xxxx xxxx xxxx 2.2 xxxx xxxx
Capacity Module:
Conflict Vol: 136 124 32 156 119 62 xxxx xxxx xxxx 37 xxxx xxxx
Potential Cap.: 836 767 1043 816 775 1009 xxxx xxxx xxxx 1574 xxxx xxxx
Move Cap.: 796 762 1043 744 770 1009 xxxx xxxx xxxx 1574 xxxx xxxx
Level Of Service Module:
Stopped Del:xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 7.3 xxxx xxxx
LOS by Move: * * * * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 788 xxxx xxxx 800 xxxx xxxx xxxx xxxx xxxx xxxx
Shrd StpDel:xxxx 10.2 xxxx xxxx 9.8 xxxx xxxx xxxx xxxx xxxx xxxx
Shared LOS: * B * * * A * * * * *
ApproachDel: 10.2 9.8
ApproachLOS: B A

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

Intersection #16 Commercial at Broadway														

Cycle (sec):	100	Critical Vol./Cap. (X):										0.596		
loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):										14.1		
Optimal Cycle:	38	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	L	T	R	L	T	R	L	T	R	R
Control:	Split Phase	Split Phase	Split Phase	Split Phase										
Rights:	Include	Include	Include	Include										
Min. Green:	0 0 0	0 0 0	0 2 0	0 0 0	0	0	0	0	1	0	0	1	0	0
Lanes:	0 0 0	0 0 2	0 1 0	0 0 0	0	1	1	0	0	1	0	0	0	0

Volume Module:														
Base Vol:	0	0	0	1461	114	0	0	0	30	420	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			
Initial Bse:	0	0	0	1461	114	0	0	0	30	420	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			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	1461	114	0	0	0	30	420	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	1461	114	0	0	0	30	420	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			
MLF Adj:	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	0	0	1461	114	0	0	0	30	420	0			

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	0.91	0.82	1.00	1.00	1.00	0.93	0.93	1.00			
Lanes:	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.13	1.87	0.00			
Final Sat.:	0	0	0	3473	1554	0	0	0	236	3302	0			

Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.42	0.07	0.00	0.00	0.00	0.13	0.13	0.00			
Crit Moves:	*****													
Green/Cycle:	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.21	0.21	0.00			
Volume/Cap:	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.00	0.60	0.60	0.00			
Delay/Veh:	0.0	0.0	0.0	7.8	4.7	0.0	0.0	0.0	36.7	36.7	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	7.8	4.7	0.0	0.0	0.0	36.7	36.7	0.0			
DesignQueue:	0	0	0	27	2	0	0	0	1	19	0			

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

Intersection #18 Broadway at Market														

Cycle (sec):	100	Critical Vol./Cap. (X):										0.548		
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):										10.1		
Optimal Cycle:	35	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	L	T	R	L	T	R	L	T	R	R
Control:	Split Phase	Split Phase	Split Phase	Split Phase										
Rights:	Include	Include	Include	Include										
Min. Green:	0 0 0	0 0 0	0 1 0	0 0 0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	0 0 0	0 1 0	0 0 0	0	1	0	0	0	0	0	1	0	0

Volume Module:														
Base Vol:	0	0	0	25	1371	20	0	75	90	30	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			
Initial Bse:	0	0	0	25	1371	20	0	75	90	30	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			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	25	1371	20	0	75	90	30	25			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	25	1371	20	0	75	90	30	25			
PCE Adj:	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			
Final Vol.:	0	0	0	25	1371	20	0	75	90	30	25			

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.92	0.92	0.86	0.86			
Lanes:	0.00	0.00	0.00	0.03	1.94	0.03	0.00	0.45	0.55	0.55	0.45			
Final Sat.:	0	0	0	61	3349	49	0	792	950	896	746			

Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.41	0.41	0.41	0.00	0.09	0.09	0.03	0.03			
Crit Moves:	*****													
Green/Cycle:	0.00	0.00	0.00	0.75	0.75	0.75	0.00	0.17	0.17	0.17	0.17			
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.55	0.55	0.19	0.19			
Delay/Veh:	0.0	0.0	0.0	5.7	5.7	5.7	0.0	39.9	39.9	35.7	35.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	5.7	5.7	5.7	0.0	39.9	39.9	35.7	35.7			
DesignQueue:	0	0	0	21	0	0	0	4	4	1	1			

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

Intersection #20 Broadway at Hall SB													

Cycle (sec):	100	Critical Vol./Cap. (X):		0.523									
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):		6.5									
Optimal Cycle:	33	Level Of Service:		A									

Approach:	North Bound	South Bound	East Bound	West Bound									
Movement:	L - T - R	L - T - R	L - T - R	L - T - R									
Control:	Split Phase		Split Phase										
Rights:	Include		Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	0	0	0	1	0

Volume Module:	-----												
Base Vol:	0	0	0	30	2090	20	0	30	65	50	40	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
Initial Bse:	0	0	0	30	2090	20	0	30	65	50	40	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
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	1.00
PHF Volume:	0	0	0	30	2090	20	0	30	65	50	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	2090	20	0	30	65	50	40	0	0
PCF 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
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	1.00
Final Vol:	0	0	0	30	2090	20	0	30	65	50	40	0	0

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj:	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.90	0.90	0.87	0.87	1.00	1.00
Lanes:	0.00	0.00	0.00	0.04	2.93	0.03	0.00	0.32	0.68	0.56	0.44	0.00	0.00
Final Sat:	0	0	0	70	4909	47	0	539	1169	921	737	0	0

Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.06	0.06	0.05	0.05	0.00	0.00
Crit Moves:	****												
Green/Cycle:	0.00	0.00	0.00	0.81	0.81	0.81	0.00	0.11	0.11	0.11	0.11	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.52	0.00	0.52	0.52	0.51	0.51	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	3.1	3.1	3.1	0.0	45.0	45.0	44.7	44.7	0.0	0.0
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	1.00
AdjDel/Veh:	0.0	0.0	0.0	3.1	3.1	3.1	0.0	45.0	45.0	44.7	44.7	0.0	0.0
DesignQueue:	0	0	0	0	24	0	0	2	3	3	2	0	0

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

Intersection #19 Baysshore at Market																	

Average Delay (sec/veh):		0.6		Worst Case Level Of Service:													

Approach:		North Bound		South Bound		East Bound		West Bound									
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:		Uncontrolled		Uncontrolled		Uncontrolled		Uncontrolled		Uncontrolled		Stop Sign					
Rights:		Include		Include		Include		Include		Include		Include					
Lanes:		0	1	0	1	0	0	0	0	0	0	1	0	0	0	1	
		-----		-----		-----		-----		-----		-----		-----		-----	
Volume Module:																	
Base Vol:		30 1301		10		0		0		90		0		0		15	
Growth Adj:		1.00 1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:		30 1301		10		0		0		90		0		0		15	
User Adj:		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	
PHF Volume:		30 1301		10		0		0		90		0		0		15	
Reduct Vol:		0		0		0		0		0		0		0		0	
Final Vol:		30 1301		10		0		0		90		0		0		15	
		-----		-----		-----		-----		-----		-----		-----		-----	
Critical Gap Module:																	
Critical Gp:		4.1		xxxxx		xxxxx		xxxx		xxxxxx		7.1		xxxx		xxxxxx	
FollowUpTim:		2.2		xxxxx		xxxxxx		xxxxx		xxxxx		3.5		xxxx		xxxxxx	
		-----		-----		-----		-----		-----		-----		-----		-----	
Capacity Module:																	
Cnflct Vol:		0		xxxxx		xxxxx		xxxxx		xxxxxx		718		xxxxx		xxxxxx	
Potent Cap.:		0		xxxxx		xxxxxx		xxxxx		xxxxxx		343		xxxxx		xxxxxx	
Move Cap.:		0		xxxxx		xxxxxx		xxxxx		xxxxxx		316		xxxxx		xxxxxx	
		-----		-----		-----		-----		-----		-----		-----		-----	
Level Of Service Module:																	
Stopped Del:		0.0		xxxxx		xxxxxx		xxxxxx		xxxxxx		20.8		xxxxx		xxxxxx	
LOS by Move:		A		*		*		*		*		C		*		D	
Movement:		LT		- LTR		- RT		LT		- LTR		- RT		LT		- LTR	
Shared Cap.:		xxxx		xxxxx		xxxxxx		xxxxxx		xxxxxx		xxxx		xxxxx		xxxx	
Shrd StpDel:		0.0		xxxxx		xxxxxx		xxxxx		xxxxxx		xxxx		xxxxx		xxxx	
Shared LOS:		A		*		*		*		*		*		*		*	
ApproachDel:		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		20.8		xxxx		31.9	
ApproachLOS:		*		*		*		*		*		C		*		D	

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

Intersection #21 Broadway at Johnson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 41 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: Split Phase Split Phase Permitted Permitted
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 0 0 1 0 2 1 0 0 0 1 1 0 1 0 1 0 0

Volume Module:
Base Vol: 0 0 285 1640 102 0 137 130 245 110 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 285 1640 102 0 137 130 245 110 0
User Adj: 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
PHF Volume: 0 0 285 1640 102 0 137 130 245 110 0
Reduc Vol: 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 285 1640 102 0 137 130 245 110 0
PCE Adj: 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
Final Vol.: 0 0 285 1640 102 0 137 130 245 110 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.96 0.88 0.88 1.00 0.86 0.86 0.56 0.99 1.00
Lanes: 0.00 0.00 0.00 0.00 2.82 0.18 0.00 1.03 0.97 1.00 1.00 0.00
Final Sat.: 0 0 1828 4699 292 0 1667 1582 1072 1881 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.35 0.35 0.00 0.08 0.08 0.23 0.06 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.56 0.56 0.56 0.00 0.36 0.36 0.36 0.36 0.00
Volume/Cap: 0.00 0.00 0.00 0.28 0.63 0.63 0.00 0.23 0.23 0.63 0.16 0.00
Delay/Veh: 0.0 0.0 0.0 11.8 15.6 15.6 0.0 22.1 22.1 29.5 21.6 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 11.8 15.6 15.6 0.0 22.1 22.1 29.5 21.6 0.0
DesignQueue: 0 0 0 7 44 3 0 5 5 9 4 0

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

Intersection #22 Johnson at Bayshore

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 50 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: Split Phase Split Phase Permitted Permitted
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 1 1 0 1 0 0 0 0 0 0 1 1 0 0 0 1 0 1

Volume Module:
Base Vol: 25 1341 80 0 0 0 122 295 0 0 270 135
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: 25 1341 80 0 0 0 122 295 0 0 270 135
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: 25 1341 80 0 0 0 122 295 0 0 270 135
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 1341 80 0 0 0 122 295 0 0 270 135
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.: 25 1341 80 0 0 0 122 295 0 0 270 135

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 0.77 0.81 1.00 1.00 1.00 0.59 0.59 1.00 1.00 0.99 0.84
Lanes: 0.04 1.96 1.00 0.00 0.00 0.00 0.59 1.41 0.00 0.00 1.00 1.00
Final Sat.: 53 2858 1537 0 0 0 654 1582 0 0 1881 1599

Capacity Analysis Module:
Vol/Sat: 0.47 0.47 0.05 0.00 0.00 0.00 0.19 0.19 0.00 0.00 0.14 0.08
Crit Moves: ****
Green/Cycle: 0.66 0.66 0.00 0.00 0.00 0.26 0.26 0.00 0.00 0.26 0.26 0.26
Volume/Cap: 0.71 0.71 0.08 0.00 0.00 0.00 0.71 0.71 0.00 0.00 0.55 0.32
Delay/Veh: 12.3 12.3 6.2 0.0 0.0 0.0 37.5 37.5 0.0 0.0 33.1 30.2
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: 12.3 12.3 6.2 0.0 0.0 0.0 37.5 37.5 0.0 0.0 33.1 30.2
DesignQueue: 1 28 2 0 0 0 5 12 0 0 11 6

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

Intersection #23 Bayshore at Alder

Average Delay (sec/veh): 0.4 Worst Case Level Of Service:

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 0 0 0 1 0 0 0 0 0 1 0

Volume Module:
Base Vol: 30 1311 50 0 0 0 15 5 0 0 20 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: 30 1311 50 0 0 0 15 5 0 0 20 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: 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: 30 1311 50 0 0 0 15 5 0 0 20 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 1311 50 0 0 0 15 5 0 0 20 25

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx 7.1 6.5 xxxxx xxxxx 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 4.0 xxxxx xxxxx 4.0 3.3

Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 726 1421 xxxxx xxxxx 1396 681
Potential Cap.: 0 xxxxx xxxxx xxxxx xxxxx 340 136 xxxxx xxxxx 140 447
Move Cap.: 0 xxxxx xxxxx xxxxx xxxxx 286 136 xxxxx xxxxx 140 447

Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * LT - LTR - RT LT - LTR - RT
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 224 xxxxx xxxxx xxxxx 226
Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx 22.6 xxxxx xxxxx xxxxx 24.8
Shared LOS: A * * * * * C * * * * * C
ApproachDel: xxxxxx * * * * * 22.6 C
ApproachLOS: * * * * * C

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

Intersection #24 Broadway at Alder

Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

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 0 0 0 1 0 1 0 0 0 1 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 30 1406 5 0 10 10 70 10 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 0 0 0 30 1406 5 0 10 10 70 10 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: 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: 0 0 0 0 30 1406 5 0 10 10 70 10 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 0 30 1406 5 0 10 10 70 10 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 4.0 3.3 4.0 3.5 xxxxx

Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx 0 xxxxx xxxxx xxxxx 1469 706 768 1471 xxxxx
Potential Cap.: 0 xxxxx xxxxx xxxxx 0 xxxxx xxxxx xxxxx 129 440 317 126 xxxxx
Move Cap.: 0 xxxxx xxxxx xxxxx 0 xxxxx xxxxx xxxxx 129 440 292 126 xxxxx

Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * LT - LTR - RT LT - LTR - RT
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 199 251 xxxxx xxxxx
Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx 25.1 25.9 xxxxx xxxxx
Shared LOS: A * * * * * D * * * * *
ApproachDel: xxxxxx * * * * * 25.1 D
ApproachLOS: * * * * * D

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

Intersection #25 Bayshore at Commercial

Average Delay (sec/veh): 0.0 Worst Case Level Of Service:

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 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 400 1276 0 0 0 0 0 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: 400 1276 0 0 0 0 0 0 0 0 0 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: 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: 400 1276 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 400 1276 0 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gap: 4.1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
FollowUpTm: 2.2 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Capacity Module:
Conflict Vol: 0 xxxx xxxx xxxx xxxx xxxx xxxx
Potential Cap.: 0 xxxx xxxx xxxx xxxx xxxx xxxx
Move Cap.: 0 xxxx xxxx xxxx xxxx xxxx xxxx
Level Of Service Module:
Stopped Del: 0.0 xxxx xxxx xxxx xxxx xxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx
Shrd StpDel: 0.0 xxxx xxxx xxxx xxxx
Shared LOS: A * * * * *
ApproachDel: xxxxxx xxxxxx
ApproachLOS: *

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

Intersection #26 Bayshore at Cedar

Average Delay (sec/veh): 0.1 Worst Case Level Of Service:

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 0 0 0 1 0 0 0 0 0 0 1
Volume Module:
Base Vol: 0 1391 5 0 0 0 10 0 0 0 0 0 0 0 10
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
Initial Bse: 0 1391 5 0 0 0 10 0 0 0 0 0 0 10
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
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 1.00
PHF Volume: 0 1391 5 0 0 0 10 0 0 0 0 0 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 1391 5 0 0 0 10 0 0 0 0 0 0 10
Critical Gap Module:
Critical Gap: xxxx xxxx xxxx xxxx 7.1 xxxx xxxx 6.2
FollowUpTm: xxxx xxxx xxxx xxxx 3.5 xxxx xxxx 3.3
Capacity Module:
Conflict Vol: xxxx xxxx xxxx 696 xxxx 698
Potential Cap.: xxxx xxxx xxxx 359 xxxx 444
Move Cap.: xxxx xxxx xxxx 351 xxxx 444
Level Of Service Module:
Stopped Del: xxxx xxxx xxxx 15.6 xxxx 13.3
LOS by Move: * * * * * C * * * * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx
Shrd StpDel: 0.0 xxxx xxxx xxxx
Shared LOS: A * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 15.6 13.3
ApproachLOS: * * C B

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

Intersection #31 Ocean Blvd. at Butler													

Cycle (sec):	100	Critical Vol./Cap. (X):		0.414									
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):		4.3									
Optimal Cycle:	28	Level Of Service:		A									

Approach:	North Bound	South Bound	East Bound	West Bound	*****								
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	0	1	0	0	1

Volume Module:													
Base Vol:	0	0	0	5	0	71	64	891	20	50	836	20	50
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
Initial Bse:	0	0	0	5	0	71	64	891	20	50	836	20	50
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
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	1.00
PHF Volume:	0	0	0	5	0	71	64	891	20	50	836	20	50
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	71	64	891	20	50	836	20	50
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	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	1.00
Final Vol:	0	0	0	5	0	71	64	891	20	50	836	20	50

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.76	0.76	0.76	0.76	0.78	0.78	0.78	0.78	0.78
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.13	1.83	0.04	0.11	1.85	0.04	0.04
Final Sat:	0	0	0	1787	0	1599	190	2650	59	163	2718	65	65

Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.04	0.34	0.34	0.34	0.31	0.31	0.31	0.31
Crit Moves:	0.00	0.00	0.00	0.11	0.00	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Green/Cycle:	0.00	0.00	0.00	0.03	0.00	0.41	0.41	0.41	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	40.0	0.0	43.3	2.8	2.8	2.8	2.6	2.6	2.6	2.6
Delay/Veh:	0.0	0.0	0.0	40.0	0.0	43.3	2.8	2.8	2.8	2.6	2.6	2.6	2.6
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	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.0	0.0	43.3	2.8	2.8	2.8	2.6	2.6	2.6	2.6
DesignQueue:	0	0	0	0	0	4	1	10	0	1	9	0	0

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

Intersection #32 Hwy 101 at Newmark													

Cycle (sec):	120	Critical Vol./Cap. (X):		0.821									
Loss time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):		32.4									
Optimal Cycle:	87	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	0

Volume Module:													
Base Vol:	393	1030	5	0	1031	86	154	0	336	5	5	5	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	1.00
Initial Bse:	393	1030	5	0	1031	86	154	0	336	5	5	5	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	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	1.00
PHF Volume:	393	1030	5	0	1031	86	154	0	336	5	5	5	5
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1030	5	0	1031	86	154	0	336	5	5	5	5
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	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	1.00
Final Vol:	393	1030	5	0	1031	86	154	0	336	5	5	5	5

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	1.00	0.90	0.81	0.74	1.00	0.83	0.80	0.80	0.80	0.80
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.34	0.33	0.33	0.33
Final Sat:	1736	3453	17	1900	3437	1537	1408	0	1583	510	510	510	510

Capacity Analysis Module:													
Vol/Sat:	0.23	0.30	0.30	0.00	0.30	0.06	0.11	0.00	0.21	0.01	0.01	0.01	0.01
Crit Moves:	0.28	0.64	0.64	0.00	0.37	0.37	0.26	0.00	0.26	0.26	0.26	0.26	0.26
Green/Cycle:	0.82	0.47	0.47	0.00	0.82	0.15	0.42	0.00	0.82	0.04	0.04	0.04	0.04
Volume/Cap:	51.5	11.2	11.2	0.0	38.9	25.7	37.8	0.0	54.3	33.3	33.3	33.3	33.3
Delay/Veh:	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
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	1.00
AdjDel/Veh:	51.5	11.2	11.2	0.0	38.9	25.7	37.8	0.0	54.3	33.3	33.3	33.3	33.3
DesignQueue:	20	27	0	0	47	8	0	17	0	0	0	0	0

Level Of Service Computation Report														
2000 HCM Operations Method (Base Volume Alternative)														
Intersection #33 Newmark at Sherman														
Cycle (sec):	100	Critical Vol./Cap. (X):			0.628									
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):			28.2									
Optimal Cycle:	60	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0
Volume Module:														
Base Vol:	228 140	30 13 113	69 73 491	193 193	11 474	9 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:	228 140	30 13 113	69 73 491	193 193	11 474	9 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:	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:	228 140	30 13 113	69 73 491	193 193	11 474	9 9								
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0								
Reduced Vol:	228 140	30 13 113	69 73 491	193 193	11 474	9 9								
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:	228 140	30 13 113	69 73 491	193 193	11 474	9 9								
Saturation Flow Module:														
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900								
Adjustment:	0.94 0.96	0.95 0.94	0.94 0.99	0.84 0.94	0.99 0.99	0.99 0.99								
Lanes:	1.00 0.82	0.18 1.00	0.62 0.38	1.00 1.00	1.00 1.00	0.98 0.02								
Final Sat:	1787 1509	323 1805	1112 679	1787 1881	1599 1787	1840 35								
Capacity Analysis Module:														
Vol/Sat:	0.13 0.09	0.09 0.01	0.10 0.10	0.04 0.26	0.12 0.01	0.26 0.26								
Crit Moves:	****	****	****	****	****	****								
Green/Cycle:	0.20 0.34	0.34 0.03	0.16 0.16	0.07 0.46	0.46 0.01	0.41 0.41								
Volume/Cap:	0.63 0.27	0.27 0.27	0.63 0.63	0.56 0.56	0.26 0.56	0.63 0.63								
Delay/Veh:	39.9 24.4	24.4 50.9	43.5 43.5	56.0 20.3	16.5 81.7	25.1 25.1								
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:	39.9 24.4	24.4 50.9	43.5 43.5	56.0 20.3	16.5 81.7	25.1 25.1								
DesignQueue:	10 5	1 1	5 3	4 16	6 1	17 0								

Level Of Service Computation Report														
2000 HCM Operations Method (Base Volume Alternative)														
Intersection #34 Newmark at Brussels														
Cycle (sec):	100	Critical Vol./Cap. (X):			0.434									
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):			8.1									
Optimal Cycle:	29	Level Of Service:			A									
Approach:	North Bound	South Bound	East Bound	West Bound										
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0
Volume Module:														
Base Vol:	5	0	10	106	0	50	130	695	5	5	510	154		
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
Initial Bse:	5	0	10	106	0	50	130	695	5	5	510	154		
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
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	1.00	1.00
PHF Volume:	5	0	10	106	0	50	130	695	5	5	510	154		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	5	0	10	106	0	50	130	695	5	5	510	154		
PCB 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
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	1.00	1.00
Final Vol:	5	0	10	106	0	50	130	695	5	5	510	154		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.70	1.00	0.84	0.68	0.68	0.68	0.86	0.86	0.86	0.86	0.86
Lanes:	0.33	0.00	0.67	1.00	0.00	1.00	0.31	1.68	0.01	0.01	1.53	0.46	0.46	0.46
Final Sat:	537	0	1074	1322	0	1599	407	2176	16	25	2506	757	757	757
Capacity Analysis Module:														
Vol/Sat:	0.01	0.00	0.01	0.08	0.00	0.03	0.32	0.32	0.32	0.20	0.20	0.20	0.20	0.20
Crit Moves:	****													
Green/Cycle:	0.18	0.00	0.18	0.18	0.00	0.18	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.05	0.00	0.05	0.43	0.00	0.17	0.43	0.43	0.43	0.28	0.28	0.28	0.28	0.28
Delay/Veh:	33.6	0.0	33.6	37.4	0.0	34.6	5.3	5.3	5.3	4.5	4.5	4.5	4.5	4.5
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	1.00	1.00
AdjDel/Veh:	33.6	0.0	33.6	37.4	0.0	34.6	5.3	5.3	5.3	4.5	4.5	4.5	4.5	4.5
DesignQueue:	0	0	0	5	0	2	11	2	11	0	8	2	8	2

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

Intersection #35 Pony Creek at Crowell

Average Delay (sec/veh): 3.5 Worst Case Level Of Service:

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 1 0 0 0 1 0 0 0 0 0 0
Volume Module:
Base Vol: 50 285 0 0 191 51 63 0 55 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: 50 285 0 0 191 51 63 0 55 0 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: 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: 50 285 0 0 191 51 63 0 55 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 50 285 0 0 191 51 63 0 55 0 0 0 0
Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx xxxxxx 6.4 xxx 6.2 xxxxxx xxx xxxxxx
FollowUpTime: 2.2 xxx xxxxxx xxxxxx 3.5 xxx 3.3 xxxxxx xxx xxxxxx
Capacity Module:
Conflict Vol: 242 xxx xxxxxx xxxxxx 602 xxx 217 xxx xxxxxx xxxxxx
Potent Cap: 1324 xxx xxxxxx xxxxxx 461 xxx 821 xxx xxxxxx xxxxxx
Move Cap: 1324 xxx xxxxxx xxxxxx 448 xxx 821 xxx xxxxxx xxxxxx
Level Of Service Module:
Stopped Del: 7.8 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx xxxxxx xxxxxx xxxxxx xxxxxx 568 xxxxxx xxxxxx xxxxxx
Shrd StpDel: 7.8 xxx xxxxxx xxxxxx xxxxxx xxxxxx 13.0 xxxxxx xxxxxx xxxxxx
Shared LOS: A *
ApproachDel: xxxxxx *
ApproachLOS: *

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

Intersection #36 Virginia at Harrison

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 38 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
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 85 5 103 15 10 10 25 1032 56 36 976 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: 85 5 103 15 10 10 25 1032 56 36 976 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: 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: 85 5 103 15 10 10 25 1032 56 36 976 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 5 103 15 10 10 25 1032 56 36 976 5
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: 85 5 103 15 10 10 25 1032 56 36 976 5
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.68 0.68 0.83 0.84 0.84 0.84 0.93 0.92 0.92 0.91 0.91 0.91
Lanes: 0.94 0.06 1.00 0.43 0.28 0.29 1.00 1.90 0.10 1.00 1.99 0.01
Final Sat: 1225 72 1568 687 458 458 1769 3329 181 1736 3452 18
Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.02 0.02 0.02 0.01 0.31 0.31 0.02 0.28 0.28
Crit Moves: *
Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.15 0.03 0.68 0.68 0.05 0.69 0.69
Volume/Cap: 0.45 0.45 0.43 0.14 0.14 0.14 0.41 0.45 0.45 0.45 0.41 0.41
Delay/Veh: 40.2 40.2 39.7 37.0 37.0 37.0 51.7 7.5 7.5 50.6 6.7 6.7
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: 40.2 40.2 39.7 37.0 37.0 37.0 51.7 7.5 7.5 50.6 6.7 6.7
DesignQueue: 4 0 5 1 0 0 1 20 1 2 18 0

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

Intersection #37 Virginia at Safeway entrance
Average Delay (sec/veh): 3.1 Worst Case Level Of Service:

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 1 0 0 1 0 0 0 1 0 1 0 1 0 2 0 0
Volume Module:
Base Vol: 0 0 105 0 5 0 5 943 55 115 921 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 0 105 0 5 0 5 943 55 115 921 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: 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: 0 0 105 0 5 0 5 943 55 115 921 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 105 0 5 0 5 943 55 115 921 0

Critical Gap Module:
Critical Gap: 6.9 xxxxx 6.5 xxxxx 4.1 xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTim: 3.3 xxxxxx 4.0 xxxxx 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 499 xxxxx 2159 xxxxx 921 xxxxx xxxxx 998 xxxxx xxxxx
Potential Cap.: 520 xxxxx 48 xxxxx 737 xxxxx xxxxx 683 xxxxx xxxxx
Move Cap.: 520 xxxxx 40 xxxxx 737 xxxxx xxxxx 683 xxxxx xxxxx

Level Of Service Module:
Stopped Del: 13.7 xxxxx 108 xxxxx 9.9 xxxxx xxxxx 11.3 xxxxx xxxxx
LOS by Move: * * B * F * A * * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 520 xxxxx xxxxx xxxxx xxxxx 520 xxxxx xxxxx xxxxx
Shrd StpDel: 13.7 xxxxx xxxxx xxxxx xxxxx 9.9 xxxxx xxxxx xxxxx
Shared LOS: * * * * A * * * *
ApproachDel: 13.7 B 108.1 F xxxxxx xxxxxx
ApproachLOS: B F

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

Intersection #38 Virginia at Pony Village entrance A
Average Delay (sec/veh): 1.8 Worst Case Level Of Service:

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 0 0 0 0 1 1 0 1 0 2 0 0
Volume Module:
Base Vol: 55 0 20 0 0 0 0 915 90 50 924 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: 55 0 20 0 0 0 0 915 90 50 924 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: 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: 55 0 20 0 0 0 0 915 90 50 924 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 55 0 20 0 0 0 0 915 90 50 924 0

Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1522 xxxxx 503 xxxxx xxxxx xxxxx xxxxx 1005 xxxxx xxxxx
Potential Cap.: 110 xxxxx 517 xxxxx xxxxx xxxxx xxxxx 697 xxxxx xxxxx
Move Cap.: 104 xxxxx 517 xxxxx xxxxx xxxxx xxxxx 697 xxxxx xxxxx

Level Of Service Module:
Stopped Del: 63.0 xxxxx xxxxx xxxxx xxxxx xxxxx 10.6 xxxxx xxxxx
LOS by Move: * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 132 xxxxx 132 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 63.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: 63.0 F xxxxxx xxxxxx
ApproachLOS: F

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

Intersection #39 Sherman at Hwy 101 South

Average Delay (sec/veh): 1.6 Worst Case Level Of Service:

Approach: North 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 0 1 0 1 0 0 1 0 0 1 1 0 0 0 0
Volume Module:
Base Vol: 0 0 0 20 968 230 25 70 0 5 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 0 0 20 968 230 25 70 0 5 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: 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: 0 0 0 20 968 230 25 70 0 5 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 20 968 230 25 70 0 5 0 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx 7.1 6.5 xxxxx 7.1 xxxxx xxxxx
FollowUpTm: 2.2 xxxxx xxxxx 3.5 4.0 xxxxx 3.5 xxxxx xxxxx
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx 1123 1123 xxxxx 559 xxxxx xxxxx
Potential Cap: 0 xxxxx xxxxx 185 207 xxxxx 443 xxxxx xxxxx
Move Cap: 0 xxxxx xxxxx 185 207 xxxxx 327 xxxxx xxxxx

Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx 16.2 xxxxx xxxxx
LOS by Move: A * * * * C * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 0 xxxxx xxxxx 201 xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 0 xxxxx xxxxx xxxxx xxxxx 38.0 xxxxx xxxxx xxxxx
Shared LOS: * * * * E * * * *
ApproachDel: xxxxx xxxxx 38.0 16.2
ApproachLOS: * * E C

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

Intersection #40 Virginia at Meade

Average Delay (sec/veh): 4.8 Worst Case Level Of Service:

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
Lanes: 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 1 0 0
Volume Module:
Base Vol: 5 0 15 5 0 154 297 720 0 0 872 10
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: 5 0 15 5 0 154 297 720 0 0 872 10
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: 5 0 15 5 0 154 297 720 0 0 872 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 5 0 15 5 0 154 297 720 0 0 872 10

Critical Gap Module:
Critical Gap: 6.9 7.5 xxxxx 6.9 4.1 xxxxx xxxxx xxxxx
FollowUpTm: 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 1750 xxxxx 360 1831 xxxxx 441 882 xxxxx xxxxx
Potential Cap: 56 xxxxx 642 48 xxxxx 567 762 xxxxx xxxxx
Move Cap: 26 xxxxx 642 30 xxxxx 567 762 xxxxx xxxxx

Level Of Service Module:
Stopped Del: 175.5 xxxxx xxxxx xxxxx xxxxx 12.7 xxxxx xxxxx xxxxx
LOS by Move: F * * * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 0 xxxxx xxxxx 642 xxxxx 361 xxxxx xxxxx xxxxx
Shrd StpDel: 0 xxxxx xxxxx 10.7 xxxxx 22.6 xxxxx 12.7 xxxxx xxxxx
Shared LOS: * * * * B * * C * *
ApproachDel: 51.9 22.6
ApproachLOS: F C

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

Intersection #43 Maple at East Airport Way

Average Delay (sec/veh): 2.0 Worst Case Level Of Service:

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 Uncontrolled Uncontrolled
Rights: Include Include Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 10 0 10 5 122 0 0 144 30
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 10 0 10 5 122 0 0 144 30
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: 0 0 0 10 0 10 5 122 0 0 144 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 10 0 10 5 122 0 0 144 30
Critical Gap Module:
Critical Gap:xxxx xxxxxx 6.4 xxx 6.2 4.1 xxx xxxxxx xxxxxx xxxxxx
FollowUpTim:xxxx xxxxxx 3.5 xxx 3.3 2.2 xxx xxxxxx xxxxxx xxxxxx
Capacity Module:
Conflict Vol: xxx xxxxxx 291 xxx 159 174 xxx xxxxxx xxxxxx xxxxxx
Potential Cap.: xxx xxxxxx 702 xxx 889 1415 xxx xxxxxx xxxxxx xxxxxx
Move Cap.: xxx xxxxxx 700 xxx 889 1415 xxx xxxxxx xxxxxx xxxxxx
Level Of Service Module:
Stopped Del:xxxx xxxxxx xxxxxx xxxxxx 9.7 xxx 9.7 xxx xxxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxxxxx 783 xxxxxx 9.7 xxxxxx 9.7 xxxxxx 9.7 xxxxxx
Shrd StpDel:xxxx xxxxxx xxxxxx 9.7 xxxxxx 9.7 xxxxxx 9.7 xxxxxx 9.7 xxxxxx
Shared LOS: * * * * * A * * * * * A * * * * *
ApproachDel: xxxxxx 9.7 xxxxxx xxxxxx
ApproachLOS: * * * * * A

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

Intersection #44 Virginia at Arthur

Average Delay (sec/veh): 1.8 Worst Case Level Of Service:

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 Uncontrolled Uncontrolled
Rights: Include Include Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 10 0 10 8 112 0 0 232 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: 0 0 0 10 0 10 8 112 0 0 232 15
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: 0 0 0 10 0 10 8 112 0 0 232 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 10 0 10 8 112 0 0 232 15
Critical Gap Module:
Critical Gap:xxxx xxxxxx 6.4 xxx 6.2 4.1 xxx xxxxxx xxxxxx xxxxxx
FollowUpTim:xxxx xxxxxx 3.5 xxx 3.3 2.2 xxx xxxxxx xxxxxx xxxxxx
Capacity Module:
Conflict Vol: xxx xxxxxx 368 xxx 240 247 xxx xxxxxx xxxxxx xxxxxx
Potential Cap.: xxx xxxxxx 636 xxx 804 1325 xxx xxxxxx xxxxxx xxxxxx
Move Cap.: xxx xxxxxx 634 xxx 804 1325 xxx xxxxxx xxxxxx xxxxxx
Level Of Service Module:
Stopped Del:xxxx xxxxxx xxxxxx xxxxxx 7.7 xxx 7.7 xxx xxxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxxxxx 754 xxxxxx 7.7 xxxxxx 7.7 xxxxxx 7.7 xxxxxx
Shrd StpDel:xxxx xxxxxx xxxxxx 10.0 xxxxxx 10.0 xxxxxx 10.0 xxxxxx 10.0 xxxxxx
Shared LOS: * * * * * B * * * * * A * * * * *
ApproachDel: xxxxxx 10.0 xxxxxx xxxxxx
ApproachLOS: * * * * * B

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

Intersection #45 Virginia at Channel St.

Average Delay (sec/veh): 2.1 Worst Case Level Of Service:

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 Uncontrolled Uncontrolled
Rights: Include Include Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 21 0 12 24 129 0 0 199 23
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 21 0 12 24 129 0 0 199 23
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: 0 0 0 21 0 12 24 129 0 0 199 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 21 0 12 24 129 0 0 199 23
Critical Gap Module:
Critical Gap:xxxx 6.4 xxxx 6.2 4.1 xxxx xxxx xxxx xxxx
FollowUpTm:xxxx 3.5 xxxx 3.3 2.2 xxxx xxxx xxxx xxxx
Capacity Module:
Conflict Vol: xxxx 388 xxxx 211 222 xxxx xxxx xxxx xxxx
Potential Cap.: xxxx 620 xxxx 835 1347 xxxx xxxx xxxx xxxx
Move Cap.: xxxx 611 xxxx 835 1347 xxxx xxxx xxxx xxxx
Level Of Service Module:
Stopped Del:xxxx xxxx 7.7 xxxx xxxx 7.7 xxxx xxxx 7.7 xxxx
LOS by Move: * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 0 xxxx 677 xxxx 777 xxxx 677 xxxx 677 xxxx
Shrd StpDel:xxxx xxxx 10.6 xxxx 7.7 xxxx 10.6 xxxx 7.7 xxxx
Shared LOS: * * * B * * * A * * *
ApproachDel: xxxxxx 10.6 xxxxxx xxxxxx
ApproachLOS: * * * B

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

Intersection #46 Lakeshore at Crocker

Average Delay (sec/veh): 5.1 Worst Case Level Of Service:

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 Uncontrolled Uncontrolled
Rights: Include Include Include Include Include Include
Lanes: 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 10 5 29 5 74 58 76 0 0 37 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: 0 10 5 29 5 74 58 76 0 0 37 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: 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: 0 10 5 29 5 74 58 76 0 0 37 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 10 5 29 5 74 58 76 0 0 37 17
Critical Gap Module:
Critical Gap:xxxx 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxx xxxx xxxx
FollowUpTm:xxxx 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxx xxxx xxxx
Capacity Module:
Conflict Vol: xxxx 266 76 255 258 46 54 xxxx xxxx xxxx xxxx
Potential Cap.: xxxx 643 991 686 645 1021 1551 xxxx xxxx xxxx xxxx
Move Cap.: xxxx 614 991 650 616 1021 1551 xxxx xxxx xxxx xxxx
Level Of Service Module:
Stopped Del:xxxx xxxx 7.4 xxxx 7.4 xxxx 7.4 xxxx 7.4 xxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 703 xxxx 863 xxxx 863 xxxx 863 xxxx 863 xxxx
Shrd StpDel:xxxx 10.2 xxxx 9.8 xxxx 9.8 xxxx 9.8 xxxx 9.8 xxxx
Shared LOS: * * * B * * * A * * *
ApproachDel: 10.2 9.8 9.8
ApproachLOS: B A

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

Intersection #47 Virginia at Oak

Average Delay (sec/veh): 2.4 Worst Case Level Of Service:

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 0 1 0 0 1 0
Volume Module:
Base Vol: 11 26 54 15 45 10 5 197 22 74 294 20
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 26 54 15 45 10 5 197 22 74 294 20
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: 11 26 54 15 45 10 5 197 22 74 294 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 11 26 54 15 45 10 5 197 22 74 294 20
Critical Gap Module:
Critical Gap: 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:
Conflict Vol: 698 680 208 710 681 304 314 xxxx xxxxx 219 xxxx xxxxx
Potential Cap: 355 373 832 351 375 740 1241 xxxx xxxxx 1356 xxxx xxxxx
Move Cap: 302 351 832 296 353 740 1241 xxxx xxxxx 1356 xxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx 7.9 xxxx xxxxx 7.8 xxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxx 519 xxxxx xxxx 365 xxxxx xxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx 13.4 xxxxx 17.2 xxxxx 17.2 xxxxx 17.2 xxxxx
Shared LOS: * B * * * * * C * * * * * C * * * * *
ApproachDel: 13.4 * * * * * C * * * * * C * * * * *
ApproachLOS: B B

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

Intersection #48 Newmark at Oak

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 47 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: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 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 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 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 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.89 0.93 0.93 1.00 1.00 1.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92
Lanes: 0.00 0.00 0.00 0.38 0.00 0.38 0.00 0.62 1.00 2.00 0.00 0.00 1.87 0.13 0.13 0.13 0.13
Final Sat: 0 0 0 0 640 0 1051 1769 3538 0 0 3272 231 231 231 231 231 231
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.09 0.00 0.09 0.07 0.34 0.00 0.00 0.36 0.36 0.36 0.36 0.36
Crit Moves: **** *
Green/Cycle: 0.00 0.00 0.00 0.15 0.00 0.15 0.12 0.73 0.00 0.00 0.00 0.61 0.61 0.61 0.61 0.61 0.61
Volume/Cap: 0.00 0.00 0.00 0.58 0.00 0.58 0.58 0.47 0.00 0.00 0.00 0.58 0.58 0.58 0.58 0.58 0.58
Delay/Veh: 0.0 0.0 0.0 43.1 0.0 43.1 45.6 5.7 0.0 0.0 0.0 12.3 12.3 12.3 12.3 12.3 12.3
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 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 43.1 0.0 43.1 45.6 5.7 0.0 0.0 0.0 12.3 12.3 12.3 12.3 12.3 12.3
DesignQueue: 0 0 0 3 0 3 0 4 6 20 0 0 28 28 28 28 28

Coos Bay/North Bend TSP
PM Peak Hour
Future 2020 Conditions

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

Intersection #49 Newmark at Morrison

Average Delay (sec/veh): 1.3 Worst Case Level Of Service:

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 0 1 0
Volume Module:
Base Vol: 15 0 123 0 0 0 0 870 21 169 979 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
Initial Bse: 15 0 123 0 0 0 0 870 21 169 979 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 0 123 0 0 0 0 870 21 169 979 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 15 0 123 0 0 0 0 870 21 169 979 0

Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1708 xxxxx 446 xxxxx xxxxx xxxxx xxxxx 891 xxxxx xxxxx
Potent Cap.: 82 xxxxx 560 xxxxx xxxxx xxxxx xxxxx 757 xxxxx xxxxx
Move Cap.: 58 xxxxx 560 xxxxx xxxxx xxxxx xxxxx 757 xxxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.1 xxxxx xxxxx
LOS by Move: * * * * * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 313 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx 25.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * D * * *
ApproachDel: 25.2 xxxxx xxxxx xxxxx xxxxx
ApproachLOS: D

Coos Bay/North Bend TSP
PM Peak Hour
Future 2020 Conditions

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

Intersection #50 Empire Blvd. at Pacific

Average Delay (sec/veh): 2.6 Worst Case Level Of Service:

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 Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1 0 0
Volume Module:
Base Vol: 0 603 28 5 703 0 0 0 0 0 21 0 10
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: 0 603 28 5 703 0 0 0 0 0 21 0 10
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: 0 603 28 5 703 0 0 0 0 0 21 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 603 28 5 703 0 0 0 0 0 21 0 10

Critical Gap Module:
Critical Gap:xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2
FollowUpTim:xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3
Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 631 xxxxx xxxxx xxxxx xxxxx 1330 xxxxx 617
Potent Cap.: xxxxx xxxxx xxxxx 947 xxxxx xxxxx xxxxx xxxxx 169 xxxxx 486
Move Cap.: xxxxx xxxxx xxxxx 947 xxxxx xxxxx xxxxx xxxxx 168 xxxxx 486

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 213 xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx 24.7 xxxxx
Shared LOS: * * * * * A * * *
ApproachDel: xxxxx xxxxx xxxxx 24.7
ApproachLOS: C

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

Intersection #51 Virginia at Hwy 101 North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 30 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 1 1 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 1 0 0 0 0 0 0 1 0 1 0 0 0 0 0 1 1 0
Volume Module:
Base Vol: 376 838 5 0 0 234 30 0 0 50 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 376 838 5 0 0 234 30 0 0 50 10
User Adj: 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
PHF Volume: 376 838 5 0 0 234 30 0 0 50 10
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 376 838 5 0 0 234 30 0 0 50 10
PCE Adj: 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
Final Vol: 376 838 5 0 0 234 30 0 0 50 10
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 1.00 1.00 0.67 0.94 1.00 1.00 0.88 0.88
Lanes: 0.93 2.06 0.01 0.00 0.00 0.00 1.00 1.00 0.00 1.67 0.33
Final Sat: 1506 3356 20 0 0 1277 1777 0 0 2792 558
Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.25 0.00 0.00 0.00 0.18 0.02 0.00 0.00 0.02 0.02
Crit Moves: ****
Green/Cycle: 0.53 0.53 0.53 0.00 0.00 0.00 0.39 0.39 0.00 0.00 0.39 0.39
Volume/Cap: 0.47 0.47 0.47 0.00 0.00 0.00 0.47 0.04 0.00 0.00 0.05 0.05
Delay/Veh: 14.8 14.8 14.8 0.0 0.0 0.0 23.5 19.0 0.0 0.0 19.0 19.0
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: 14.8 14.8 14.8 0.0 0.0 0.0 23.5 19.0 0.0 0.0 19.0 19.0
DesignQueue: 10 23 0 0 0 0 8 1 0 0 2 0

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

Intersection #52 Virginia at Hwy 101 South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 35 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 1 0 1 1 1 0 0 0 1 1 0 0 1 1 0 0
Volume Module:
Base Vol: 0 0 5 10 679 405 0 208 382 50 287 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 0 5 10 679 405 0 208 382 50 287 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: 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: 0 0 5 10 679 405 0 208 382 50 287 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 5 10 679 405 0 208 382 50 287 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: 0 0 5 10 679 405 0 208 382 50 287 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.80 0.80 0.80 1.00 0.83 0.83 0.75 0.75 1.00
Lanes: 0.00 0.00 1.00 0.03 1.97 1.00 0.00 1.00 1.00 0.30 1.70 0.00
Final Sat: 0 0 1644 44 3011 1528 0 1568 1568 421 2419 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.23 0.27 0.00 0.13 0.24 0.12 0.12 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.01 0.48 0.48 0.48 0.00 0.44 0.44 0.44 0.44 0.00
Volume/Cap: 0.00 0.00 0.56 0.47 0.47 0.56 0.00 0.30 0.56 0.27 0.27 0.00
Delay/Veh: 0.0 0.0 109.5 17.8 17.8 19.0 0.0 18.3 21.5 18.0 18.0 0.0
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 0.0 109.5 17.8 17.8 19.0 0.0 18.3 21.5 18.0 18.0 0.0
DesignQueue: 0 0 0 0 0 21 12 0 7 13 2 9

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

Intersection #53 California at Hwy 101 North

Average Delay (sec/veh): 0.2 Worst Case Level Of Service:

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 1 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0
Volume Module: 70 913 0 0 0 0 10 5 0 0 5 10
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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: 70 913 0 0 0 0 10 5 0 0 5 10
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: 70 913 0 0 0 0 10 5 0 0 5 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 70 913 0 0 0 0 10 5 0 0 5 10
Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 7.2 6.6 xxxxx xxxxx 6.6 6.3
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.6 4.1 xxxxx xxxxx 4.0 3.3
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 447 1053 xxxxx xxxxx 1053 304
Potential Vol: 0 xxxxx xxxxx xxxxx xxxxx 505 217 xxxxx xxxxx 223 728
Move Cap.: 0 xxxxx xxxxx xxxxx xxxxx 490 217 xxxxx xxxxx 223 728
Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 345 xxxxx xxxxx xxxxx 415
Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx 15.9 xxxxx xxxxx xxxxx 14.0
Shared LOS: A *
ApproachDel: xxxxxx *
ApproachLOS: *

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

Intersection #54 Florida at Sherman

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 36 Level Of Service: E

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 Permitted Permitted
Rights: Include Include Include Include
Lanes: 0 1 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0
Volume Module: 5 867 0 0 843 7 311 5 15 70 10 0
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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: 5 867 0 0 843 7 311 5 15 70 10 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: 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: 5 867 0 0 843 7 311 5 15 70 10 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 867 0 0 843 7 311 5 15 70 10 0
PCB 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: 5 867 0 0 843 7 311 5 15 70 10 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.95 0.95 0.90 0.90 0.67 0.67 0.67 0.64 0.64 0.64
Lanes: 0.01 1.99 0.00 0.00 0.00 0.00 0.02 0.94 0.01 0.05 0.87 0.13
Final Sat.: 19 3287 0 0 3405 28 1189 19 57 1058 151 0
Capacity Analysis Module:
Vol/Sat: 0.26 0.26 0.00 0.00 0.25 0.25 0.26 0.26 0.07 0.07 0.07 0.00
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.00 0.00 0.46 0.46 0.46 0.46 0.46 0.46 0.46 0.00
Volume/Cap: 0.57 0.57 0.00 0.00 0.54 0.54 0.57 0.57 0.57 0.57 0.57 0.00
Delay/Veh: 20.2 20.2 0.0 0.0 19.6 19.6 21.3 21.3 21.3 21.3 21.3 0.0
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: 20.2 20.2 0.0 0.0 19.6 19.6 21.3 21.3 21.3 21.3 21.3 0.0
DesignQueue: 0 28 0 0 27 0 10 0 0 2 0 0 0

Level Of Service Computation Report														
2000 HCM Operations Method (Base Volume Alternative)														
Intersection #55 Broadway at 16th														
Cycle (sec):	100	Critical Vol./Cap. (X):			0.464									
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):			14.7									
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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0
Volume Module:														
Base Vol:	10 903	34	6 774	25	30	0	10 159	15	12					
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					
Initial Bse:	10 903	34	6 774	25	30	0	10 159	15	12					
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					
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	1.00					
PHF Volume:	10 903	34	6 774	25	30	0	10 159	15	12					
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0					
Reduced Vol:	10 903	34	6 774	25	30	0	10 159	15	12					
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	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	1.00					
Final Vol.:	10 903	34	6 774	25	30	0	10 159	15	12					
Saturation Flow Module:														
Sat/Lane:	1900 1900	1900	1900 1900	1900	1900 1900	1900	1900 1900	1900	1900					
Adjustment:	0.93 0.93	0.93	0.93 0.93	0.93	0.74 1.00	0.74	0.70 0.70	0.70	0.70					
Lanes:	1.00 1.93	0.07	1.00 1.94	0.06	0.75 0.00	0.25	0.86 0.08	0.06	0.06					
Final Sat.:	1769 3392	128	1769 3410	110	1055	0	352	1144	108					
Capacity Analysis Module:														
Vol/Sat:	0.01 0.27	0.27	0.00 0.23	0.23	0.03 0.00	0.03	0.14 0.14	0.14	0.14					
Crit Moves:	***	***	***	***	***	***	***	***	***					
Green/Cycle:	0.01 0.57	0.57	0.01 0.57	0.57	0.30 0.00	0.30	0.30 0.30	0.30	0.30					
Volume/Cap:	0.40 0.46	0.46	0.46 0.40	0.40	0.10 0.00	0.10	0.46 0.46	0.46	0.46					
Delay/Veh:	59.1 12.6	12.6	73.6 12.3	12.3	25.4 0.0	25.4	29.4 29.4	29.4	29.4					
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	1.00					
AdjDel/Veh:	59.1 12.6	12.6	73.6 12.3	12.3	25.4 0.0	25.4	29.4 29.4	29.4	29.4					
DesignQueue:	1 23	1	0 20	1	1 0	0	6 1	0	0					

Level Of Service Computation Report														
2000 HCM Operations Method (Base Volume Alternative)														
Intersection #56 Broadway at Newmark														
Cycle (sec):	100	Critical Vol./Cap. (X):			0.844									
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):			41.8									
Optimal Cycle:	98	Level Of Service:			D									
Approach:	North Bound	South Bound	East Bound	West Bound										
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0
Volume Module:														
Base Vol:	142 382	38	78 283	35	502 474	176	38 356	164						
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:	142 382	38	78 283	35	502 474	176	38 356	164						
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:	142 382	38	78 283	35	502 474	176	38 356	164						
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0						
Reduced Vol:	142 382	38	78 283	35	502 474	176	38 356	164						
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.:	142 382	38	78 283	35	502 474	176	38 356	164						
Saturation Flow Module:														
Sat/Lane:	1900 1900	1900	1900 1900	1900	1900 1900	1900	1900 1900	1900						
Adjustment:	0.94 0.98	0.98	0.92 0.96	0.96	0.93 0.89	0.89	0.93 0.89	0.89						
Lanes:	1.00 0.91	0.09	1.00 0.89	0.11	1.00 1.46	0.54	1.00 1.37	0.63						
Final Sat.:	1787 1689	168	1753 1616	200	1769 2474	919	1769 2308	1063						
Capacity Analysis Module:														
Vol/Sat:	0.08 0.23	0.23	0.04 0.18	0.18	0.28 0.19	0.19	0.02 0.15	0.15						
Crit Moves:	***	***	***	***	***	***	***	***						
Green/Cycle:	0.10 0.27	0.27	0.05 0.22	0.22	0.34 0.47	0.47	0.05 0.18	0.18						
Volume/Cap:	0.79 0.84	0.84	0.84 0.79	0.79	0.84 0.41	0.41	0.41 0.84	0.84						
Delay/Veh:	65.1 47.1	47.1	94.1 47.2	47.2	41.4 17.8	17.8	48.8 49.8	49.8						
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:	65.1 47.1	47.1	94.1 47.2	47.2	41.4 17.8	17.8	48.8 49.8	49.8						
DesignQueue:	7 16	2	4 13	2	20 15	5	2 17	8						

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

Intersection #57 Newmark at Laclair

Average Delay (sec/veh): 1.5 Worst Case Level Of Service:

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 0 0 1 0
Volume Module:
Base Vol: 17 0 124 0 0 0 0 812 17 58 871 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: 17 0 124 0 0 0 0 812 17 58 871 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: 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: 17 0 124 0 0 0 0 812 17 58 871 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 17 0 124 0 0 0 0 812 17 58 871 0
Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTm: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1808 xxxxx 821 xxxxx xxxxx xxxxx xxxxx 829 xxxxx xxxxx
Potential Cap: 87 xxxxx 376 xxxxx xxxxx xxxxx xxxxx 803 xxxxx xxxxx
Move Cap: 83 xxxxx 376 xxxxx xxxxx xxxxx xxxxx 803 xxxxx xxxxx
Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.8 xxxxx xxxxx
LOS by Move: * * * * * * * * * * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx 263 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 33.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * *
ApproachDel: 33.4
ApproachLOS: D

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

Intersection #58 Newmark at Ocean Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 40 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 1 1 0 1 0 1 0 1 0
Volume Module:
Base Vol: 611 0 43 0 0 0 0 714 412 0 792 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: 611 0 43 0 0 0 0 714 412 0 792 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: 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: 611 0 43 0 0 0 0 714 412 0 792 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 611 0 43 0 0 0 0 714 412 0 792 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: 611 0 43 0 0 0 0 714 412 0 792 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.83 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0
Final Sat: 3432 0 1583 0 0 1900 1900 1845 2760 0 3538 0
Capacity Analysis Module:
Vol/Sat: 0.18 0.00 0.03 0.00 0.00 0.00 0.00 0.00 0.39 0.15 0.00 0.22 0.00
Crit Moves: ****
Green/Cycle: 0.29 0.00 0.29 0.00 0.00 0.00 0.00 0.00 0.63 0.63 0.00 0.63 0.00
Volume/Cap: 0.61 0.00 0.09 0.00 0.00 0.00 0.00 0.00 0.61 0.24 0.00 0.36 0.00
Delay/Veh: 31.8 0.0 26.0 0.0 0.0 0.0 0.0 0.0 12.1 8.1 0.0 8.9 0.0
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: 31.8 0.0 26.0 0.0 0.0 0.0 0.0 0.0 12.1 8.1 0.0 8.9 0.0
DesignQueue: 25 0 2 0 0 0 0 0 16 9 0 17 0

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

Intersection #59 Thompson at Coosbay
Average Delay (sec/veh): 5.6 Worst Case Level Of Service:

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 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 161 264 0 0 280 25 89 0 190 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: 161 264 0 0 280 25 89 0 190 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: 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: 161 264 0 0 280 25 89 0 190 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 161 264 0 0 280 25 89 0 190 0 0 0

Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx 6.4 xxx 6.2 xxx xxx xxx
FollowUpTim: 2.2 xxx xxxxxx 3.5 xxx 3.3 xxx xxx xxx
Capacity Module:
Conflict Vol: 305 xxx xxxxxx 879 xxx 293 xxx xxx xxx
Potential Cap.: 1262 xxx xxxxxx 320 xxx 749 xxx xxx xxx
Move Cap.: 1262 xxx xxxxxx 288 xxx 749 xxx xxx xxx

Level Of Service Module:
Stopped Del: 8.3 xxx xxxxxx xxx xxx xxx xxx xxx xxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxx xxx 496 xxx xxx xxx
Shrd StpDel: xxx xxx xxx xxx 21.2 xxx xxx xxx
Shared LOS: * * * * *
ApproachDel: xxxxxx 21.2 C
ApproachLOS: *

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

Intersection #60 Woodland at Thompson
Average Delay (sec/veh): 3.2 Worst Case Level Of Service:

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 1 0 1 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 362 30 136 506 0 0 0 0 0 0 0 0 39 0 237
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
Initial Bse: 0 362 30 136 506 0 0 0 0 0 0 0 0 39 0 237
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
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 1.00 1.00 1.00
PHF Volume: 0 362 30 136 506 0 0 0 0 0 0 0 0 39 0 237
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 362 30 136 506 0 0 0 0 0 0 0 0 39 0 237

Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx 6.4 xxx 6.2 xxx xxx xxx
FollowUpTim: 2.2 xxx xxxxxx 3.5 xxx 3.3 xxx xxx xxx
Capacity Module:
Conflict Vol: xxx xxx xxxxxx 392 xxx xxxxxx 1155 xxx 377
Potential Cap.: xxx xxx xxxxxx 1167 xxx xxxxxx 218 xxx 670
Move Cap.: xxx xxx xxxxxx 1167 xxx xxxxxx 198 xxx 670

Level Of Service Module:
Stopped Del: xxx xxx xxxxxx 8.5 xxx xxxxxx 27.6 xxx 13.3
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxx xxx xxx xxx xxx
Shrd StpDel: xxx xxx xxx xxx 15.3 C
Shared LOS: * * * * *
ApproachDel: xxxxxx 15.3 C
ApproachLOS: *

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

Intersection #61 Ocean Blvd. at Woodland

Cycle (sec): 100 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 47 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: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Lanes: 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 1 0
Volume Module:
Base Vol: 0 0 350 0 135 104 696 0 0 641 244
Growth Adj: 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 0 350 0 135 104 696 0 0 641 244
User Adj: 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
PHF Volume: 0 0 350 0 135 104 696 0 0 641 244
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 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
MLF Adj: 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 0 350 0 135 104 696 0 0 641 244
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.93 1.00 0.83 0.92 0.92 1.00 1.00 0.89
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 1.45
Final Sat.: 0 0 1769 0 1583 1753 3505 0 0 2457 935
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.20 0.00 0.09 0.06 0.20 0.00 0.00 0.26
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.34 0.00 0.34 0.10 0.54 0.00 0.00 0.44
Volume/Cap: 0.00 0.00 0.00 0.59 0.00 0.25 0.59 0.37 0.00 0.00 0.59
Delay/Veh: 0.0 0.0 0.0 29.0 0.0 24.3 48.1 13.1 0.0 0.0 21.6
User DelAdj: 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 0.0 0.0 29.0 0.0 24.3 48.1 13.1 0.0 0.0 21.6
DesignQueue: 0 0 0 14 0 5 5 19 0 0 21

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

Intersection #62 Ocean Blvd. at Radar

Average Delay (sec/veh): 3.1 Worst Case Level Of Service:

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 0 0 0 0 1 1 0 0 1 1 0 0
Volume Module:
Base Vol: 10 0 76 0 0 0 0 0 528 51 95 685 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: 10 0 76 0 0 0 0 0 528 51 95 685 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: 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: 10 0 76 0 0 0 0 0 528 51 95 685 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 0 76 0 0 0 0 0 528 51 95 685 0
Critical Gap Module:
Critical Gap: 6.8 xxx 6.9 xxx xxx xxx xxx 4.1 xxx xxx
FollowUpTrm: 3.5 xxx 3.3 xxx xxx xxx xxx 2.2 xxx xxx
Capacity Module:
Conflict Vol: 1086 xxx 290 xxx xxx xxx xxx 579 xxx xxx
Potential Cap.: 211 xxx 707 xxx xxx xxx xxx 991 xxx xxx
Move Cap.: 195 xxx 707 xxx xxx xxx xxx 991 xxx xxx
Level Of Service Module:
Stopped Del: xxx xxx xxx xxx xxx xxx 9.0 xxx xxx
LOS by Move: * * * * * * * * * * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx 541 xxx xxx xxx xxx xxx 9.0 xxx xxx
Shrd StpDel: xxx 12.9 xxx xxx xxx xxx xxx 9.0 xxx xxx
Shared LOS: * B * * * * * A *
ApproachDel: 12.9 xxx xxx xxx xxx xxx
ApproachLOS: B

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

Intersection #63 Hwy 101 at Clark

Average Delay (sec/veh): 0.3 Worst Case Level Of Service:

Approach: North 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 2 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 30 1169 0 0 1118 5 10 0 15 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: 30 1169 0 0 1118 5 10 0 15 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: 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: 30 1169 0 0 1118 5 10 0 15 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 30 1169 0 0 1118 5 10 0 15 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxx xxxxxx xxxxxx 6.8 xxx 6.9 xxx xxx xxx xxx
FollowUpTim: 2.2 xxx xxxxxx xxxxxx 3.5 xxx 3.3 xxx xxx xxx xxx
Capacity Module:
Conflict Vol: 1123 xxx xxxxxx 1765 xxx 562 xxx xxx xxx xxx
Potential Cap.: 612 xxx xxxxxx 77 xxx 476 xxx xxx xxx xxx
Move Cap.: 612 xxx xxxxxx 74 xxx 476 xxx xxx xxx xxx
Level Of Service Module:
Stopped Del: 11.2 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxxxxx xxxxxx xxxxxx 150 xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 33.8 xxxxxx xxxxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxx *
ApproachLOS: *

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

Intersection #64 Hwy 101 at Casino entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 42 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 Protected Protected
Rights: Include Include Include Include
Lanes: 1 0 2 0 1 1 0 1 1 0 0 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 5 1064 110 50 943 0 10 20 10 110 10 50
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: 5 1064 110 50 943 0 10 20 10 110 10 50
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: 5 1064 110 50 943 0 10 20 10 110 10 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 1064 110 50 943 0 10 20 10 110 10 50
PCB 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.: 5 1064 110 50 943 0 10 20 10 110 10 50
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.82 0.91 0.91 0.95 0.90 0.90 0.90 0.71 0.71 0.71
Lanes: 1.00 2.00 1.00 1.00 2.00 0.00 0.25 0.50 0.25 0.65 0.06 0.29
Final Sat.: 1736 3473 1554 1736 3473 0 428 855 428 878 80 399
Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.07 0.03 0.27 0.00 0.02 0.02 0.02 0.13 0.13 0.13
Crit Moves: ****
Green/Cycle: 0.01 0.59 0.59 0.06 0.63 0.00 0.24 0.24 0.24 0.24 0.24 0.24
Volume/Cap: 0.43 0.52 0.12 0.52 0.43 0.00 0.10 0.10 0.10 0.52 0.52 0.52
Delay/Veh: 72.8 12.6 9.3 51.2 9.3 0.0 29.7 29.7 29.7 34.6 34.6 34.6
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: 72.8 12.6 9.3 51.2 9.3 0.0 29.7 29.7 29.7 34.6 34.6 34.6
DesignQueue: 0 26 3 3 21 0 0 0 1 0 5 0

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

Intersection #65 Libby at Wilshire

Average Delay (sec/veh): 3.2 Worst Case Level Of Service:

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 1 0 0 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 45 0 25 25 106 0 0 76 63
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 45 0 25 25 106 0 0 76 63
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: 0 0 45 0 25 25 106 0 0 76 63
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 45 0 25 25 106 0 0 76 63
Critical Gap Module:
Critical Gap:xxxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: xxxxx 263 xxxxx 108 139 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx 726 xxxxx 946 1457 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx 716 xxxxx 946 1457 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx 7.5 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx 784 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx 10.0 xxxxx 7.5 xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxx 10.0 xxxxx xxxxx
ApproachLOS: * * * * * B

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

Intersection #66 Hwy 101 at E Bay Dr.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 46 Level Of Service: A

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 Permitted Permitted
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 1 0 0
Volume Module:
Base Vol: 0 1083 210 15 748 0 0 0 0 30 0 10
Growth Adj: 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 1083 210 15 748 0 0 0 0 30 0 10
User Adj: 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
PHF Volume: 0 1083 210 15 748 0 0 0 0 30 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1083 210 15 748 0 0 0 0 30 0 10
PCE Adj: 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
Final Vol.: 0 1083 210 15 748 0 0 0 0 30 0 10
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.81 0.90 0.90 1.00 1.00 1.00 1.00 0.89 1.00
Lanes: 0.00 1.00 1.00 0.02 0.98 0.00 0.00 0.00 0.00 0.75 0.00
Final Sat.: 0 1809 1537 34 1682 0 0 0 0 1263 0 421
Capacity Analysis Module:
Vol/Sat: 0.00 0.60 0.14 0.44 0.44 0.00 0.00 0.00 0.00 0.02 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.88 0.88 0.88 0.88 0.00 0.00 0.00 0.00 0.04 0.00
Volume/Cap: 0.00 0.68 0.15 0.50 0.50 0.00 0.00 0.00 0.00 0.68 0.00
Delay/Veh: 0.0 2.8 0.8 1.5 1.5 0.0 0.0 0.0 0.0 74.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 2.8 0.8 1.5 1.5 0.0 0.0 0.0 0.0 74.7 0.0
DesignQueue: 0 8 1 0 5 0 0 0 0 2 0 1

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

Intersection #67 Hwy 101 at North Bay

Average Delay (sec/veh): 3.0 Worst Case Level Of Service:

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 1 0 0 0 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 0 788 130 5 798 0 0 0 0 0 35 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: 0 788 130 5 798 0 0 0 0 35 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: 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: 0 788 130 5 798 0 0 0 0 35 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 788 130 5 798 0 0 0 0 35 0 0
Critical Gap Module:
Critical Gap: 4.2 xxx xxxxxx xxxxxx xxxxxx 6.4 xxx xxxxxx
FollowUpTim: 2.3 xxx xxxxxx xxxxxx xxxxxx 3.5 xxx xxxxxx
Capacity Module:
Conflict Vol: 918 xxx xxxxxx xxxxxx xxxxxx 1661 xxx xxxxxx
Potent Cap.: 727 xxx xxxxxx xxxxxx xxxxxx 108 xxx xxxxxx
Move Cap.: 727 xxx xxxxxx xxxxxx xxxxxx 108 xxx xxxxxx
Level Of Service Module:
Stopped Del: 10.0 xxx xxxxxx xxxxxx xxxxxx 53.8 xxx xxxxxx
LOS by Move: A * * * * * F
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: 10.0 xxx xxxxxx xxxxxx xxxxxx
Shared LOS: A * * * * *
ApproachDel: xxxxxx 53.8
ApproachLOS: * * * * * F

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

Intersection #68 Hwy 101 at Trans Pacific

Average Delay (sec/veh): 1.4 Worst Case Level Of Service:

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 1 0 1 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 30 728 0 0 663 0 10 0 90 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: 30 728 0 0 663 0 10 0 90 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: 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: 30 728 0 0 663 0 10 0 90 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 728 0 0 663 0 10 0 90 0 0 0
Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx xxxxxx xxxxxx 6.5 xxx 6.3 xxx xxx xxx
FollowUpTim: 2.2 xxx xxxxxx xxxxxx xxxxxx 3.6 xxx 3.4 xxx xxx xxx
Capacity Module:
Conflict Vol: 663 xxx xxxxxx xxxxxx xxxxxx 1451 xxxxxx 663 xxx xxx xxx
Potent Cap.: 916 xxx xxxxxx xxxxxx xxxxxx 137 xxx 446 xxx xxx xxx
Move Cap.: 916 xxx xxxxxx xxxxxx xxxxxx 134 xxx 446 xxx xxx xxx
Level Of Service Module:
Stopped Del: 9.1 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxxxxx xxxxxx xxxxxx 362 xxxxxx xxxxxx
Shrd StpDel: xxx xxxxxx xxxxxx xxxxxx xxxxxx 18.7 xxxxxx xxxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx 18.7
ApproachLOS: * * * * * C

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

Intersection #72 Virginia at Pony Village entrance B

Average Delay (sec/veh): 1.9 Worst Case Level Of Service:

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 1 0 0 0 0 0 0 1 1 0 1 0 2 0 0
Volume Module:
Base Vol: 35 0 100 0 0 0 0 825 70 95 939 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: 35 0 100 0 0 0 0 825 70 95 939 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: 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: 35 0 100 0 0 0 0 825 70 95 939 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 35 0 100 0 0 0 0 825 70 95 939 0

Critical Gap Module:
Critical Gp: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1520 xxxxx 447 xxxxx xxxxx xxxxx xxxxx 895 xxxxx xxxxx
Potent Cap.: 109 xxxxx 559 xxxxx xxxxx xxxxx xxxxx 754 xxxxx xxxxx
Move Cap.: 99 xxxxx 559 xxxxx xxxxx xxxxx xxxxx 754 xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.5 xxxxx xxxxx
LOS by Move: * * * * * * * * * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 253 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx 34.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * D * * * * * * * * * *
ApproachDel: 34.3 xxxxxx xxxxxx xxxxxx
ApproachLOS: D

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

Intersection #73 Coos River Hwy at Olive Barber Rd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service:

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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 1 0 0 0 1
Volume Module:
Base Vol: 0 631 192 14 359 0 0 0 0 101 0 11
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: 0 631 192 14 359 0 0 0 0 101 0 11
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: 0 631 192 14 359 0 0 0 0 101 0 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 631 192 14 359 0 0 0 0 101 0 11

Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx 6.5 xxxxx 6.3
FollowUpTim:xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx 3.6 xxxxx 3.4
Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 823 xxxxx xxxxx xxxxx xxxxx 1114 xxxxx 727
Potent Cap.: xxxxx xxxxx xxxxx 802 xxxxx xxxxx xxxxx xxxxx 226 xxxxx 417
Move Cap.: xxxxx xxxxx xxxxx 802 xxxxx xxxxx xxxxx xxxxx 223 xxxxx 417
Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx 9.6 xxxxx xxxxx xxxxx xxxxx 33.8 xxxxx 13.9
LOS by Move: * * * * * * * * * * D
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 31.8
ApproachLOS: *

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

Intersection #74 Ocean Blv at Laclair

Average Delay (sec/veh): 3.3 Worst Case Level Of Service:

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 1 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 57 0 84 48 524 0 0 687 93
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 57 0 84 48 524 0 0 687 93
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: 0 0 0 57 0 84 48 524 0 0 687 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 57 0 84 48 524 0 0 687 93
Critical Gap Module:
Critical Gap:xxxxx 6.8 xxxx 6.9 4.2 xxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 1091 xxxxx 390 780 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 209 xxxxx 609 827 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 200 xxxxx 609 827 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx 333 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx 23.5 xxxxx 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxx 23.5 C
ApproachLOS: * * * * * C

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

Intersection #75 Central at 7th

Cycle (sec): 1 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
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: Yield Sign Yield Sign Stop Sign Stop Sign
Rights: Include Include Channel Channel
Lanes: 0 0 0 0 0 1 0 0 2 0 0 0 2 0 1 0 0 0
Volume Module:
Base Vol: 0 0 0 5 95 618 0 0 787 10 60 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 0 0 5 95 618 0 0 787 10 60 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: 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: 0 0 0 5 95 618 0 0 787 10 60 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 5 95 618 0 0 787 10 60 0
Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0
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: 0.00 0.00 0.00 0.05 0.95 2.00 0.00 0.00 2.00 0.14 0.86 0.00
Final Sat.: 0 0 0 22 421 886 0 0 1044 121 729 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.23 0.70 0.00 0.00 0.75 0.08 0.08 0.00
Crit Moves: ****
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Volume/Cap: 0.00 0.00 0.00 0.23 0.23 0.70 0.00 0.00 0.75 0.08 0.08 0.00
Delay/Veh: 0.0 0.0 0.0 2.4 2.4 14.2 0.0 0.0 17.5 1.4 1.4 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: 0.0 0.0 0.0 2.4 2.4 14.2 0.0 0.0 17.5 1.4 1.4 0.0
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0

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

Intersection #77 Coos River Hwy at Mullen

Average Delay (sec/veh): 1.1 Worst Case Level Of Service:

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 1 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Volume Module:

Base Vol: 0 5 49 10 0 0 5 797 0 0 435 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 5 49 10 0 0 5 797 0 0 435 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: 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: 0 5 49 10 0 0 5 797 0 0 435 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 5 49 10 0 0 5 797 0 0 435 0

Critical Gap Module:

Critical Gap:xxxxx 6.6 6.3 7.3 xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxxx xxxxx

FollowUpTim:xxxxx 4.1 3.4 3.7 xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Conflict Vol: xxxx 1242 797 1269 xxxx xxxxx 435 xxxx xxxxx xxxxx xxxxx xxxxx

Potent Cap.: xxxx 171 379 131 xxxx xxxxx 1125 xxxx xxxxx xxxxx xxxxx xxxxx

Move Cap.: xxxx 170 379 111 xxxx xxxxx 1125 xxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:

Stopped Del:xxxxx xxxx xxxxx 40.5 xxxx xxxxx 8.2 xxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * * * E * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxxx 340 xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel:xxxxx xxxx 17.6 xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * C * * * * *

ApproachDel: 17.6 C 40.5 E xxxxxx xxxxxx

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

Intersection #76 Coos River Hwy at Edwards

Average Delay (sec/veh): 2.8 Worst Case Level Of Service:

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 1 0 0 0 0 0 1 0 1 0 1 0 0 0

Volume Module:

Base Vol: 0 0 5 0 0 0 0 841 25 52 430 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 0 5 0 0 0 0 841 25 52 430 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: 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: 0 0 5 0 0 0 0 841 25 52 430 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 0 5 0 0 0 0 841 25 52 430 0

Critical Gap Module:

Critical Gap:xxxxx xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxxx 4.1 xxxx xxxxx

FollowUpTim:xxxxx xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Conflict Vol: xxxx xxxxx 841 xxxx xxxxx xxxxx xxxxx xxxxx 866 xxxxx xxxxx

Potent Cap.: xxxx xxxxx 368 xxxx xxxxx xxxxx xxxxx xxxxx 765 xxxxx xxxxx

Move Cap.: xxxx xxxxx 368 xxxx xxxxx xxxxx xxxxx xxxxx 765 xxxxx xxxxx

Level Of Service Module:

Stopped Del:xxxxx xxxx 14.9 xxxxx xxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxx

LOS by Move: * * * * * B * * * * * B * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * B * * * * *

ApproachDel: 14.9 B xxxxxx xxxxxx

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

Intersection #78 Hwy 101 at Edwards

Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

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 1 0 0 0 1 0 0
Volume Module:
Base Vol: 10 0 10 20 0 12 0 1181 10 0 905 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
Initial Bse: 10 0 10 20 0 12 0 1181 10 0 905 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 10 20 0 12 0 1181 10 0 905 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 0 10 20 0 12 0 1181 10 0 905 0

Critical Gap Module:
Critical Gap: 7.5 xxxxx 6.9 7.7 xxxxx 7.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 3.6 xxxxx 3.4 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 1639 xxxxx 596 1496 xxxxx 453 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 68 xxxxx 452 77 xxxxx 528 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 66 xxxxx 452 75 xxxxx 528 xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx 115 xxxxx xxx 111 xxxxx xxx xxxxx xxxxx xxx xxxxx
Shrd StpDel: xxxxx 42.6 xxxxx xxxxx 49.9 xxxxx xxxxx xxxxx 0.0 xxxxx
Shared LOS: * E * * * * * * * * * * A * *
ApproachDel: 42.6 E 49.9 E xxxxxx xxxxxx
ApproachLOS: E E

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

Intersection #79 11th at Elrod

Average Delay (sec/veh): 6.8 Worst Case Level Of Service:

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 1 0 0 0 0 0 0 1 0 0 0 1 0 0
Volume Module:
Base Vol: 0 0 104 0 0 104 0 0 0 0 10 0 107 30 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
Initial Bse: 0 0 104 0 0 104 0 0 0 0 10 0 107 30 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
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 1.00
PHF Volume: 0 0 104 0 0 104 0 0 0 0 10 0 107 30 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 104 0 0 104 0 0 0 0 10 0 107 30 0

Critical Gap Module:
Critical Gap: xxxxx xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx
FollowUpTim: xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx
Capacity Module:
Conflict Vol: xxxxx xxxxx 10 xxxxx xxxxx xxxxx xxxxx xxxxx 10 xxxxx
Potent Cap.: xxxxx xxxxx 1071 xxxxx xxxxx xxxxx xxxxx xxxxx 1616 xxxxx
Move Cap.: xxxxx xxxxx 1071 xxxxx xxxxx xxxxx xxxxx xxxxx 1616 xxxxx

Level Of Service Module:
Stopped Del: xxxxx xxxxx 8.7 xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx
Shared LOS: * * * * * * * * * * * * * * * * A * *
ApproachDel: 8.7 A xxxxxx xxxxxx
ApproachLOS: A

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

Intersection #80 US 101/Coos River Hwy (Bunker Hill)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 59 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: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 0 0 0 0 2 2 0 0 0 0 0 0 0 0 2 0 0
Volume Module:
Base Vol: 0 0 0 0 435 797 0 0 0 837 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
Initial Bse: 0 0 0 0 435 797 0 0 0 837 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 435 797 0 0 0 837 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 0 0 0 0 435 797 0 0 0 837 0
MLF Adj: 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 0 0 0 435 797 0 0 0 837 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.75 0.92 1.00 1.00 1.00 0.95 1.00
Lanes: 1.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00 0.00 2.00 0.00
Final Sat: 1900 0 0 0 2842 3502 0 0 0 3610 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.15 0.23 0.00 0.00 0.00 0.23 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.22 0.33 0.00 0.00 0.00 0.33 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.70 0.70 0.00 0.00 0.00 0.70 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 39.4 31.2 0.0 0.0 0.0 30.8 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 39.4 31.2 0.0 0.0 0.0 30.8 0.0
DesignQueue: 0 0 0 0 19 32 0 0 0 33 0

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

Intersection #81 Virginia/McPherson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 25 Level Of Service: A

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 Protected Protected
Rights: Include Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0
Volume Module: >> Count Date: 16 Aug 2000 <<
Base Vol: 69 25 10 23 12 121 18 687 10 52 549 26
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 25 10 23 12 121 18 687 10 52 549 26
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: 69 25 10 23 12 121 18 687 10 52 549 26
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 69 25 10 23 12 121 18 687 10 52 549 26
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: 69 25 10 23 12 121 18 687 10 52 549 26
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.75 0.75 0.75 0.85 0.85 0.85 0.89 0.89 0.89 0.81 0.81 0.81
Lanes: 0.66 0.24 0.10 0.15 0.08 0.77 0.05 1.92 0.03 0.17 1.75 0.08
Final Sat: 951 344 138 239 125 1257 85 3251 47 257 2708 128
Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.10 0.10 0.10 0.21 0.21 0.21 0.20 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.27 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.27 0.27 0.27 0.35 0.35 0.35 0.35 0.35 0.34 0.34 0.34
Delay/Veh: 17.6 17.6 17.6 18.1 18.1 18.1 6.3 6.3 6.3 6.3 6.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 17.6 17.6 17.6 18.1 18.1 18.1 6.3 6.3 6.3 6.3 6.3
DesignQueue: 2 1 0 1 0 3 0 0 0 1 8 0

Coos Bay/North Bend TSP
 PM Peak Hour
 Future 2020 Conditions

```

-----
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #82 Virginia/Broadway
*****
Cycle (sec): 60 Critical Vol./Cap. (X): 0.973
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 109 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: Permitted Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0 0
-----
Volume Module: >> Count Date: 16 Mar 1994 << 4:30-5:30 PM
Base Vol: 172 26 567 38 14 8 9 342 134 479 427 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: 172 26 567 38 14 8 9 342 134 479 427 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: 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: 172 26 567 38 14 8 9 342 134 479 427 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 172 26 567 38 14 8 9 342 134 479 427 6
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.: 172 26 567 38 14 8 9 342 134 479 427 6
-----
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.72 0.72 0.72 0.64 0.64 0.64 0.85 0.85 0.85 0.59 0.59 0.59
Lanes: 0.87 0.13 1.00 0.64 0.23 0.13 0.04 1.41 0.55 1.00 0.99 0.01
Final Sat.: 1195 181 1375 765 282 161 60 2290 897 1113 1097 15
-----
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.41 0.05 0.05 0.05 0.15 0.15 0.15 0.43 0.39 0.39
Crit Moves: ****
Green/Cycle: 0.42 0.42 0.42 0.42 0.42 0.44 0.44 0.44 0.44 0.44 0.44
Volume/Cap: 0.34 0.34 0.97 0.12 0.12 0.12 0.34 0.34 0.34 0.97 0.88 0.88
Delay/Veh: 11.7 11.7 42.3 10.6 10.6 10.6 11.1 11.1 11.1 39.2 24.0 24.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.7 11.7 42.3 10.6 10.6 10.6 11.1 11.1 11.1 39.2 24.0 24.0
DesignQueue: 3 1 12 1 0 0 0 7 3 10 8 0
*****
  
```

Coos Bay/North Bend TSP

PM Peak Hour

Future 2023 Conditions (Mitigated)

Coos Bay/North Bend TSP

PM Peak Hour

Future 2023 Conditions (Mitigated)

Scenario Report

Impact Analysis Report

Level Of Service

Command:	PM existing	Intersection	Base	Future	Change
Volume:	PM existing		Del/	Del/	in
Geometry:	Default Geometry		Veh	Veh	
Impact Fee:	Default Impact Fee		C	C	
Trip Generation:	Default Trip Generation	# 7 Hwy 101 at Flanagan	LOS B	LOS B	+ 0.000 D/V
Trip Distribution:	Default Trip Distribution	# 13 10th at Central	0.693	0.693	+ 0.000 D/V
Paths:	Default Paths		C	C	
Routes:	Default Routes	# 22 Johnson at Bayshore	22.3	0.727	+ 0.000 D/V
Configuration:	Default Configuration	# 66 Hwy 101 at E Bay Dr.	B	19.8	+ 0.000 D/V
		# 75 Central at 7th	A	3.7	+ 0.000 D/V
		# 80 US 101/Coos River Hwy (Bunker	C	0.0	+ 0.000 D/V
			C	0.0	+ 0.000 D/V
			C	33.2	+ 0.000 D/V
			C	0.711	+ 0.000 D/V

PM future Tue Oct 14, 2003 11:07:14 Page 3-1
Coos Bay/North Bend TSP
PM Peak Hour
Future 2023 Conditions (Mitigated)
Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #7 Hwy 101 at Flanagan
Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 58 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 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 1 0 0 0 0 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 71 10 33 35 10 40 30 1734 82 28 1353 5
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 72 10 34 36 10 41 31 1770 84 29 1381 5
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: 72 10 34 36 10 41 31 1770 84 29 1381 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: 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: 72 10 34 36 10 41 31 1770 84 29 1381 5
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 72 10 34 36 10 41 31 1770 84 29 1381 5
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.: 72 10 34 36 10 41 31 1770 84 29 1381 5
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.71 0.71 0.71 0.78 0.78 0.78 0.92 0.96 0.96 0.90 0.95 0.95
Lanes: 0.62 0.09 0.29 0.41 0.12 0.47 1.00 1.91 0.09 1.00 1.99 0.01
Final Sat.: 836 118 388 609 174 656 1753 3499 165 1718 3601 13
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.06 0.06 0.06 0.02 0.51 0.51 0.02 0.38 0.38
Crit Moves: ****
Green/Cycle: 0.13 0.13 0.13 0.13 0.13 0.13 0.03 0.73 0.73 0.02 0.72 0.72
Volume/Cap: 0.69 0.69 0.69 0.47 0.47 0.47 0.53 0.69 0.69 0.69 0.53 0.53
Delay/Veh: 53.6 53.6 53.6 42.5 42.5 42.5 56.8 8.1 8.1 88.6 6.5 6.5
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: 53.6 53.6 53.6 42.5 42.5 42.5 56.8 8.1 8.1 88.6 6.5 6.5
AustraQueue: 2 1 1 1 0 1 1 27 2 1 17 0

PM future Tue Oct 14, 2003 11:07:14 Page 4-1
Coos Bay/North Bend TSP
PM Peak Hour
Future 2023 Conditions (Mitigated)
Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #13 10th at Central
Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 63 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 1 0 0 1 0 1 0 0 1 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1
Volume Module:
Base Vol: 224 115 1 147 104 30 10 780 197 4 651 14
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 229 117 1 150 106 31 10 796 201 4 665 14
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: 229 117 1 150 106 31 10 796 201 4 665 14
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: 229 117 1 150 106 31 10 796 201 4 665 14
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 229 117 1 150 106 31 10 796 201 4 665 14
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.: 229 117 1 150 106 31 10 796 201 4 665 14
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 0.99 0.99 0.93 0.95 0.95 0.97 0.97 0.83 0.93 0.93 0.93
Lanes: 1.00 0.99 0.01 1.00 0.78 0.22 0.01 0.99 1.00 0.01 1.95 0.04
Final Sat.: 1787 1863 16 1769 1396 403 23 1827 1583 21 3440 74
Capacity Analysis Module:
Vol/Sat: 0.13 0.06 0.06 0.08 0.08 0.08 0.44 0.44 0.13 0.19 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.18 0.12 0.12 0.16 0.10 0.10 0.60 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.73 0.53 0.53 0.53 0.73 0.73 0.73 0.73 0.21 0.32 0.32 0.32
Delay/Veh: 47.2 43.7 43.7 40.3 56.7 56.7 16.7 16.7 9.3 10.0 10.0 10.0
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: 47.2 43.7 43.7 40.3 56.7 56.7 16.7 16.7 9.3 10.0 10.0 10.0
AustraQueue: 7 3 0 4 3 1 16 3 0 9 0 0

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

Intersection #75 Central at 7th												

Cycle (sec):	1	Critical Vol./Cap. (X):		0.770								
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):		13.1								
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	L	T	R	L	T	R	L	T - R
Control:	Yield Sign	Yield Sign	Stop Sign	Stop Sign								
Rights:	Include	Channel	Channel	Include								
Lanes:	0 0 0 0	0 1 0 0 2	0 0 0 0 2	0 1 0 0 0								

Volume Module:												
Base Vol:	0	0	5	95	618	0	0	787	10	60	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	5	97	631	0	0	804	10	61	0	0
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:	0	0	5	97	631	0	0	804	10	61	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:	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:	0	0	5	97	631	0	0	804	10	61	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	0	0	5	97	631	0	0	804	10	61	0	0

Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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:	0.00	0.00	0.00	0.05	0.95	2.00	0.00	0.00	2.00	0.14	0.86	0.00
Final Sat:	0	0	22	421	886	0	0	1044	121	729	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.71	0.00	0.00	0.77	0.08	0.08	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.00	0.00	0.23	0.23	0.71	0.00	0.00	0.77	0.08	0.08	0.00
Delay/Veh:	0.0	0.0	0.0	2.4	2.4	15.0	0.0	0.0	18.6	1.4	1.4	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:	0.0	0.0	0.0	2.4	2.4	15.0	0.0	0.0	18.6	1.4	1.4	0.0
AustraQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

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

Intersection #80 US 101/Coos River Hwy (Bunker Hill)												

Cycle (sec):	100	Critical Vol./Cap. (X):		0.711								
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):		33.2								
Optimal Cycle:	61	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	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:	1	0	0	0	0	0	2	2	0	0	0	0

Volume Module:												
Base Vol:	0	0	0	0	435	797	0	0	0	837	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	444	814	0	0	0	855	0	0
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:	0	0	0	0	444	814	0	0	0	855	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:	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:	0	0	0	0	444	814	0	0	0	855	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	444	814	0	0	0	855	0	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:	0	0	0	0	444	814	0	0	0	855	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.75	0.92	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00	0.00
Final Sat:	1900	0	0	0	2842	3502	0	0	0	3610	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.16	0.23	0.00	0.00	0.00	0.24	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.00	0.00	0.00	0.22	0.33	0.00	0.00	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.00	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	39.9	31.6	0.0	0.0	0.0	0.0	31.1	0.0
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	0.0	0.0	0.0	39.9	31.6	0.0	0.0	0.0	0.0	31.1	0.0
AustraQueue:	0	0	0	0	12	20	0	0	0	0	21	0

Coos Bay Pavement Overlay Schedule

Post-It® Fax Note 7671		Date 9/17	# of pages 6
To J. Sosnovske	From L. BARRON		
Co./Dept. DKS	Co. QB		
Phone #	Phone # 269.8929		
Fax # 503.243.1924	Fax #		

Capitol Street Improvements

Overlay Projects

Revised

March 2001

City of Coos Bay

CAPITAL STREET IMPROVEMENTS

The City of Coos Bay has approximately 60 miles of paved streets in town and at 1996 dollars it would cost approximately \$6,842,880 to overlay every street. Though this is not feasible, the City since 1954 has had serial levies up to the 1990/1991 fiscal year (except for a couple of years between levies) to overlay streets. The levies brought in anywhere from \$100,000 to \$150,000 per year for the overlays. Approximately \$100,000 will overlay one mile of street at thirty-six feet wide. Fortunately the City had the insight to recognize that asphalt streets do not last forever and provided a means to maintain those streets. Unfortunately the citizens felt that enough taxes had been levied against them and voted that last levy down.

Life expectancy of streets is usually twenty years, of course several factors must be taken into account including traffic volume, type of original construction, location of the street in relation to fill or natural ground, and weight of traffic using the street. If streets can be overlaid within that twenty years then the cost is significantly reduced. The cost to overlay a street is 1/4 the cost as compared to complete rehabilitation. If the City had to do this to all of paved streets it would cost somewhere around 27 million dollars.

During rehabilitation the street is totally dug up and the asphalt and gravel subbase is removed. Once a street begins to "alligator" water is able to penetrate the asphalt and causes the subbase to begin to break up. The subbase gets water into it and becomes very soft and unsupportive for traffic, this causes a pumping action as the base oozes up through the asphalt leaving brown marks as it dries. Not all alligating or broken pavement needs to be ripped up and repair to the base necessary, if caught in time an overlay with minimum subbase repairs can be made or even a crack seal will eliminate the problem to hold the street until an overlay can be completed. Since the last serial levy the City has been doing more crack sealing to get maximum time from the streets. Crack sealing is done by using a petroleum base tar like substance in a liquid form to apply from a machine made for that purpose.

Pavement life is measured in accumulated traffic loads. If two streets are equal in condition, the one with the higher traffic count should be overlaid first. The end of its life is coming sooner and it will benefit more people. In the past the City has attempted to group streets geographically each year to minimize travel time (mobilization) for the contractor, thus maximizing the benefit derived from fixed funds.

By continuing the patching and crack sealing programs, the City is preserving some integrity of the streets, but patching is not the same as an overlay.

The graphs attached are illustrating pavement data and the relation of not having serial levies or at least money budgeted to help continue the overlay program. Next is a list of streets that need to be overlaid within the next two years, streets that need to be overlaid in the two to five years and streets that fall into the five to ten-year cycle.

The overlays listed here are based on a two-inch lift at a cost of \$45.00 per ton. Street overlays in the past several years have come in around \$35.00 to \$37.00 per ton. Ten years ago the price was \$31.00 or \$32.00 dollars per ton. The \$45 was used to insure that the overlay costs will not be too low and the unknown cost of petroleum products in the future. The more asphalt tonnage the better price the City receives.

0 to 2 years

<u>Street</u>	<u>From/To</u>	<u>Tons</u>	<u>Cost</u>
Marple St.	Schetter to Taylor	895	\$ 40,275
Taylor	Marple to Wasson	247	\$ 11,115
LaClair	Newmark to Ocean Blvd.	751	\$ 33,795
S. 10 th St.	Ingersoll to Lockhart	435	\$ 19,575
S. Broadway	Lockhart to Slough	277	\$ 12,465
Johnson Ave.	7 th to 10 th St.	325	\$ 14,625
S. 11 th St.	Ingersoll to Ferguson	627	\$ 28,215
Ingersoll Ave.	4 th to 7 th	304	\$ 13,680
Pennsylvania Ave.	Southwest Blvd. to 17 th	437	\$ 19,665
Wasson St.	Newmark to Michigan	370	\$ 16,650
Anderson Ave.	11 th to City limits	350	\$ 15,750
Radar Rd.	Compass Circle to Fulton	701	\$ 31,545
Ycw	Koos Bay Blvd. to east	80	\$ 3,600
S. 7 th St.	Kruse to Lockhart	290	\$ 13,050
Kruse Ave.	5 th to 7 th	184	\$ 8,280
E St.	6 th to 14 th	674	\$ 30,330
N. 3 rd St.	Market to Highland	86	\$ 3,870
N 10 th St.	Central to 8 th Terrace	461	\$ 20,745
9 th Ave.	D to H	587	\$ 26,415
10 th Ave.	E to F	144	\$ 6,400
Applewood Dr.	16 th to east	238	\$ 10,710
I St	14 th to 17 th	216	\$ 9,720
D St.	Coos River Highway to Harborview	144	\$ 6,400
Jackson	1 st to Merchant	50	\$ 2,250
Brule	Ocean Blvd. to Lindberg	216	\$ 9,720
Michigan	Morrison to Madison	249	\$ 11,205
Newmark	Ocean to west college entrance	1,100	\$ 49,500
TOTAL			\$469,680

Downtown URA Streets**Empire URA Streets****Jurisdictional Exchange Streets**

2 to 5 years

<u>Street</u>	<u>From/To</u>	<u>Tons</u>	<u>Cost</u>
Norman	Ocean to Newmark	708	\$ 31,860
S. 5 th St.	Lockhart to Ingersoll	698	\$ 31,410
Lincoln	100' east of Oakway to West Hills	221	\$ 9,945
Alder	Bayshore to Front	75	\$ 3,375
Park	4 th ct. to Telegraph	228	\$ 10,260
E. Telegraph	Park to Date	533	\$ 23,985
Date	7 th Rd. to east end	382	\$ 17,190
N. 12 th St.	Central to 12 th Terrace (upper level)	158	\$ 7,110
4 th St.	Commercial to Anderson	358	\$ 16,110
Prefontaine	Fulton to Kentucky	331	\$ 14,895
N. 15 th St.	Nutwood to Myrtle	75	\$ 3,375
N. 14 th St.	Juniper to W. Park Rd.	274	\$ 12,330
W. Park Rd.	N 14 th to Cedar	466	\$ 20,970
N 12 th St.	Commercial to 12 th Terr. (lower level)	79	\$ 3,555
S. 4 th St.	Lockhart to Johnson	698	\$ 31,410
S. 4 th St.	Elrod to Golden	433	\$ 19,485
S. 8 th St.	Central to Curtis	295	\$ 13,275
S. 9 th St.	Central to Curtis	336	\$ 15,120
Donnelly Ave.	4 th to 7 th	244	\$ 10,980
Ferguson Ave.	7 th to 11 th	321	\$ 14,445
Market Ave.	2 nd to 4 th	243	\$ 10,935
N. 5 th St.	Commercial to Market	115	\$ 5,175
11 th Ave.	E to F	144	\$ 6,480
8 th Ave.	E to D	144	\$ 6,480
10 th Ave.	E to D	144	\$ 6,480
Bayview Dr.	16 th to east	173	\$ 7,785
17 th Ave.	Evergreen to I St.	408	\$ 18,360
Canyon Dr.	9 th to east	198	\$ 8,910
Coos River Highway	I St. to D St.	888	\$ 39,960
2 nd Ave.	B St. to E St.	699	\$ 31,455
E St.	2 nd to 6 th	315	\$ 14,175
D St.	4 th to 6 th	293	\$ 13,185
1 st Ave.	A to D	440	\$ 19,800
Merchant	D to Jackson	86	\$ 3,870
Ocean Blvd.	Central to Newmark	11,581	\$521,145
Central Ave.	Ocean to west	144	\$ 6,480
Wallace Ave.	Ocean to Newmark	338	\$ 15,120
Fulton Ave.	Radar to Blanco	523	\$ 23,535
Kentucky Ave.	Prefontaine to 100' west of Tricia Pl.	367	\$ 13,515
Morrison St.	Newmark to Michigan	271	\$ 12,195
N. CammannSt.	Newmark to Taylor	1,358	\$ 61,110

TOTAL**\$1,157,235**

5 to 10 years

<u>Street</u>	<u>From/To</u>	<u>Tons</u>	<u>Cost</u>
Woodland Dr.	Myrtle to City limits	1,435	\$ 64,575
N. 15 th	Myrtle to Kingwood	230	\$ 10,350
Kingwood	17 th to west	205	\$ 9,225
Redwood	8 th to 11 th	143	\$ 6,435
Juniper	N. 14 th to N. 15 th	180	\$ 8,100
S. 4 th	Golden to Johnson	1,012	\$ 45,540
N. 9 th	Date to south end	340	\$ 15,300
S. 5 th	Anderson to Donnelly	287	\$ 12,915
12 th ave.	E to F	144	\$ 6,480
Cedar Dr.	16 th to east	204	\$ 9,180
Cedar Ave.	10 th st. to west	127	\$ 5,715
N. 7 th	Koosbay Blvd. to Kingwood	208	\$ 9,360
S. 7 th	Ingersoll to Johnson	276	\$ 12,420
N. 6 th	Koosbay Blvd. to Ivy	287	\$ 12,915
Pine Dr.	Koosbay Blvd. to 13 th	84	\$ 3,780
N. 13 th	Pine Dr. north & south	210	\$ 9,450
Yew Ave.	Koosbay Blvd. to 14 th	206	\$ 9,270
Curtis Ave.	Broadway to 4 th	295	\$ 13,275
Bennett Ave.	4 th to 7 th	265	\$ 11,925
S. 2 nd	Curtis to Elrod	228	\$ 10,260
N. 8 th	Hemlock to Koosbay Blvd.	222	\$ 9,990
Ocean Ct.	Butler to 19 th	357	\$ 16,065
Coos River Highway	6 th to east City limits	1,380	\$ 62,100
7 th ave.	E to F	144	\$ 6,480
Merrill	Ocean Blvd. to Lindberg	341	\$ 15,345
Lindberg	Brule to Merrill	240	\$ 10,800
Dunn	Lindberg to Ocean	295	\$ 13,275
Schoneman	Newmark to Flanagan	667	\$ 30,015
S. Cammann	Montgomery to south end	979	\$ 44,055
S. Marple	Newmark to Pacific	1,103	\$ 49,635
Crocker	St. John to south end	1,121	\$ 50,445
Ferguson	11 th to 12 th	78	\$ 3,510
12 th st.	Ferguson to 12 th ct.	136	\$ 6,120
S. 2 nd	Kruse to Lockhart	322	\$ 14,490
Morrison	Michigan to Pacific	758	\$ 34,110
Maryland	Madison to Schoneman	408	\$ 18,360
South 19 th	California to Idaho	312	\$ 14,040
TOTAL			\$685,305

The following list of streets are to be monitored on a yearly basis to determine structural integrity and wear. They could be upgraded to any of the above categories if deemed necessary.

<u>Street</u>	<u>From/To</u>	<u>Tons</u>	<u>Cost</u>
Southwest Blvd.	Washington to City Limits	1,621	\$ 72,960
N. 8 th	Redwood to Nutwood	511	\$ 22,995
Pacific	Morrison to Schoneman	214	\$ 9,630
Flanagan	Schoneman to Morrison	206	\$ 9,270
Montgomery	west & east 1 blk. of Morrison	293	\$ 13,185
Michigan	Schoneman to Woolridge	218	\$ 9,810
N. 14 th	Myrtle to Teakwood	737	\$ 33,165
N. 11 th	Central to Highland	236	\$ 10,620
Minnesota	Southwest Blvd. to 14 th	444	\$ 19,980
H st.	6 th to 9 th	246	\$ 11,070
5 th ave.	D to E	138	\$ 6,210
N. 19 th	Thompson to south	313	\$ 14,085
S. Wall	Pacific to Fulton	499	\$ 22,455
Fulton	Empire Blvd. to Cammann	480	\$ 21,600
Wisconsin	Empire Blvd. to Cameron Rd.	192	\$ 8,640
Schoneman	Newmark to Harris	528	\$ 23,760
Oregon	Southwest Blvd to 15 th St.	493	\$ 22,185
TOTAL			\$331,605

Tech Memo #1 Final

DKS Associates

1400 S. W. Fifth Avenue, Suite 500

Portland, OR 97201-5502

Phone: (503) 243-3500

Fax: (503) 243-1934

Technical Memorandum #1

Date: October 23, 2003

To: Coos Bay / North Bend TSP – TAC/CAC Members, Aaron Geisler – City of North Bend, Laura Barron, Shanda Shribbs – City of Coos Bay, Ingrid J. Weisenbach – ODOT/TGM

From: Carl D. Springer, P.E. – DKS Associates; Tom Armstrong – Winterbrook Planning

RE: Background Documents Review and Preliminary Goals & Policies

This is the first in a series of memorandums that presents technical findings and recommendations for the Coos Bay / North Bend Transportation System Plan project. The purpose of these memorandums is to provide Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) members with a progress report on current planning activities. Feedback from the TAC and CAC members on these technical memorandums will be incorporated into subsequent analysis and the actual TSP report chapters.

Background Plan and Document Review

We have reviewed a series of past plans, studies and city ordinances that were distributed to us at the kick-off meeting held at the City of Coos Bay offices on August 5, 2002. This background review is useful throughout the Transportation System Plan (TSP) project, but initially it gives the project team a basis for identifying preliminary goals & policies for the TSP.

The list of documents is attached separately along with an indication of the TSP stage where it will be most useful, and which of the regional agencies is most affected by it. The local studies with the greatest relevance to the Coos Bay / North Bend TSP process include:

- ☐ The *Bay Area Transportation Study* (1995),
- ☐ The *Downtown Coos Bay Circulation and Parking Study* (1997), and
- ☐ The *Coos County TSP* (1999).

Other reports addressing specific area master plans or feasibility studies will be considered through the process, as appropriate, but the land development and travel forecasts done in conjunction with the TSP generally will supercede these studies. Traffic Impact Studies will be incorporated into the existing conditions description (Task 3). City ordinances for Coos Bay and North Bend will be reviewed to explicitly identify areas requiring amendments to comply with Oregon Transportation Planning Rule requirements. A topical review is presented in a separate memo for Coos County, Coos Bay and North Bend. The specific text and nature of the code amendments will be developed at a later stage (Task 6) of the TSP, but at this point it is useful to flag the general topics for inclusion and discussion during the overall process.

Preliminary Goals and Policies

The goals and guiding principals presented in the *BATS Final Report* were reviewed and then re-organized into a conventional format for goals, policies and action items consistent with many Oregon jurisdictions. This new format better lends itself to adoption into local development code ordinances, and provides a basic framework for plan development.

Many of the items in the original BATS list, most notably under Street and Highways, resembled a check list of specific operational issues and possible improvement solutions. To the extent possible, these items were incorporated into the revised format. However, many of these suggestions will be tested as a part of the system analysis (Task 4) and recommended transportation system improvements (Task 6). If they are demonstrated to resolve identified existing or future deficiencies, they will be incorporated into the plan as a recommended system improvement rather than as a specific goal or policy item.

Additional goals and policies are suggested starting on the next page that extend beyond those listed in the BATS study. The added policy elements are based on adopted TSPs in other Oregon cities that responded to State TPR requirements. The purpose of this initial listing is to provide a basis for comments from TAC and CAC member, and to ensure that the local goals are adequately addressed. In many cases, placeholders [indicated by brackets] are shown. The specific of these policy or action items will be determined during this study process.

As for definition of the basic terms:

- ☐ The **goals** are brief guiding statements that describe a desired result.
- ☐ The **policies** describe the actions needed to move the community toward the goal.
- ☐ Below many of the policies, details of the implementing **actions** are listed that clarify the intent of the policy. Generally, the action statements refer specifically to facilities or services or planned projects (*most of these action items will be added at a later stage of the project*).

The transportation goals and policies are implemented by these actions, by the improvement projects included in the forthcoming system master plans and action plans for each transportation mode, and by the respective city Development Code. The primary function of these goals and policies are to guide the City of Coos Bay and the City of North Bend twenty-year vision of transportation system needs.

It is anticipated that an additional document or modification to existing documents will be required to include construction standards for improvements identified in the TSP. Typically, these types of standards are found in the City Development Code and Engineering Design Manual and Standard Drawings. Street standards will be prepared as a part of this TSP process for both cities.

Goal #1: Transportation facilities designed and constructed in a manner to enhance Coos Bay / North Bend's livability and meet federal, state, regional, and local requirements.

Policies:

- a) Maintain the livability of Coos Bay / North Bend through proper location and design of transportation facilities.

Action:

Design streets and highways to respect the characteristics of the surrounding land uses, natural features, and other community amenities.

Recognizing that the magnitude and scale of capital facilities also affect aesthetics and environmental quality, the City will require design plans and impact analyses as specified in the Development Code.

Potential Urban Growth Boundary areas (e.g., Bunker Hill area) will be integrated into the city system plan to provide adequate service.

- b) Consider noise attenuation in the design, redesign, and reconstruction of arterial streets immediately adjacent to residential development.
- c) Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.

Action:

Develop and maintain street design standards and criteria for neighborhood traffic management for use in new development and existing neighborhoods

- d) New commercial and industrial development shall identify traffic plans for residential streets where increased cut-through traffic may occur due to the proposed development.
- e) Designate major tourist routes for provisions of enhanced streetscape and directional markings.

Action:

Develop and maintain tourist route standards on major travel routes.

Goal #2: A balanced transportation system.**Policies:**

- a) Implement Coos Bay / North Bend's public street standards **[to be prepared during the study]** that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use, and recognize these streets as important to community identity as well as providing a needed service. .
- b) Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps and the Development Code and Engineering Design Manual and Standard Drawings requirements **[relevant parts to be developed during study]**.
- c) Provide connectivity to each area of Coos Bay / North Bend for convenient multi-modal access. Ensure pedestrian, bicycle, transit, and vehicle access to waterfront, schools, parks, employment and recreational areas by identifying and developing improvements that address connectivity needs.
- d) Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.
- e) The permanent closure of an existing road in a developed neighborhood is not recommended and will be considered by the City only under the following circumstances: as a measure of last resort, when the quality of life in the neighborhood is being severely threatened by excessive traffic volumes or the presence of a traffic safety hazard; or as part of a plan reviewed through the City's land use and/or site development process(es), including capital improvement projects. Planned roads that have not been built in neighborhoods should be retained as indicated in the Local Street System Plan maps **[to be developed in this study]**.
- f) Design arterial and collector streets to accommodate pads for public transit and to provide convenient access to transit stops.

Action:

Work with Coos County Area Transit (CCAT) to improve transit service, pedestrian facilities leading to transit stop waiting areas, and to make the waiting areas themselves safe, comfortable, and attractive.

Goal #3: A safe transportation system.**Policies:**

- a) Improve traffic safety through a comprehensive program of engineering, education, and enforcement.
- b) Design streets to serve anticipated function and intended uses as determined by the Comprehensive Plan.

Action:

Maintain a functional classification system that meets the City's needs and respects the needs of other agencies including but not limited to Coos County, and ODOT.

- c) Where on-street pedestrian and bicycle facilities cannot reasonably be provided on highways and arterials, identify parallel routes that comply with state and city planning and design standards.
- d) Enhance safety by prioritizing and mitigating high collision locations within the City.

Action:

Work with ODOT and Coos County to periodically review traffic collision information in an effort to systematically identify, prioritize, and remedy safety problems.

- e) Designate safe routes from residential areas to schools.

Action:

The City should work with area schools and the community in developing safe transit, pedestrian, and bicycle routes to schools. Communicate selected safe school route program to community. Improvement projects near schools shall consider school access and safety during project development.

- f) Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system as a whole.

Action:

Periodically review pavement maintenance system data to update roadway paving budgets, and prioritize facilities with highest need for services.

- g) Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts between vehicles and trucks, and between vehicles and bicycles and pedestrians.

Action:

Preserve the functional integrity of the motor vehicle system by limiting access per City standards [to be developed as a part of this process].

- h) Ensure that adequate access for emergency services vehicles is provided throughout the City.

Action:

Develop Neighborhood Traffic Management standards based on functional classification to preserve primary response routes.

- i) Meet federal and State safety compliance standards for operation, construction, and maintenance of the rail system.

- j) Provide safe routing of hazardous materials consistent with federal guidelines, and provide for public involvement in the process.

Action:

Work with federal agencies, the Public Utility Commission, the Oregon Department of Environmental Quality, public safety providers, and ODOT to assure consistent routes, laws, and regulations for the transport of hazardous materials.

Goal #4: An efficient transportation system that reduces the number and length of trips, limits congestion, and improves air quality.**Policies:**

- a) Support and implement trip reduction strategies developed regionally, including employment, tourist, and recreational trip reduction programs.

Actions:

Continue to implement the following action plan to work toward achieving these targets:

- *Encourage development that effectively mixes land uses to reduce vehicle trip generation.*
- *Develop consistent conditions for land use approval that require future employment related land use developments to agree to reduce peak hour trip making through transportation demand management strategies.*
- *Implement the bicycle, transit, pedestrian, and motor vehicle master improvement plans [to be developed in this study] to implement a convenient multimodal transportation system.*

- b) Maintain levels of service consistent with the Oregon Transportation Plan. Reduce traffic congestion and enhance traffic flow through such measures as intersection improvements, intelligent transportation systems, signal synchronization, and other similar measures.

Action:

Adopt level of service standards that are consistent with State and County standards.

- c) Maintain levels of service or minimum performance thresholds identified by responsible service providers for non-roadway facilities including rail, air, and marine activities.

Action:

Work with Port of Coos Bay, North Bend Municipal Airport, and Central Oregon Railroad to establish appropriate performance thresholds for their respective facilities.

- d) Plan land uses to increase opportunities for multi-purpose trips (trip chaining).
- e) Require land use approval of proposals for new or improved transportation facilities. The approval process shall identify and consider the project's identified impacts.
- f) Support mixed-use development where zoning allows.
- g) Work with Coos County Area Transit to encourage the development of transit improvements, improve access and frequency of service, and increase ridership potential and service area.

Goal #5: Transportation facilities that serve and are accessible to all members of the community.

Policies:

- a) Construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
- b) Support Coos County Area Transit and other transit service provider's efforts that respond to the transit and transportation needs of the elderly and disabled.

Goal #6: Transportation facilities that provide efficient movement of goods and services.

Policies:

- a) Designated arterial streets and highway access are essential for efficient movement of goods. Design these facilities and adjacent land uses to reflect the needs of goods movement.
- b) Consider existing railroad and air transportation facilities to be City resources and reflect the needs of these facilities in land use decisions.
- c) Develop a balanced freight system that takes advantage of the efficiencies of each transportation mode.

Goal #7: Implement the transportation plan by working cooperatively with federal, State, regional, and local governments, the private sector, and residents. Create a stable, flexible financial system.

Policies:

- a) Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area. Key agencies for coordination include (Coos Bay / North Bend), Port of Coos Bay, Coos County, ODOT, and Coos County Area Transit
- b) Participate in implementing regional transportation, growth management, and air quality improvement policies. Work with agencies to assure adequate funding of transportation facilities to support these policies.
- c) **[Implement]** Monitor and update the Transportation Element of the Comprehensive Plan so that issues and opportunities are addressed in a timely manner. Maintain a current capital improvement program that establishes the City's construction and improvement priorities, and allocates the appropriate level of funding.
- d) Develop and use the **[selected funding mechanism]** as elements of an overall funding program to pay for adding capacity to the collector and arterial street system, and making safety improvements related to development impacts.
- e) Establish rights-of-way at the time of site development and, where appropriate, officially secure them by dedication of property.
- f) Working in partnership with ODOT, and other jurisdictions and agencies, develop a long-range financial strategy to make needed improvements to the transportation system and support operational and maintenance requirements.

Action:

*The financial strategy should consider the appropriate elements **[such as share of motor vehicle fees, impact fees, property tax levies, and development contributions to balance needs, costs, and revenue]**. View the process of improving the transportation system as that of a partnership between the public (through fees and taxes) and private sectors (through exactions and conditions of development approval), each of which has appropriate roles in the financing of these improvements to meet present and projected needs.*

- g) Provide adequate funding for maintenance of the capital investment in transportation facilities.

Action:

Develop a long-term financing program that provides a stable source of funds to ensure cost-effective maintenance of transportation facilities and efficient effective use of public funds.

Bibliography

No.	Type	Agency / Company	Title	Date	Potential TSP Issues					Affected Agency				
					Policy	Existing	Forecasts	Alternatives	Implementation	Coos Bay	Coos County	North Bend	NB Airport	ODOT
1	Legislation	North Bend	1985 Comprehensive Land Use Plan: Plan Provisions and Policies	Nov-89	■				■			○		
2	Report	Benkendorf Associates	Airport Business Park Master Plan	Jan-99		□						○		
3	Memo	CH2M Hill	BATS - Airport Existing Conditions/ Deficiencies /Future Strategies	Jul-94		■		□	■	○	○	○	○	○
4	Memo	Kittelson & Associates	BATS - Alternatives Analysis	Mar-95						○	○	○	○	
5	Memo	Kittelson & Associates	BATS - Existing Conditions / TM#1	Nov-94		■				○	○	○	○	
6	Memo	ETS Pacific	BATS - Existing Rail System	Aug-94		■				○	○	○	○	
7	Memo	CH2M Hill	BATS - Financial Analysis	Apr-95	■	■		□	■	○	○	○	○	
8	Memo	Kittelson & Associates	BATS - Future Conditions	Jan-95						○	○	○	○	
9	Memo	CH2M Hill	BATS - Population and Land Use Projections	Jan-95						○	○	○	○	
10	Memo	CH2M Hill	BATS - Port Existing Conditions/ Deficiencies /Future Strategies	Jun-94						○	○	○	○	
11	Memo	Kittelson & Associates	BATS - Travel Forecast Methods	Nov-94						○	○	○	○	
12	Report	David Evans and Assoc.	Bay Area Comprehensive Economic Analysis	Apr-98		□				○	○	○	○	
13	Report	CH2M Hill / Kittelson	Bay Area Transportation Study: Final Report	Dec-95	■	■		■	□	○	○	○	○	○
14	Report	Gary L. Dyer	Bikeway Master Plan	Jun-91	■	■		■	■	○	○	○	○	
15	Report	Benkendorf Associates	Charleston Marina Five Point Program	Apr-92		□								○
16	Report	Hobson & Associates	Charleston Shipyard Analysis / Port of Coos Bay	May-92		□								○
17	Report	Kittelson & Associates	City of Coos Bay Downtown Parking and Circulation Study	Sep-97	■	■		■	■	○			○	
18	Report	Coos Bay	Comprehensive Plan 2000, Volume I: Plan Policy	Mar-81	□					○				
19	Report	Coos Bay	Comprehensive Plan 2000, Volume II: Transportation	Mar-81	□					○				
20	Report	JRH Transportation Engr.	Coos County Transportation System Plan	Sep-99	■	■		■	■	○	○	○	○	○
21	Legislation	Coos County	Coos County TSP: Implementing Ordinances and Design Standards	Sep-99	■					○	○	○	○	
22	Report	David Evans and Assoc.	Coquille Indian Tribe / Coos Bay - Empire Property, North Parcels / TIS	Mar-00		■				○	○	○	○	
23	Report	David Evans and Assoc.	Coquille Indian Tribe / Transportation Plan	Apr-00		■				○	○	○	○	
24	Flyer	Coos County Area Transit	Dial-A-Ride Service Schedule	Jun-02		■				○	○	○	○	
25	Report	Benkendorf Associates	Eastside Development Strategy	Jul-96		■				○	○	○	○	
26	Memo	David Evans and Assoc.	Economic Opportunities Analysis / Demographic Inventory and Forecasts	Feb-98		□				○	○	○	○	
27	Report	The Portico Group	Feasibility Study for Coos Head Eco-Tourism Facilities	Jul-98		□				○	○	○	○	
28	Report	Carl H. Buttkie, Inc.	Major Street Traffic Safety Program	Mar-81		□						○		
29	Report	CTS Engineers, Inc.	Newmark Avenue Improvement Plan	May-01		□				○				
30	Report	Benkendorf Associates	North Bay Marine Industrial Park Master Plan	Jul-99		□				○				○
31	Report	McSwain & Woods	North Bend Downtown Waterfront Master Plan	Jan-98	■	■			□	○		○	○	
32	Legislation	North Bend	Ordinance No. 1084: Street Work Regulations	Mar-76	■				■			○		
33	Legislation	North Bend	Ordinance No. 1085: Public Improvement Methods	Feb-78					■			○		
34	Legislation	North Bend	Ordinance No. 1175: Land Subdivisions	Apr-95	■				■			○		
35	Legislation	North Bend	Ordinance No. 1192: Zoning Regulations	Jan-99	■				■			○		
36	Legislation	North Bend	Ordinance No. 1277: Planning Commission Duties	Feb-97	□				□			○		
37	Legislation	Coos Bay	Ordinance No. 93: Land Development	Jun-87	■					○				
A	Report	ODOT	Oregon Highway Plan	Mar-99	■				■	○	○	○	○	○
38	Report	W & H Pacific	Pacific Coast Scenic Byway	Dec-97	□	■		□	□	○	○	○	○	○
39	Report	Satre Associates	Parks and Recreation Master Plan	Jul-99	□	■		■	□			○		
40	Report	ODOT	Proposed Oregon Coast Highway Corridor Master Plan	Jan-95	■	□		□	■	○	○	○	○	
41	Memo	David Evans and Assoc.	Regional Site Availability / Industrial and Commercial Available Land Use Inventory	Feb-98		□				○	○	○	○	
42	Report	Weslin Consulting Services	Transit Feasibility Study	Jul-99	□	■		□		○	○	○	○	○

No.	Type	Agency / Company	Title	Date	Potential TSP Issues				Affected Agency							
B	Legislation	Land Conservation and Development Commission	Transportation Planning Rule (OAR 660-012-000 through -060)	Feb-00	Policy	Existing	Forecasts	Alternatives	Implementation	Coos Bay	Coos County	North Bend	NB Airport	ODOT	Port of Coos Bay	Curry County
43	Report	Oregon Downtown Development Association	The Coos Bay Resource Team Report	Oct-02	☐			☒	☐	☐						
44	Charette	Alpha Engineering, Inc.	Empire Waterfront Development Strategy	Apr-02	☐			☒	☐	☐						
Notes:					Notes:					☐						
Numbered volumes in project reference box.									☒	Significant Influence						
Lettered volumes in Library									☐	Moderate Influence						
										Little or No Influence						

Traffic Count Memo

DKS Associates

1400 SW 5th Avenue, Suite 500
Portland, OR 97201
Phone: (503) 243-3500
Fax: (503) 243-1934

MEMORANDUM

TO: Laura Barron, City of Coos Bay
Dave Foster, City of North Bend
Ingrid J. Weisenbach, ODOT

FROM: Carl D. Springer, P.E.
Julie Sosnovske, P.E.

DATE: July 1, 2003

SUBJECT: Existing and Future Traffic Volumes

P02221

This memorandum summarizes work performed by DKS Associates regarding existing traffic volumes and the development of future traffic volumes for the cities of Coos Bay and North Bend. This memorandum explains the process of developing future traffic volumes for use in determining future transportation needs.

EXISTING TRAFFIC COUNTS

Existing traffic counts were conducted at approximately 74 intersections in Coos Bay and North Bend in August, 2002. A tabulation of the intersections counted and their associated traffic counts is included as an attachment to this memorandum. Due to the Highway Capacity Manual¹ methodology used to calculate intersection level of service, traffic counts were adjusted at each intersection by multiplying the traffic counts for the peak 15 minute period by four to achieve a peak hour traffic volume. This peak hour traffic volume was used to calculate intersection level of service. This calculation and resulting peak hour intersection volume is included in the intersection tabulation attached to this memorandum.

ODOT requires that analysis be conducted on the 30th highest hour traffic volume. Based on data from the nearest ODOT permanent count recorder station (4.77 miles south of Coos Bay on US 101), the 30th highest hour would occur during the evening peak hour in either July or August. Since our counts were conducted during the evening peak period in August, no adjustment was deemed necessary to account for seasonal variation.

FUTURE DEMAND AND LAND USE

The Coos Bay and North Bend Transportation System Plan addresses existing system needs and additional facilities that are required to serve future growth. ODOT's TPAU (Transportation Planning and Analysis Unit) has developed a transportation forecast model which was used to determine future traffic volumes in Coos Bay and North Bend. This forecast model translates assumed land uses into person travel, selects modes, and assigns motor vehicles to the roadway network. These traffic volume projections form the basis for identifying potential roadway deficiencies and for evaluating alternative circulation improvements. This section describes the forecasting process including key assumptions and

¹ Highway Capacity Manual, Transportation Research Board, National Research Council, Washington D.C., 2000.

the land use scenario developed from the existing Comprehensive Plan designations and allowed densities.

Projected Land Uses

Land use is a key factor in developing a functional transportation system. The amount of land that is planned to be developed, the type of land uses, and how the land uses are mixed together have a direct relationship to expected demands on the transportation system. Understanding the amount and type of land use is critical to taking actions to maintain or enhance transportation system operation.

Projected land uses were developed for areas within the urban growth boundary and reflect the Comprehensive Plan and land use assumptions for the year 2020. Complete land use data sets were developed for the following conditions.

- Existing 2000 Conditions (base year model)
- Year 2020 Conditions

Land uses were inventoried throughout Coos Bay and North Bend by ODOT and reviewed by the respective cities. This land use database includes the number of dwelling units, the number of retail employees, and the number of other employees. Table 1 summarizes the land uses for base year 2000 conditions and the future year 2020 scenario within the Coos Bay and North Bend TSP study area. A detailed summary of the uses for each Transportation Analysis Zone (TAZ) within the Coos Bay and North Bend study area is provided in the Appendix.

Table 1
Coos Bay and North Bend Land Use Summary

<i>Land Use</i>	<i>2000</i>	<i>2020</i>	<i>Increase</i>	<i>20 Year Percent Increase</i>
Households	13,493	15,359	1,866	+14%
Employment	13,798	17,513	3,715	+27%
Population	32,348	36,409	4,061	+13%

At the existing level of land development, the transportation system generally operates without significant deficiencies in the study area (see Existing Conditions chapter). As land uses are changed in proportion to each other (i.e. there is a significant increase in retail employment relative to household growth), there will be a shift in the overall operation of the transportation system. Retail land uses generate higher amounts of trips per acre of land than households do and other land uses. The location and design of retail land uses in a community can greatly affect transportation system operation. Additionally, if a community is homogeneous in land use character (i.e. all employment or residential), the transportation system must support significant trips coming to or from the community rather than within the community. Typically, a mix of residential, commercial, and employment type land uses in the same community better enable some residents to work and shop locally, reducing the need for residents to travel long distances.

Table 1 indicates that moderate growth is expected in Coos Bay and North Bend in the coming decades. The transportation system in Coos Bay and North Bend should be monitored to make sure that land uses in the plan are balanced with transportation system capacity. This TSP balances needs with the forecasted 2020 land uses.

For transportation forecasting, the land use data is stratified into geographical areas called transportation analysis zones (TAZs), which represent the sources of vehicle trip generation. There are 98 TAZs within the Coos Bay and North Bend TSP study area. The model zone boundaries are shown in Figure 1.

Transportation Model

A determination of future traffic system needs in Coos Bay and North Bend requires the ability to accurately forecast travel demand resulting from estimates of future population and employment for the City. The objective of the transportation planning process is to provide the information necessary for making decisions on when and where improvements should be made to the transportation system to meet travel demand as developed in an urban area travel demand model as part of the TSP process. ODOT uses EMME/2, a computer based program for transportation planning, to process the large amounts of data for local areas in Oregon.

Traffic forecasting can be divided into several distinct but integrated components that represent the logical sequence of travel behavior (Figure 2). These components and their general order in the traffic forecasting process are as follows:

- Trip Generation
- Trip Distribution
- Mode Choice
- Traffic Assignment

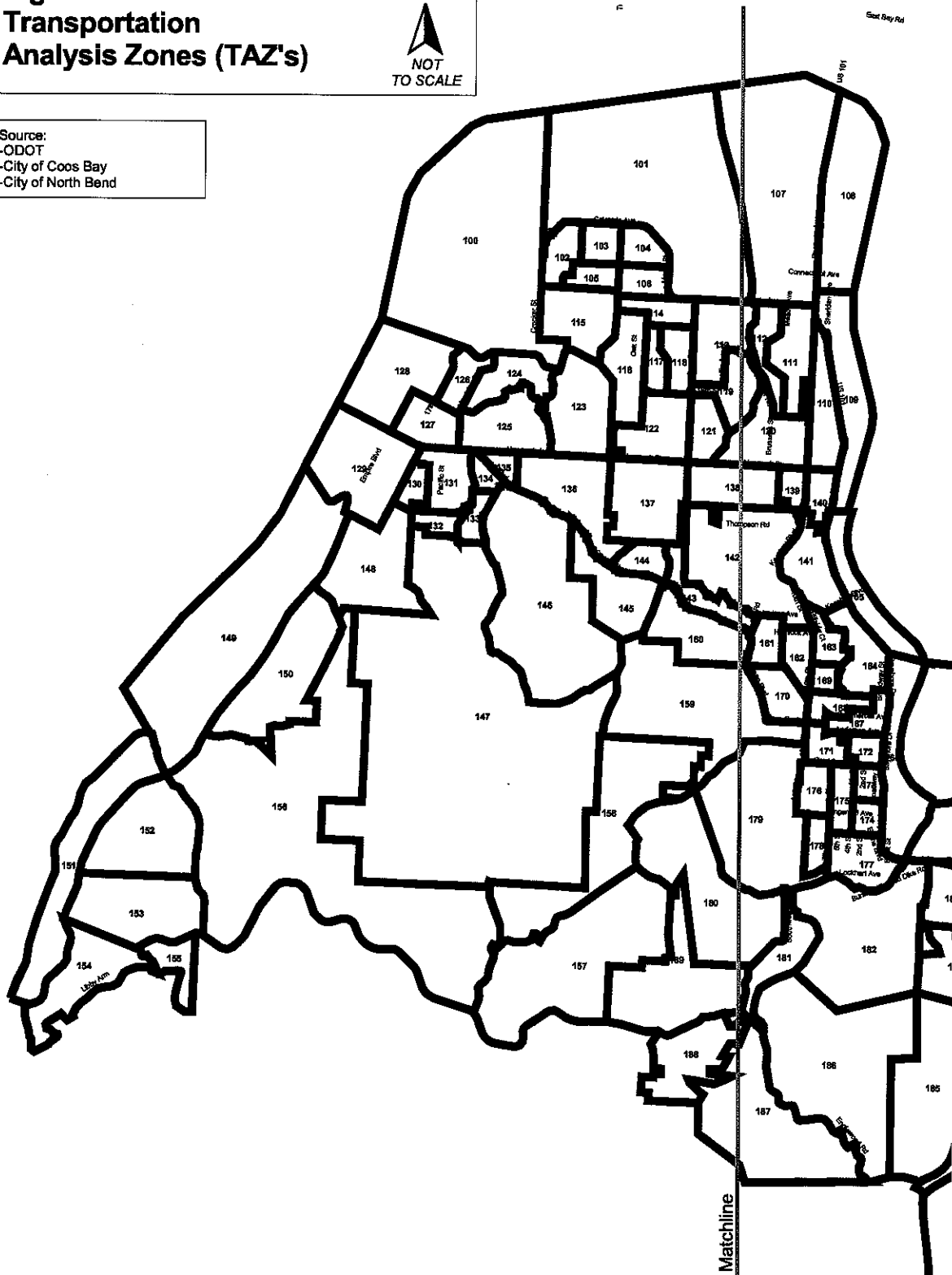
The initial roadway network used in the traffic model was the existing streets and roadways. Future 2020 land use scenarios were tested and roadway improvements were added to mitigate the impacts of motor vehicle traffic growth, using funded and planned improvements as a starting basis. In the case of Coos Bay and North Bend, the only funded or planned improvement is the widening of Newmark Avenue to three lanes between LaClair and Wallace. Forecasts of PM peak period traffic flows were produced for every major roadway segment within Coos Bay and North Bend. Traffic volumes were projected on all arterials and most collector streets. Some local streets were included in the model, but many are represented by centroid connectors in the model process. Centroid connectors represent groups of land use which load onto the street network in relatively the same location.

**Cities of Coos Bay/North Bend
Transportation System Plan**

**Figure 1a
Transportation
Analysis Zones (TAZ's)**



Source:
-ODOT
-City of Coos Bay
-City of North Bend

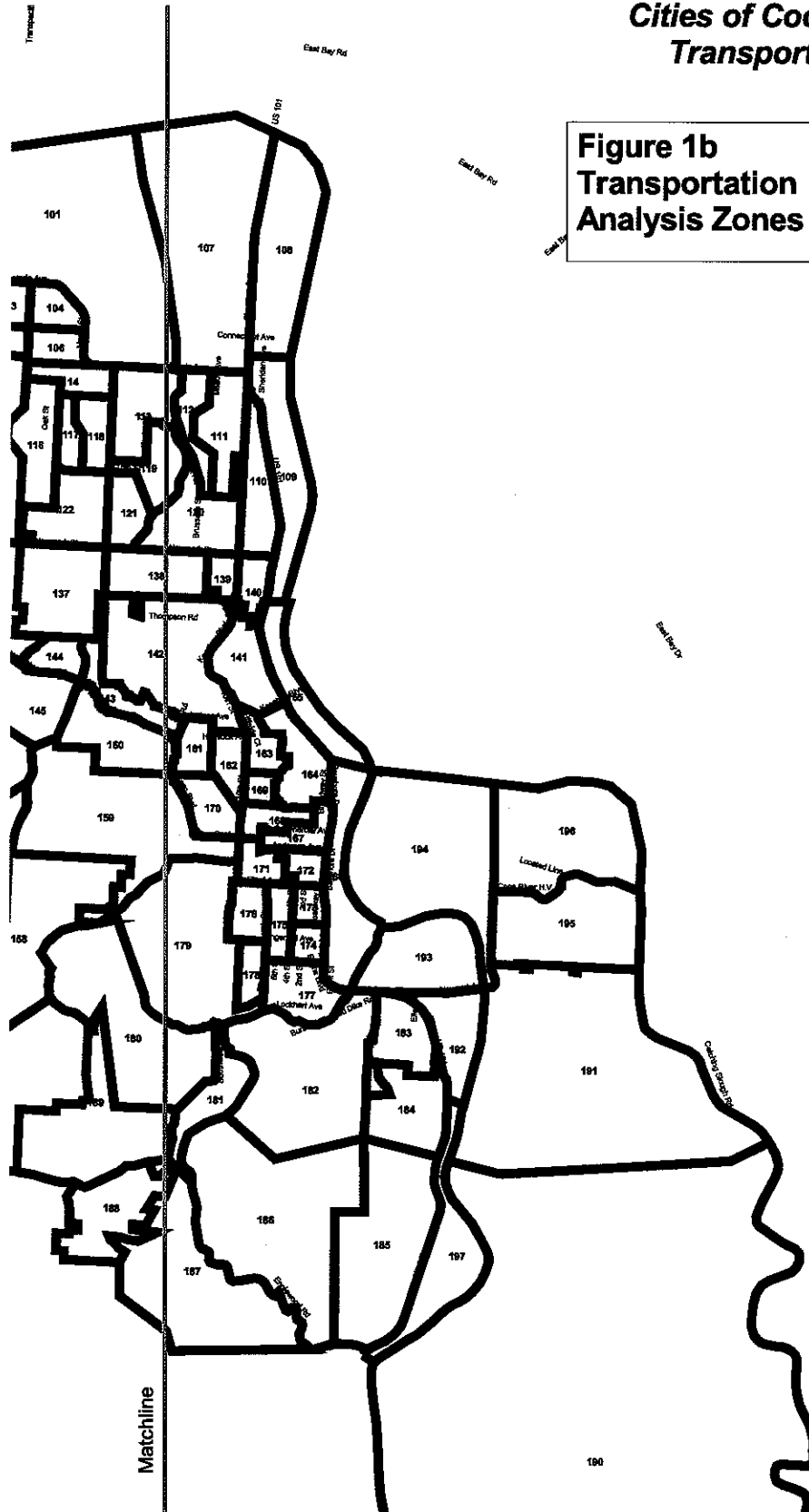


**Cities of Coos Bay/North Bend
Transportation System Plan**

**Figure 1b
Transportation
Analysis Zones (TAZ's)**



Source:
-ODOT
-City of Coos Bay
-City of North Bend



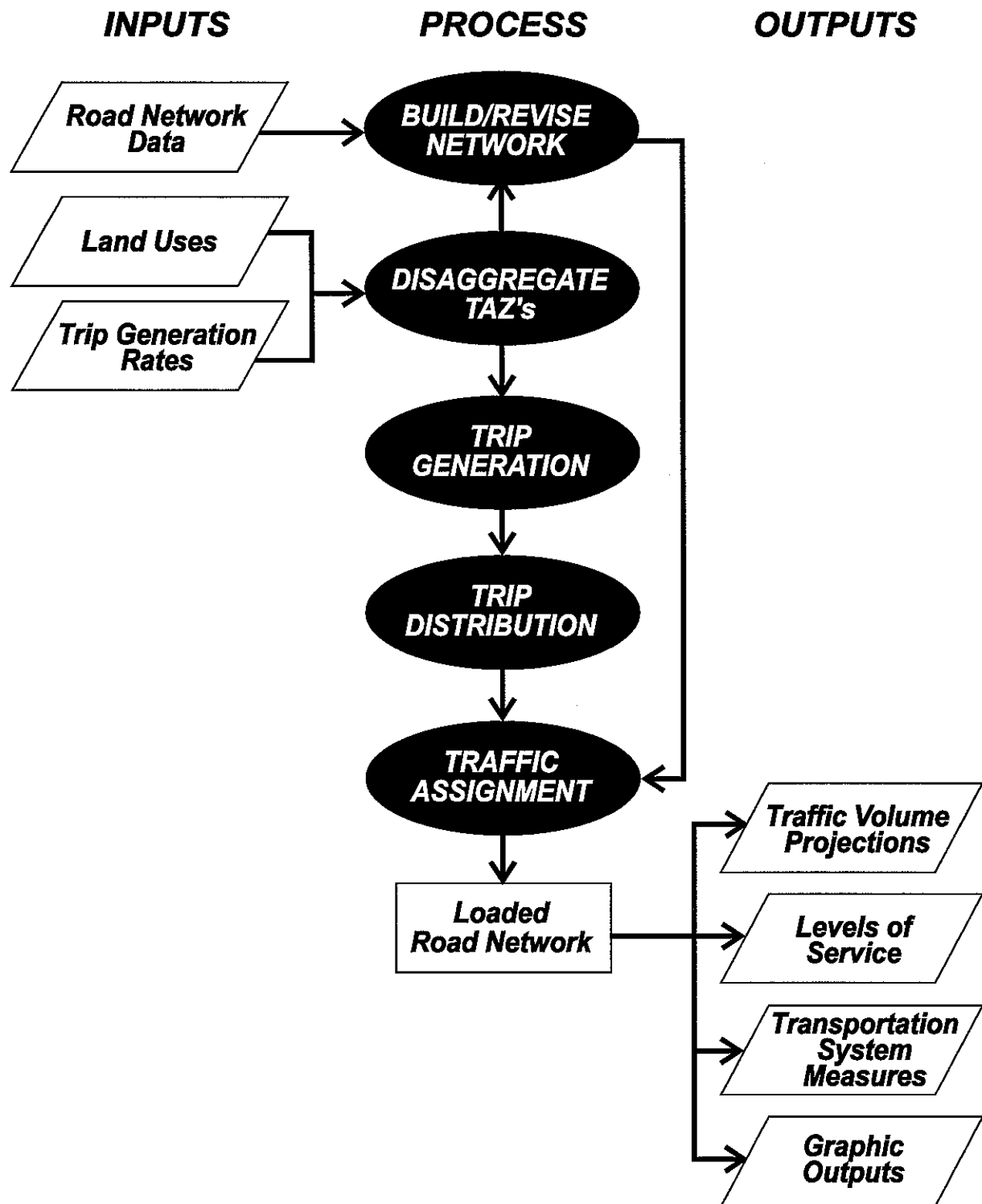


Figure 2
TRAFFIC FORECASTING
MODEL PROCESS

Trip Generation

The trip generation process translates land use quantities (number of dwelling units, retail, and other employment) into vehicle trip ends (number of vehicles entering or leaving a TAZ) using trip generation rates established during the model verification process. The trip generation process is elaborate, entailing detailed trip characteristics for various types of housing, retail employment, non-retail employment, and special activities. Typically, most traffic impact studies rely on the Institute of Transportation Engineers (ITE) research for analysis². The model process is tailored to variations in travel characteristics and activities in the region.

Table 2 illustrates the estimated growth in vehicle trips generated within the Coos Bay and North Bend area (the area shown in Figure 1) during the PM peak period (1-hr peak) between 2000 and 2020. It indicates that vehicle trips in Coos Bay and North Bend would grow by approximately 17 percent between 2000 and 2020 if the land develops according to the City's 2020 land use assumptions. Assuming a 20-year horizon to the 2020 scenario, this represents annualized growth rate of about 0.8 percent per year. Through traffic (traffic with neither an origin or destination in Coos Bay or North Bend is anticipated to grow by about 14 percent during the same time period.

Table 2
Existing and Future Projected Vehicle Trip Generation
PM Peak Hour Period Vehicle Trips

	<i>2000 Trips</i>	<i>2020 Trips</i>	<i>Percent Increase</i>
Coos Bay and North Bend TSP study area	9,980	11,682	+17

Trip Distribution

This step estimates how many trips travel from one zone in the model to any other zone. Distribution is based on the number of trip ends generated in each zone pair, and on factors that relate the likelihood of travel between any two zones to the travel time between zones. In projecting long-range future traffic volumes, it is important to consider potential changes in regional travel patterns. Although the locations and amounts of traffic generation in Coos Bay and North Bend are essentially a function of future land use in the city, the distribution of trips is influenced by regional growth, particularly in neighboring areas such as Bandon and Reedsport as well as unincorporated areas to the north, south, and east of Coos Bay and North Bend. External trips (trips that have either an origin and not a destination in Coos Bay and North Bend or have a destination but not an origin in Coos Bay and North Bend) and through trips (trips that pass through Coos Bay and North Bend and have neither an origin nor a destination there) were projected using trip distribution patterns based upon census data and traffic counts performed at gateways into the Coos Bay/North Bend area.

Mode Choice

This is the step where it is determined how many trips will be by various modes (single-occupant vehicle, transit, carpool, pedestrian, bicycle, etc.). The 2000 mode splits are incorporated into the base model and adjustments to that mode split may be made for the future scenario, depending on any expected changes in transit or carpool use. These considerations are built into the forecasts used for 2020.

² *Trip Generation Manual*, 6th Edition, Institute of Transportation Engineers, 1997.

Traffic Assignment

In this process, trips from one zone to another are assigned to specific travel routes in the network, and resulting trip volumes are accumulated on links of the network until all trips are assigned.

Network travel times are updated to reflect the congestion effects of the traffic assigned through an equilibrium process. Congested travel times are estimated using what are called "volume-delay functions" in EMME/2. There are different forms of volume/delay functions, all of which attempt to simulate the impact of congestion on travel times (greater delay) as traffic volume increases. The volume-delay functions take into account the specific characteristics of each roadway link, such as capacity, speed and facility type. This allows the model to reflect conditions somewhat similar to driver behavior.

Model Verification

The base 2000 modeled traffic volumes were compared against actual traffic volume counts across screenlines, on key arterials, and at key intersections. Most arterial traffic volumes meet screenline tolerances for forecast adequacy. Based on this performance, the model was used for future forecasting and assessment of circulation change.

Model Application to Coos Bay and North Bend

Intersection turn movements were extracted from the model at key intersections for both the base year 2000 and forecast year 2020 scenarios. These intersection turn movements were not used directly, but a portion of the increment of the year 2020 turn movements over the 2000 turn movements was applied (added) to existing (actual 2002) turn movement counts in Coos Bay and North Bend. The portion added reflected 18/20ths (0.90) of the increment since the base year counts were from 2002 and the model base year is 2000 as well as a 20 percent (1.2) adjustment to account for seasonal variation between the model (March/April time frame³) and August when our counts were conducted. A post processing technique is utilized to refine model travel forecasts to the volume forecasts utilized for 2020 intersection analysis. The turn movement volumes used for future year intersection analysis can be found in the technical appendix for the TSP. Future 2020 intersection volumes can be found in the appendix of this memorandum.

³ Because of the standards used in ODOT's TPAU, the Coos Bay/North Bend travel demand forecast model was developed specifically to reflect and evening peak hour in March or April

TAZ	HHBASE	POPBASE	HHFUTR	POPFUTR	EMPBASE	EMPFUTR
100	303	802	437	1157	15	15
101	99	223	100	225	287	436
102	0	0	46	0	0	0
103	191	476	191	476	5	5
104	84	211	124	311	363	521
105	144	394	174	476	12	12
106	127	305	133	319	12	55
107	333	704	421	890	468	581
108	145	354	145	354	207	208
109	0	0	0	0	317	321
110	219	545	274	682	554	554
111	216	455	264	556	178	179
112	441	1139	476	1229	54	60
113	208	465	211	472	686	794
114	110	323	120	352	57	57
115	75	204	149	405	9	9
116	214	571	249	664	22	22
117	19	53	21	59	29	29
118	88	219	91	226	65	97
119	51	119	61	142	161	162
120	248	589	259	615	7	11
121	35	105	56	168	127	139
122	322	798	426	1056	90	90
123	69	161	69	161	458	558
124	71	213	110	330	0	0
125	125	391	125	391	100	264
126	100	255	100	255	2	2
127	184	495	184	495	144	226
128	75	186	85	211	7	69
129	321	805	321	805	79	150
130	9	22	9	22	111	130
131	294	770	294	770	107	175
132	131	373	131	373	0	0
133	89	216	89	216	36	36
134	18	46	18	46	33	60
135	72	96	72	96	160	175
136	374	741	374	741	429	727
137	298	593	428	852	292	374
138	276	684	282	699	193	251
139	52	137	70	184	19	17
140	154	334	160	347	283	283
141	114	239	114	239	96	300
142	367	939	367	939	1623	1871
143	162	378	164	383	33	33
144	65	210	90	291	14	25
145	93	147	93	147	193	490
146	205	334	382	622	85	150
147	80	178	180	401	2	25
148	218	582	300	801	12	80
149	36	74	39	80	17	17
150	371	891	391	939	3	3

TAZ	HHBASE	POPBASE	HHFUTR	POPFUTR	EMPBASE	EMPFUTR
151	67	136	72	146	32	32
152	224	563	239	601	13	13
153	297	772	312	811	146	146
154	172	398	177	410	56	56
155	20	49	20	49	0	0
156	73	204	85	238	41	44
157	16	47	16	47	0	0
158	1	2	1	2	0	0
159	111	250	141	318	29	29
160	113	297	129	339	30	50
161	74	163	74	163	1	1
162	37	98	37	98	40	50
163	109	271	109	271	19	30
164	145	293	145	293	328	400
165	0	0	15	0	0	100
166	8	18	30	68	825	950
167	155	233	155	233	900	1000
168	97	211	97	211	189	249
169	56	126	56	126	0	0
170	131	328	131	328	1	1
171	251	471	251	471	245	300
172	15	34	15	34	512	612
173	18	38	18	38	235	300
174	38	67	38	67	249	349
175	172	396	172	396	146	175
176	81	203	81	203	121	150
177	87	161	87	161	374	474
178	127	305	127	305	22	22
179	188	457	235	571	61	61
180	305	810	340	903	36	50
181	45	101	45	101	11	11
182	171	445	191	497	54	54
183	174	425	174	425	58	62
184	89	206	109	0	0	0
185	102	223	117	256	130	135
186	122	303	147	365	2	2
187	35	85	55	134	2	2
188	123	281	138	315	7	7
189	145	365	160	403	13	13
190	297	744	347	869	44	44
191	130	335	180	464	32	32
192	46	100	46	100	15	9
193	101	246	101	246	281	281
194	158	430	196	533	116	203
195	388	904	395	920	40	70
196	54	139	54	139	86	96
197	30	71	30	71	0	0
Totals	13493	32348	15359	36409	13798	17513

Emme/2 Plots

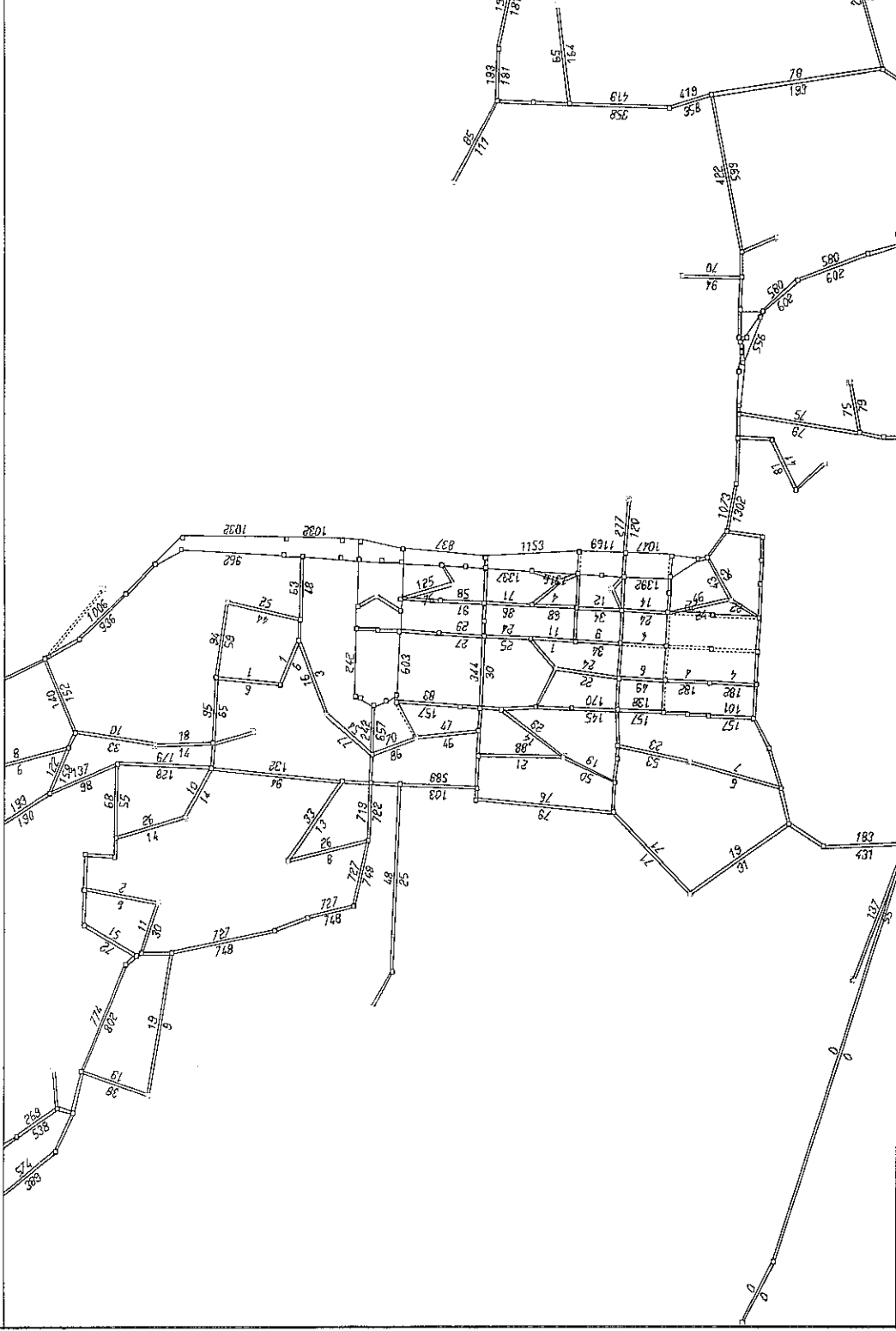
AUTO VOLUMES

emne/2

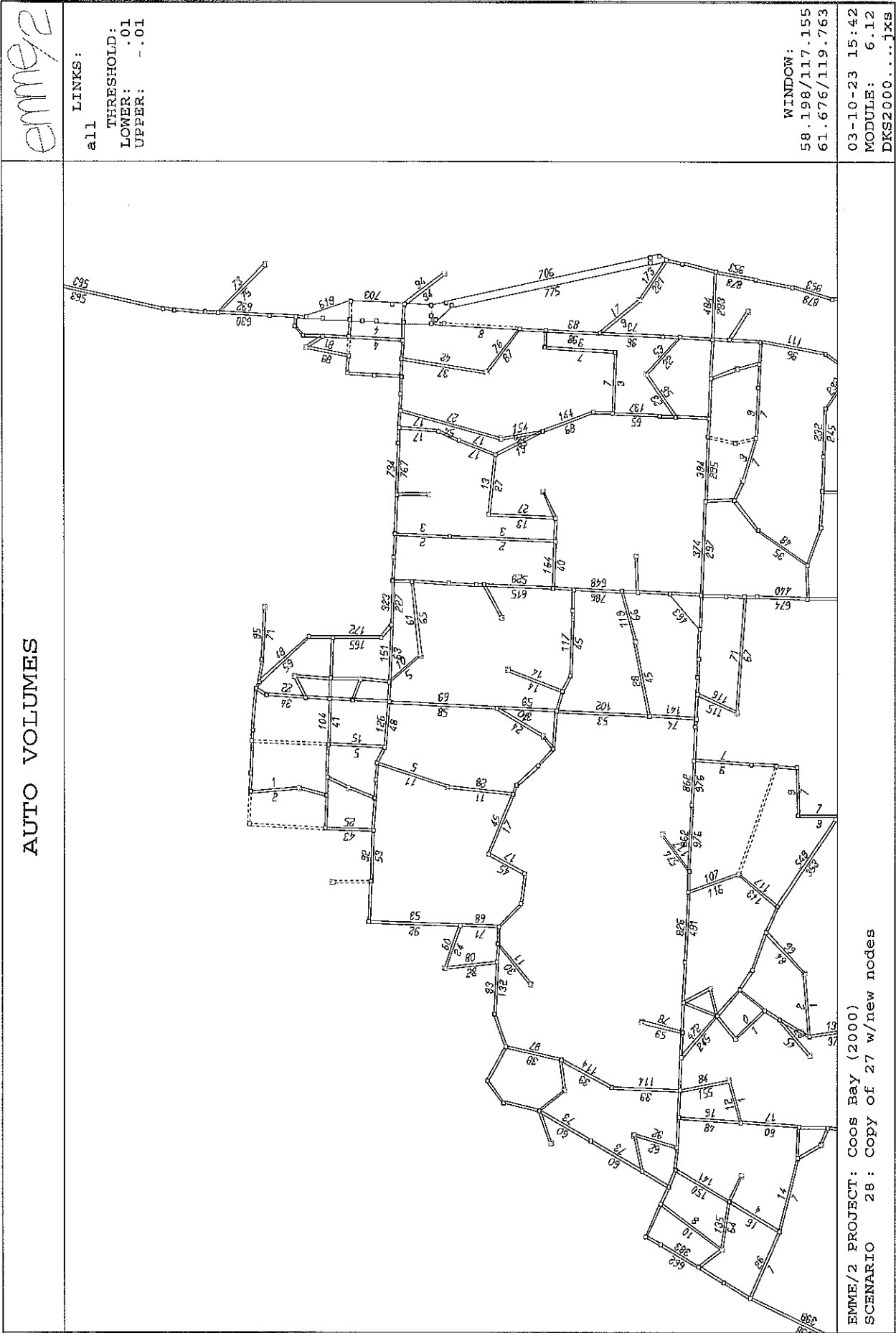
LINKS:
all
THRESHOLD:
LOWER: .01
UPPER: -.01

WINDOW:
59.992/114.698
62.832/116.828

03-10-23 15:37
MODULE: 6.12
DKS2000....jxs



EMME/2 PROJECT: Coos Bay (2000)
SCENARIO 28: Copy of 27 w/new nodes



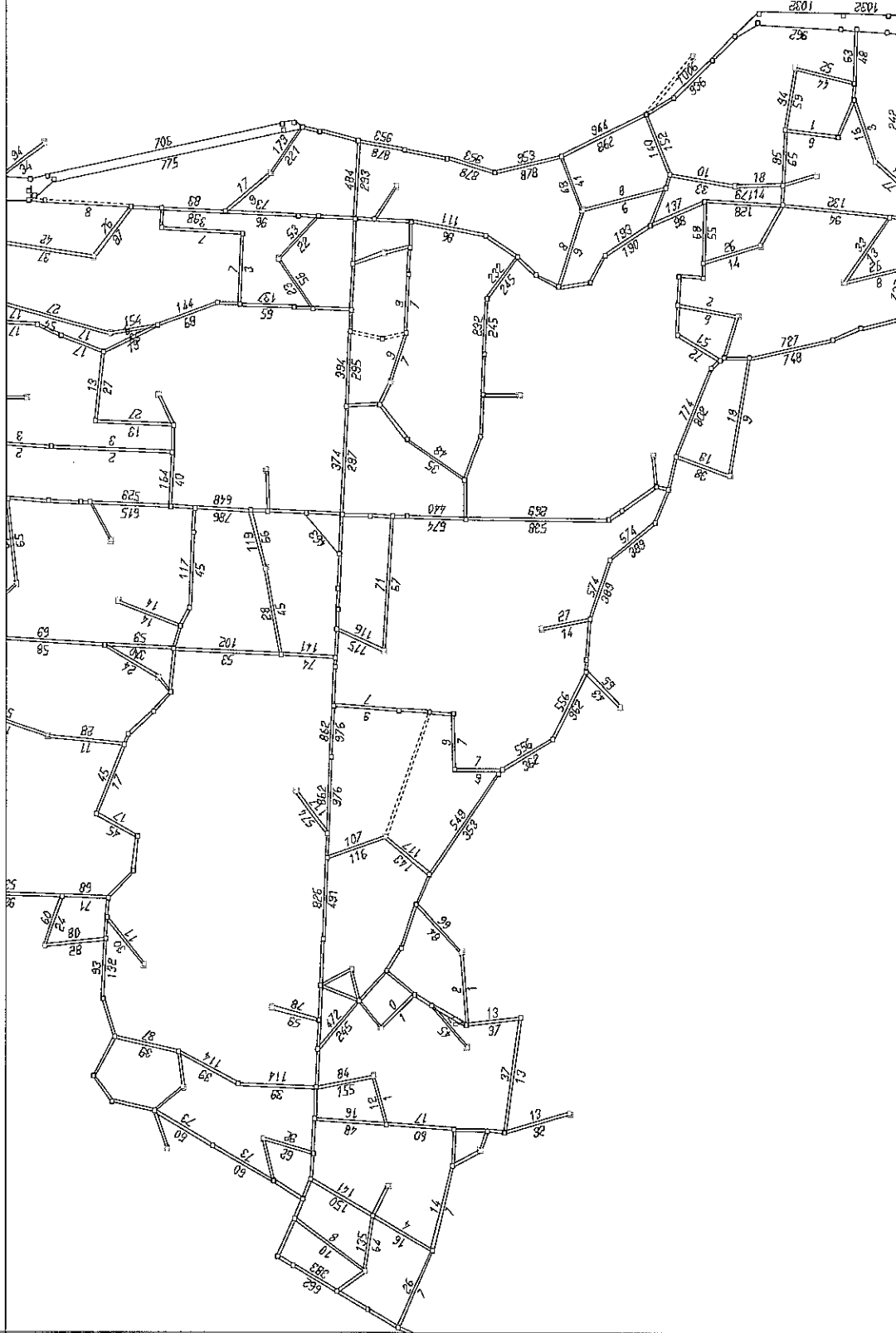
AUTO VOLUMES

emme/2

LINKS:
all
THRESHOLD:
LOWER: .01
UPPER: -.01

WINDOW:
58.287/115.986
61.765/118.594

03-10-23 15:43
MODULE: 6.12
DKS2000.....jxs



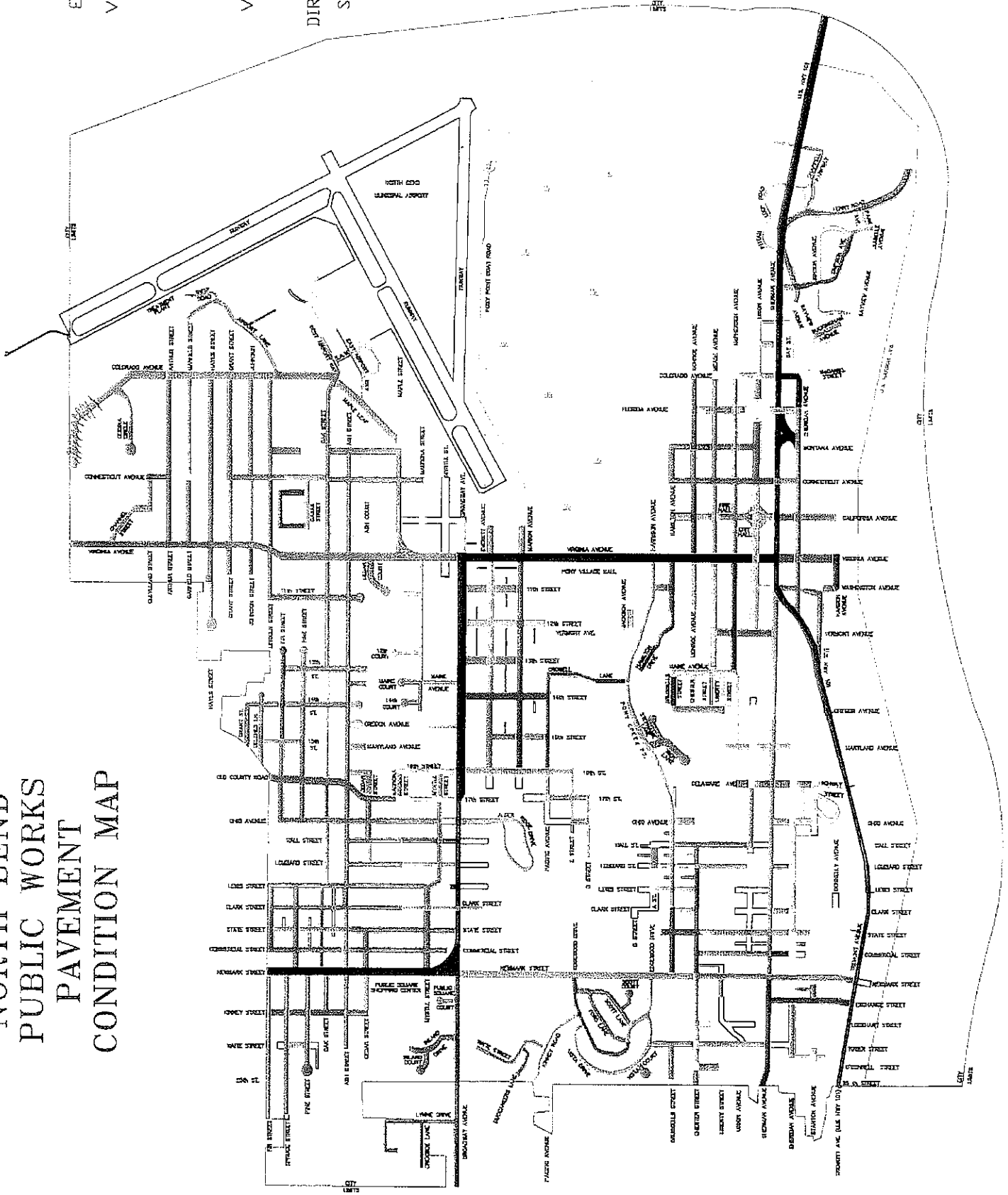
EMME/2 PROJECT: Coos Bay (2000)
SCENARIO 28: Copy of 27 w/new nodes

North Bend Pavement Condition Map

NORTH BEND PUBLIC WORKS PAVEMENT CONDITION MAP

LEGEND

EXCELLENT	100-86
VERY GOOD	85-71
GOOD	70-56
FAIR	55-41
POOR	40-26
VERY POOR	25-11
FAILED	10-0
DIRT/GRAVEL	
STATE HWY	
PRIVATE	



emmg2

BASE NETWORK
ATTRIBUTE @vc: VOLCAP

LINKS:
all
COL-IND:@plt
THRESHOLD:
LOWER: .01
UPPER: -.01

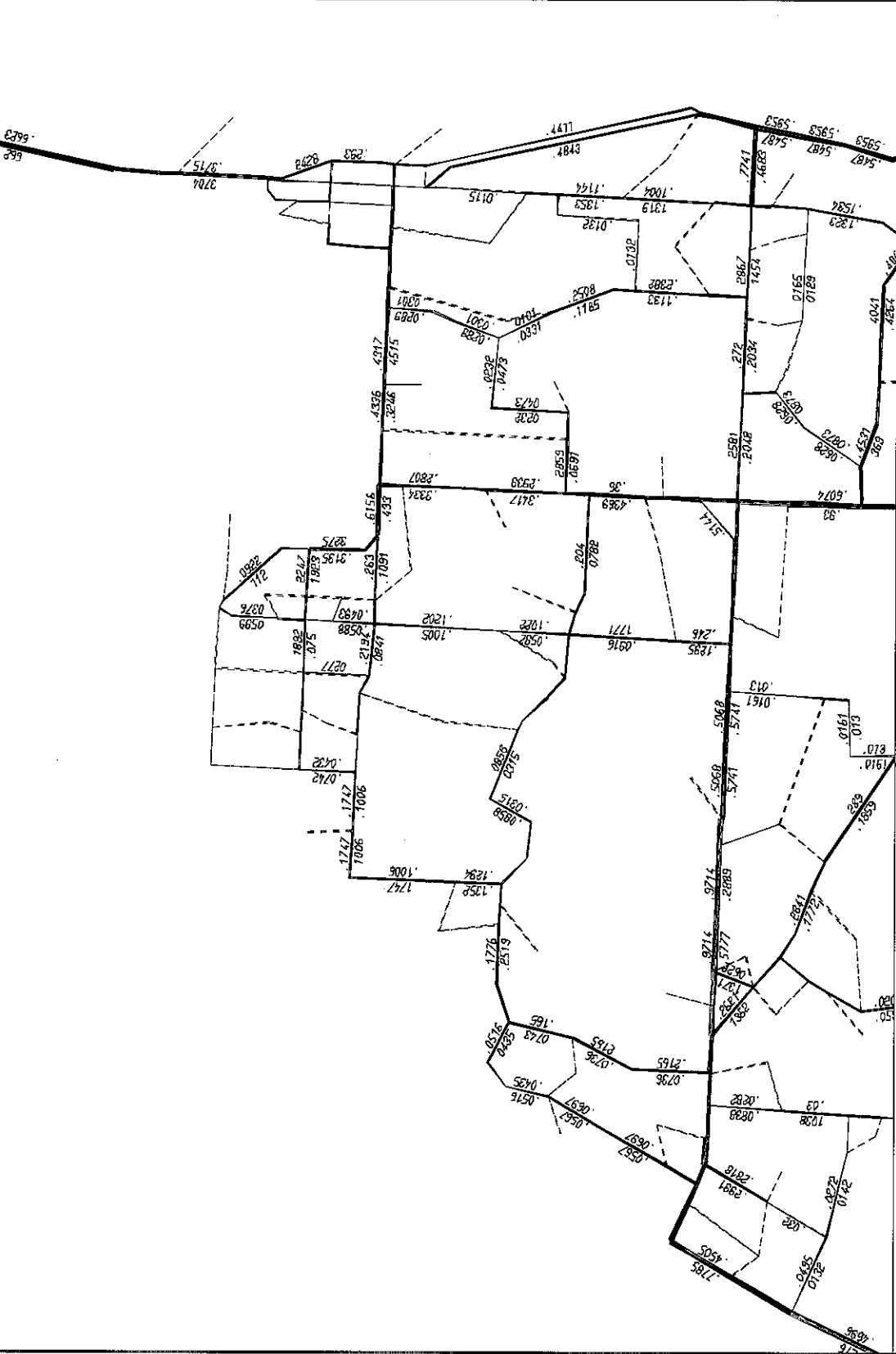
VOLUME/CAPACITY
RATIO

< 0.8
0.8-0.9
0.9-1.0
> 1.0

XXX=VOLUME(VPH)
SCALE: .5

2
4
6
8
10

WINDOW:
58.198/117.155
61.676/119.763



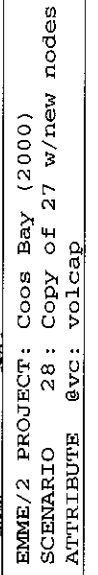
2 June

```
COL-IND:@plt
      THRESHOLD:
LOWER:  .01
UPPER:  -.01
```

```
===== < 0.8
===== 0.8-0.9
===== 0.9-1.0
===== > 1.0
XXX=VOLUME(VPH)
SCALE: .5
```

WINDOW:
57.496 / 114.72
62.019 / 118.112

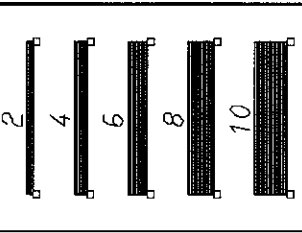
03-10-23 15:41
MODULE: 2.13
DKS2000...jxs



emmg2

LINKS:
all
COL-IND:@plt
THRESHOLD:
LOWER:.01
UPPER: -.01

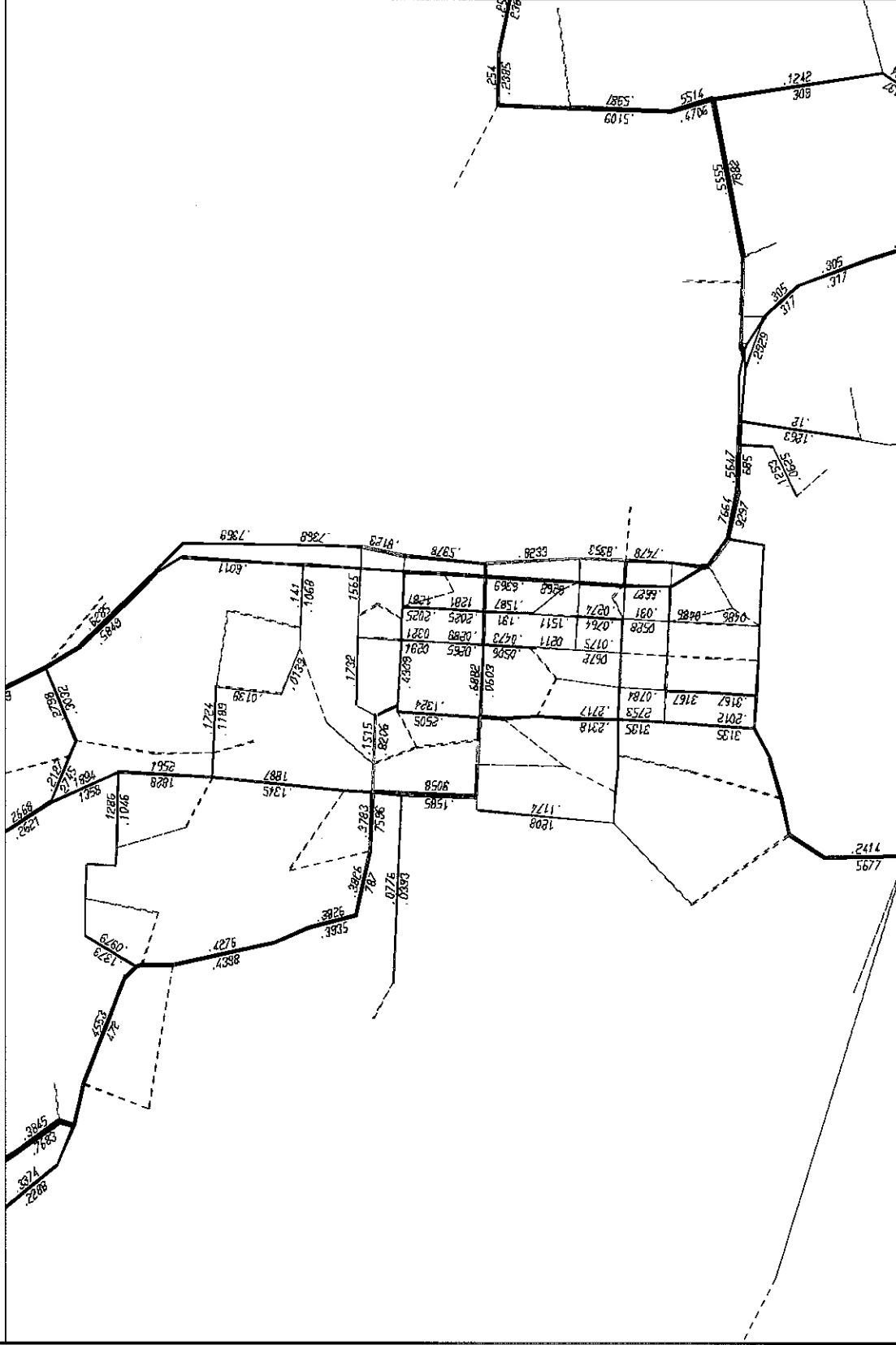
VOLUME/CAPACITY
RATIO
— < 0.8
— 0.8-0.9
— 0.9-1.0
— > 1.0
XXX=VOLUME(VPH)
SCALE: .5



WINDOW:
59.992/114.698
62.832/116.828

03-10-23 15:40
MODULE: 2.13
DKS2000....jxs

BASE NETWORK
ATTRIBUTE @VC: VOLCAP



EMME/2 PROJECT: Coos Bay (2000)
SCENARIO 28: Copy of 27 w/new nodes
ATTRIBUTE @VC: volcap

Glossary

GLOSSARY

Definitions of Technical Terms and Acronyms

Access Management: Refers to measures regulating access to streets, roads and highways from public roads and private driveways. Measures may include but are not limited to restrictions on the type and amount of access to roadways, and use of physical controls such as signals and channelization including raised medians, to reduce impacts of approach road traffic on the main facility.

Accessway: Refers to a walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop.

Average Daily Traffic (ADT): This is the measurement of the average number of vehicles passing a certain point each day on a highway, road or street.

Alignment: Location and geometric arrangement/layout of a roadway (curvature etc.)

Alternative Modes: Transportation alternatives other than single-occupant automobiles such as rail, transit, bicycles and walking.

Arterial (Street): A street designated in the functional class system as providing the highest amount of connectivity and mostly uninterrupted traffic flow through an urban area.

Bicycle Facility: Any facility provided for the benefit of bicycle travel, including bikeways and parking facilities.

Bicycle Network: A system of connected bikeways that provide access to and from local and regional destinations.

Bike Lane: A portion of the roadway that has been designated by striping and pavement markings for the preferential or exclusive use of bicyclists.

Capacity: The maximum number of vehicles or individuals that can traverse a given segment of a transportation facility with prevailing roadway and traffic conditions.

Central Business District (CBD): This is the traditional downtown area, and is usually characterized by slow traffic speeds, on street parking and a compact grid system.

Collector (Street): A street designated in the functional class system that provides connectivity between local and neighborhood streets with the arterial streets serving the urban area. Usually shorter in distance than arterials, designed with lower traffic speeds and has more traffic control devices than higher classified roadways.

Congestion Mitigation/Air Quality (CMAQ): A program within the federal ISTEA and TEA-21 regulations that address congestion and transportation-related air pollution.

Coos County Area Transit (CCAT): The public transit provider for the Coos Country area.

Crosswalk: Portion of a roadway designated for pedestrian crossing and can be either marked or unmarked. Unmarked crosswalks are the natural extension of the shoulder, curb line or sidewalk.

Demand Management: Refers to actions which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include subsidizing transit for the journey to work trip, charging for parking, starting a van or car pool system, or instituting flexible work hours.

Grade Separation: The vertical separation of conflicting travelways.

Grade: A measure of the steepness of a roadway, bikeway or walkway, usually expressed in a percentage form of the ratio between vertical rise to horizontal distance. (eg. a 5% grade means that the facility rises 5 feet in height over a 100 feet in length.)

Impervious Surfaces: Hard surfaces that do not allow water to soak into the ground, increasing the amount of stormwater running into the drainage system.

Intermodal Connectors: Short lengths of roads that connect intermodal facilities to the state highway system.

Intermodal Facilities: Facilities that allow transfers of a number of different modes for passenger and/or freight. Examples include airports, bus stations, ports and rail stations.

Level of Service (LOS): A qualitative measure describing the perception of operation conditions within a traffic stream by motorists and or passengers. An LOS rating of "A" to "F" describes the traffic flow on streets and at intersections, ranging from LOS A, representing virtually free flow conditions and no impedance to LOS F representing forced flow conditions and congestion.

Local (Street): A street designated in the functional class system that's primary purpose is to provide access to land use as opposed to enhancing mobility. These streets typically have low volumes and are very short in relation to collectors and arterials.

Local Street Standards: Include but are not limited to standards for right-of-way, pavement width, travel lanes, parking lanes, curb turning radius, and accessways.

Metropolitan Planning Organization (MPO): An organization in each federally recognized urbanized area (population over 50,000) designated by the Governor which has the responsibility for planning, programming and coordinating the distribution of federal transportation resources.

Multi-Modal: Involving several modes of transportation including bus, rail, bicycle, motor vehicle etc.

Multi-Use Path: A path separated from motor vehicle traffic by open space or barrier used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers.

National Highway System (NHS): The National Highway System is interconnected urban and rural principal arterial and highways that serve major population centers, ports, airports and other major travel destinations, meet national defense requirements and serve interstate and interregional travel.

ODOT : Oregon Department of Transportation.

Peak Period or Peak Hour: The period of the day with the highest number of travelers. This is normally between 4-6 PM on weekdays.

Pedestrian: A person on foot, in a wheelchair or walking a bicycle.

Pedestrian Connection: A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. These connections could include sidewalks, walkways, accessways, stairways and pedestrian bridges.

Pedestrian District: A comprehensive plan designation or implementing land use regulation, such as an overlay zone, that establishes requirements to provide a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity.

Pedestrian Facility: A facility provided for the benefit of pedestrian travel, including walkways, crosswalks, signs, signals and benches.

Pedestrian Scale: Site and building design elements that are oriented to the pedestrian and are dimensionally less than those sites designed to accommodate automobile traffic.

Realignment: Rebuilding of existing roadway where the geometry changes, but the connection between original roadway and the intersecting road is maintained.

Right-Of-Way (ROW): Publicly-owned land or property upon which public facilities and infrastructure is placed.

Regional Transportation Plan (RTP): Federally mandated transportation planning document completed by MPO's identifying current conditions, deficiencies, and alternatives for a 20 year time horizon.

Shared Roadway: A type of bikeway where bicyclists and motor vehicles share a travel lane.

Sight Distance: The distance a person can see along an unobstructed line of sight.

Single Occupancy Vehicle (SOV): A non-commercial vehicle with only one occupant.

Special Transportation Area (STA): Designation that may be applied to a highway segment when a downtown, business district or community center straddles the state highway within an urban growth boundary or an unincorporated community. Emphasis is placed on local auto, pedestrian, bicycle and transit movements as opposed to through traffic. Through traffic is de-emphasized by on street parking, landscaping and pedestrian facilities.

Traffic Control Devices: Signs, signals or other fixtures placed on or adjacent to a travelway that regulates, warns or guides traffic. Can be either permanent or temporary.

Transit-Oriented Development (TOD): A mix of residential, retail and office uses and a supporting network of roads, bicycle and pedestrian ways focused around a major transit stop designed to support a high level of transit use.

Transportation Analysis Zone (TAZ): A geographic sub-area used to assess travel demands using a travel demand forecasting model. Often defined by the transportation network and US Census blocks.

Transportation Disadvantaged: Individuals who have difficulty obtaining transportation because of their age, income, physical or mental disability.

Transportation Planning Rule (TPR): Directs cities, counties and MPO's to prepare TSP's consistent with the state TSP, providing for an integrated, multi-modal plan that address local, regional and statewide transportation, mobility and livability goals.

Transportation System Plan (TSP): A comprehensive plan that is developed to provide a coordinated, seamless integration of continuity between modes at the local level as well as integration with the regional transportation system.

Urban Area: The area immediately surrounding an incorporated city or rural community that is urban in character, regardless of size.

Urban Growth Boundary (UGB): The area surrounding an incorporated city in which the city may legally expand its city limits.

Vehicle Miles of Travel (VMT): Automobile vehicle miles of travel excluding buses, heavy trucks and trips that involve commercial movement of goods. VMT is estimated through the transportation demand model of the local MPO and only includes trips with both an origin and destination within the MPO boundary.

Volume to Capacity Ratio (V/C ratio): A measure of roadway congestion, calculated by dividing the number of vehicles passing through a section of highway during the peak hour by the capacity of the section.