All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/11/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	1	0	0	0	0	0	0	
04:00	0	0	1	0	0	0	0	0	0	0	0	
05:00	0	4	0	0	0	0	0	0	0	0	0	
06:00	0	2	3	0	0	0	0	0	0	0	0	
07:00	0	6	3	0	2	0	0	0	0	0	0	
08:00	0	6	2	0	1	0	0	0	0	0	0	
09:00	0	1	1	0	0	0	0	0	0	0	0	
10:00	0	7	4	0	1	0	0	0	0	0	0	
11:00	0	0	3	1	0	0	0	1	0	0	0	
12 PM	0	5	6	0	1	1	0	0	0	0	0	
13:00	0	1	3	0	1	0	0	0	0	0	0	
14:00	0	5	2	0	0	0	0	0	0	0	0	
15:00	0	3	0	0	2	0	0	0	0	0	0	
16:00	0	2	1	1	0	0	0	0	0	0	0	
17:00	0	3	1	0	5	0	0	0	0	0	0	
18:00	0	6	2	0	1	0	0	0	0	0	0	
19:00	0	0	2	0	0	0	0	0	0	0	0	
20:00	0	1	1	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	1	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
Total	0	52	35	2	16	1	0	1	0	0	0	
Percent	0.0%	48.1%	32.4%	1.9%	14.8%	0.9%	0.0%	0.9%	0.0%	0.0%	0.0%	
AM Peak		10:00	10:00	11:00	07:00			11:00				
Vol.		7	4	1	2			1				
PM Peak		18:00	12:00	16:00	17:00	12:00						
Vol.		6	6	1	5	1						
Grand Total	0	99	65	4	34	6	0	2	0	0	0	
Percent	0.0%	46.9%	30.8%	1.9%	16.1%	2.8%	0.0%	0.9%	0.0%	0.0%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/10/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	
07:00	0	2	2	1	1	1	0	0	0	0	0	
08:00	0	3	1	0	3	0	0	0	0	0	0	
09:00	0	2	2	0	0	0	0	0	0	0	0	
10:00	0	6	0	0	0	0	0	0	0	0	0	
11:00	0	2	6	0	0	0	0	0	0	0	0	
12 PM	0	4	1	1	3	1	0	0	0	0	0	
13:00	0	4	2	0	0	0	0	0	0	0	0	
14:00	0	5	1	0	2	0	0	0	0	0	0	
15:00	0	4	2	0	0	0	0	0	0	0	0	
16:00	0	7	3	0	1	0	0	0	0	0	0	
17:00	0	9	3	0	0	0	0	0	0	0	0	
18:00	0	3	1	0	0	0	0	0	0	0	0	
19:00	0	3	0	0	0	0	0	0	0	0	0	
20:00	0	2	0	0	0	0	0	0	0	0	0	
21:00	0	1	1	0	0	0	0	0	0	0	0	
22:00	0	0	1	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
Total	0	57	26	2	10	2	0	0	0	0	0	
Percent	0.0%	58.8%	26.8%	2.1%	10.3%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	11:00	07:00	08:00	07:00						
Vol.		6	6	1	3	1						
l Peak		17:00	16:00	12:00	12:00	12:00						
Vol.		9	3	1	3	1						

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/11/14	0	1	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	1	0	1	0	0	0	0	0	0	
07:00	0	2	0	0	0	0	0	0	0	0	0	
08:00	0	1	1	0	0	0	0	0	0	0	0	
09:00	0	3	1	0	1	0	0	0	0	0	0	
10:00	0	1	1	1	0	0	0	0	0	0	0	
11:00	0	3	1	0	1	0	0	0	0	0	0	
12 PM	0	2	0	0	0	0	0	0	0	0	0	
13:00	0	1	2	0	2	0	0	0	0	0	0	
14:00	0	5	1	0	1	0	0	0	0	0	0	
15:00	0	2	2	2	1	0	0	0	0	0	0	
16:00	0	8	2	0	1	0	0	0	0	0	0	
17:00	0	7	0	0	3	0	0	0	0	0	0	
18:00	0	6	2	0	0	0	0	0	0	0	0	
19:00	0	2	2	0	1	0	0	0	0	0	0	
20:00	0	7	3	0	0	0	0	0	0	0	0	
21:00	0	1	0	0	1	0	0	0	0	0	0	
22:00	0	0	1	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
Total	0	52	20	3	13	0	0	0	0	0	0	
Percent	0.0%	58.4%	22.5%	3.4%	14.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	(
AM Peak		09:00	06:00	10:00	06:00							
Vol.		3	1	1	1							
l Peak		16:00	20:00	15:00	17:00							
Vol.		8	3	2	3							
Grand Total	0	109	46	5	23	2	0	0	0	0	0	
Percent	0.0%	58.6%	24.7%	2.7%	12.4%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	(

All Traffic Data
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Vancouver, WA. 98683
503-833-2740

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	1	0	0	0	0	0	0	0	0	0	
01:00	0	2	0	0	0	0	0	0	0	0	0	
02:00	0	3	1	0	0	0	0	0	0	0	0	
03:00	0	3	0	0	1	0	0	0	0	0	0	
04:00	0	14	4	0	0	0	0	0	0	0	0	
05:00	0	24	11	0	5	0	0	0	0	0	0	
06:00	0	33	15	0	5	1	0	0	0	0	0	
07:00	1	49	17	1	5	1	0	3	0	1	0	
08:00	0	46	16	0	9	1	0	0	0	0	0	
09:00	2	58	6	0	8	0	0	0	0	0	0	
10:00	0	40	22	0	3	0	0	0	1	1	0	
11:00	0	52	15	1	3	0	0	0	0	0	0	
12 PM	1	41	20	0	2	0	0	0	0	1	0	
13:00	0	33	11	0	5	1	0	0	0	0	0	
14:00	0	35	17	0	7	0	0	0	0	1	0	
15:00	0	56	18	2	4	0	0	1	0	1	0	
16:00	2	39	15	1	4	0	0	0	0	0	0	
17:00	0	37	13	0	4	0	0	0	0	0	0	
18:00	1	39	8	0	3	0	0	1	0	0	0	
19:00	0	28	14	0	1	0	0	0	0	0	0	
20:00	0	16	8	0	0	0	0	1	0	0	0	
21:00	0	13	2	0	0	0	0	0	0	0	0	
22:00	0	9	3	0	1	0	0	0	0	0	0	
23:00	0	8	0	0	0	0	0	0	0	0	0	
Total	7	679	236	5	70	4	0	6	1	5	0	
Percent	0.7%	65.5%	22.8%	0.5%	6.8%	0.4%	0.0%	0.6%	0.1%	0.5%	0.0%	(
AM Peak	09:00	09:00	10:00	07:00	08:00	06:00		07:00	10:00	07:00		
Vol.	2	58	22	1	9	1		3	1	1		
M Peak	16:00	15:00	12:00	15:00	14:00	13:00		15:00		12:00		
Vol.	2	56	20	2	7	1		1		1		

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	0	1	0	0	0	0	0	0	0	0	
01:00	0	0	2	0	0	0	0	0	0	0	0	
02:00	0	2	0	0	1	0	0	0	0	0	0	
03:00	0	1	0	0	1	0	0	0	0	0	0	
04:00	0	14	6	0	0	0	0	0	0	0	0	
05:00	0	26	8	0	5	0	0	0	0	0	0	
06:00	0	36	14	0	5	0	0	0	0	0	0	
07:00	0	63	18	1	6	0	0	0	0	0	0	
08:00	0	52	12	0	6	1	0	0	0	1	0	
09:00	2	44	13	0	3	1	0	0	0	1	0	
10:00	1	40	11	0	5	0	0	1	0	0	0	
11:00	0	40	23	2	6	1	0	1	0	2	0	
12 PM	0	33	18	0	5	0	0	0	0	1	0	
13:00	2	37	8	0	3	0	0	0	0	0	0	
14:00	0	39	10	0	4	0	1	0	0	1	0	
15:00	2	37	23	1	4	0	0	0	0	0	0	
16:00	0	57	19	0	7	1	0	0	0	1	0	
17:00	0	49	15	0	3	0	0	1	0	0	0	
18:00	0	33	11	0	3	0	0	0	0	0	0	
19:00	0	34	7	0	2	0	0	1	0	0	0	
20:00	0	19	10	0	5	0	0	1	0	0	0	
21:00	0	14	5	0	3	0	0	0	0	0	0	
22:00	0	5	0	0	1	0	0	0	0	0	0	
23:00	0	3	1	0	0	0	0	0	0	0	0	
Total	7	678	235	4	78	4	1	5	0	7	0	
Percent	0.7%	65.4%	22.7%	0.4%	7.5%	0.4%	0.1%	0.5%	0.0%	0.7%	0.0%	
AM Peak	09:00	07:00	11:00	11:00	07:00	08:00		10:00		11:00		
Vol.	2	63	23	2	6	1		1		2		
M Peak	13:00	16:00	15:00	15:00	16:00	16:00	14:00	17:00		12:00		
Vol.	2	57	23	1	7	1	1	1		1		
Grand Total	14	1357	471	9	148	8	1	11	1	12	0	
Percent	0.7%	65.4%	22.7%	0.4%	7.1%	0.4%	0.0%	0.5%	0.0%	0.6%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	3	4	0	2	0	0	0	0	0	0	
01:00	0	1	2	0	0	0	0	0	0	0	0	
02:00	0	3	0	0	0	0	0	0	0	0	0	
03:00	0	2	2	0	0	0	0	0	0	0	0	
04:00	1	2	1	0	1	0	0	0	0	0	0	
05:00	0	2	2	1	0	0	0	0	0	0	0	
06:00	0	5	5	0	3	0	0	0	1	0	0	
07:00	1	34	15	2	5	1	0	1	0	0	0	
08:00	0	14	10	0	3	0	0	1	1	0	0	
09:00	0	12	10	0	5	1	0	0	1	0	0	
10:00	0	15	11	0	7	0	0	0	1	0	0	
11:00	0	32	16	1	7	0	0	0	0	0	0	
12 PM	1	34	15	0	12	1	0	1	0	0	0	
13:00	0	32	19	1	10	0	0	0	1	0	0	
14:00	0	43	19	1	7	0	0	2	0	0	0	
15:00	0	48	40	1	7	0	0	1	0	0	0	
16:00	1	38	30	0	13	1	0	0	0	0	0	
17:00	0	61	25	1	22	0	0	1	0	0	0	
18:00	2	45	29	0	13	0	0	0	0	0	0	
19:00	0	31	20	0	8	0	0	2	0	0	0	
20:00	1	37	22	0	6	0	0	0	0	0	0	
21:00	0	21	7	0	4	0	0	2	0	0	0	
22:00	1	18	7	0	3	0	0	0	0	0	0	
23:00	0	11	1	0	1	0	0	0	0	0	0	
Total	8	544	312	8	139	4	0	11	5	0	0	
Percent	0.8%	52.0%	29.8%	0.8%	13.3%	0.4%	0.0%	1.1%	0.5%	0.0%	0.0%	
AM Peak	04:00	07:00	11:00	07:00	10:00	07:00		07:00	06:00			
Vol.	1	34	16	2	7	1		1	1			
PM Peak	18:00	17:00	15:00	13:00	17:00	12:00		14:00	13:00			
Vol.	2	61	40	1	22	1		2	1			

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	4	5	0	1	0	0	0	0	0	0	
01:00	0	1	1	0	0	0	0	0	0	0	0	
02:00	1	2	0	0	0	0	0	0	0	0	0	
03:00	0	2	1	0	1	0	0	0	0	0	0	
04:00	0	4	1	0	1	0	0	0	0	0	0	
05:00	0	1	0	0	0	0	0	0	0	0	0	
06:00	0	4	4	0	1	0	0	0	1	0	0	
07:00	0	35	15	2	7	0	0	1	0	0	0	
08:00	0	13	7	0	3	1	0	1	0	0	0	
09:00	0	16	10	0	2	2	0	1	0	0	0	
10:00	1	20	12	1	8	1	0	0	1	0	0	
11:00	1	30	19	3	8	0	0	0	0	0	0	
12 PM	0	33	21	0	7	0	0	2	1	0	0	
13:00	0	27	19	2	7	1	0	1	0	0	0	
14:00	0	43	28	0	3	0	0	1	0	0	0	
15:00	0	41	30	2	11	1	0	0	0	0	0	
16:00	1	51	44	0	15	0	0	2	0	0	0	
17:00	0	72	31	1	14	0	0	1	0	0	0	
18:00	1	48	23	0	14	0	0	0	0	0	0	
19:00	0	49	28	0	13	0	0	0	0	0	0	
20:00	0	30	15	0	11	0	0	2	0	0	0	
21:00	0	23	9	0	5	0	0	0	0	0	0	
22:00	0	17	9	0	4	0	0	0	0	0	0	
23:00	1	5	1	0	1	0	0	0	0	0	0	
Total	6	571	333	11	137	6	0	12	3	0	0	
Percent	0.5%	52.3%	30.5%	1.0%	12.5%	0.5%	0.0%	1.1%	0.3%	0.0%	0.0%	
AM Peak	02:00	07:00	11:00	11:00	10:00	09:00		07:00	06:00			
Vol.	1	35	19	3	8	2		1	1			
Peak	16:00	17:00	16:00	13:00	16:00	13:00		12:00	12:00			
Vol.	1	72	44	2	15	1		2	1			
Grand Total	14	1115	645	19	276	10	0	23	8	0	0	
Percent	0.7%	52.1%	30.2%	0.9%	12.9%	0.5%	0.0%	1.1%	0.4%	0.0%	0.0%	

All Traffic Data
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Vancouver, WA. 98683
503-833-2740

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	1	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	1	0	0	1	0	0	0	0	0	0	
06:00	0	2	4	1	1	0	0	0	0	0	0	
07:00	0	1	0	0	0	0	0	1	0	0	0	
08:00	0	1	0	0	2	0	0	0	0	0	0	
09:00	0	2	1	0	0	0	0	0	0	0	0	
10:00	0	5	2	0	2	0	0	0	0	0	0	
11:00	0	2	3	0	0	0	0	0	0	0	0	
12 PM	0	8	3	1	0	0	0	0	0	0	0	
13:00	0	6	4	0	1	0	0	0	0	0	0	
14:00	0	4	2	0	0	0	0	0	0	0	0	
15:00	0	7	2	0	2	0	0	1	0	0	0	
16:00	0	7	4	0	2	0	0	0	0	0	0	
17:00	0	9	1	0	2	0	0	0	0	0	0	
18:00	0	4	4	0	1	0	0	0	0	0	0	
19:00	0	5	2	0	4	0	0	0	0	0	0	
20:00	0	6	1	0	1	0	0	0	0	0	0	
21:00	0	5	2	0	1	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	1	0	0	0	0	0	0	0	0	0	
Total	0	77	35	2	21	0	0	2	0	0	0	
Percent	0.0%	55.0%	25.0%	1.4%	15.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	
AM Peak		10:00	06:00	06:00	08:00			07:00				
Vol.		5	4	1	2			1				
M Peak		17:00	13:00	12:00	19:00			15:00				
Vol.		9	4	1	4			1				

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	1	0	0	1	0	0	0	0	0	0	
06:00	0	1	1	1	2	0	0	0	0	0	0	
07:00	0	2	0	0	1	0	0	0	0	0	0	
08:00	0	3	0	0	0	0	0	0	0	0	0	
09:00	0	1	3	0	1	0	0	0	0	0	0	
10:00	0	2	0	0	2	0	0	0	0	0	0	
11:00	0	6	1	0	2	0	0	0	0	0	0	
12 PM	0	2	2	0	3	0	0	0	0	0	0	
13:00	0	3	0	0	0	0	0	0	0	0	0	
14:00	0	4	5	0	1	0	0	0	0	0	0	
15:00	0	7	2	1	1	0	0	0	0	0	0	
16:00	0	8	4	0	1	0	0	0	0	0	0	
17:00	0	3	2	0	4	0	0	0	0	0	0	
18:00	0	4	3	0	2	0	0	0	0	0	0	
19:00	0	6	2	0	0	0	0	0	0	0	0	
20:00	0	8	2	0	2	0	0	0	0	0	0	
21:00	0	6	1	0	0	0	0	0	0	0	0	
22:00	0	1	1	0	0	0	0	1	0	0	0	
23:00	0	1	1	0	0	0	0	0	0	0	0	
Total	0	69	30	2	23	0	0	1	0	0	0	
Percent	0.0%	53.9%	23.4%	1.6%	18.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00	06:00	06:00							
Vol.		6	3	1	2							
M Peak		16:00	14:00	15:00	17:00			22:00				
Vol.		8	5	1	4			1				
Grand Total	0	146	65	4	44	0	0	3	0	0	0	
Percent	0.0%	54.5%	24.3%	1.5%	16.4%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	1	0	1	0	0	0	0	0	0	
03:00	0	0	0	0	1	0	0	0	0	0	0	
04:00	0	1	1	0	0	0	0	0	0	0	0	
05:00	0	2	1	0	1	0	0	0	0	0	0	
06:00	0	7	1	0	0	0	0	0	0	0	0	
07:00	0	6	2	1	2	0	0	0	0	0	0	
08:00	0	2	1	0	1	0	0	1	0	0	0	
09:00	0	4	4	0	0	0	0	0	0	0	0	
10:00	0	5	2	0	0	0	0	0	0	0	0	
11:00	0	6	5	0	3	0	0	0	0	0	0	
12 PM	0	6	4	0	1	0	0	0	0	0	0	
13:00	0	6	2	0	0	0	0	0	0	0	0	
14:00	0	5	3	0	1	0	0	0	0	0	0	
15:00	0	6	4	0	1	0	0	0	0	0	0	
16:00	0	3	1	0	2	0	0	0	0	0	0	
17:00	0	9	4	0	1	0	0	1	0	0	0	
18:00	0	5	1	0	2	0	0	0	0	0	0	
19:00	0	5	1	0	0	0	0	0	0	0	0	
20:00	0	5	0	0	0	0	0	0	0	0	0	
21:00	0	2	1	0	1	0	0	0	0	0	0	
22:00	0	1	0	0	0	0	0	0	0	0	0	
23:00	0	1	0	0	0	0	0	0	0	0	0	
Total	0	87	39	1	18	0	0	2	0	0	0	
Percent	0.0%	58.8%	26.4%	0.7%	12.2%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	
AM Peak		06:00	11:00	07:00	11:00			08:00				
Vol.		7	5	1	3			1				
PM Peak		17:00	12:00		16:00			17:00				
Vol.		9	4		2			1				

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	1	0	0	0	0	0	0	
04:00	0	1	1	0	1	0	0	0	0	0	0	
05:00	0	3	2	0	3	0	0	0	0	0	0	
06:00	0	6	0	0	2	0	0	0	0	0	0	
07:00	0	5	3	1	4	0	0	0	0	0	0	
08:00	0	6	1	0	1	0	0	0	0	0	0	
09:00	0	5	3	0	3	0	0	0	0	0	0	
10:00	0	6	1	0	1	0	0	1	0	0	0	
11:00	0	4	2	0	2	0	0	0	0	0	0	
12 PM	0	7	0	0	1	0	0	0	0	0	0	
13:00	0	4	4	0	1	0	0	0	0	0	0	
14:00	0	5	4	0	2	0	0	0	0	0	0	
15:00	0	11	4	0	0	0	0	0	0	0	0	
16:00	0	6	2	0	3	0	0	0	0	0	0	
17:00	0	9	0	0	2	0	0	0	0	0	0	
18:00	0	7	3	0	1	0	0	1	0	0	0	
19:00	0	4	0	0	0	0	0	0	0	0	0	
20:00	0	4	0	0	0	0	0	0	0	0	0	
21:00	0	4	0	0	1	0	0	0	0	0	0	
22:00	0	2	1	0	0	0	0	0	0	0	0	
23:00	0	1	0	0	0	0	0	0	0	0	0	
Total	0	100	31	1	29	0	0	2	0	0	0	
Percent	0.0%	59.9%	18.6%	0.6%	17.4%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	
AM Peak		06:00	07:00	07:00	07:00			10:00				
Vol.		6	3	1	4			1				
PM Peak		15:00	13:00		16:00			18:00				
Vol.		11	4		3			1				
Grand Total	0	187	70	2	47	0	0	4	0	0	0	
Percent	0.0%	59.4%	22.2%	0.6%	14.9%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	

All Traffic Data
15105 SE 17th St.
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NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	1	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	1	0	0	0	0	0	0	0	0	
04:00	0	1	1	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	1	0	0	1	0	0	0	0	0	0	
07:00	0	3	1	1	0	0	0	0	0	0	0	
08:00	0	3	4	0	0	0	0	0	0	0	0	
09:00	0	1	0	0	3	0	0	0	0	0	0	
10:00	0	3	1	0	1	0	0	0	0	0	0	
11:00	0	2	0	0	0	0	0	0	0	0	0	
12 PM	0	4	3	0	1	0	0	0	0	0	0	
13:00	0	5	4	0	1	0	0	1	0	0	0	
14:00	0	5	1	1	2	0	0	0	0	0	0	
15:00	0	6	3	1	2	0	0	0	0	0	0	
16:00	0	5	0	0	1	0	0	0	0	0	0	
17:00	0	8	3	0	4	0	0	0	0	0	0	
18:00	0	5	3	0	3	0	0	1	0	0	0	
19:00	0	1	1	0	0	0	0	0	0	0	0	
20:00	0	1	3	0	1	0	0	0	0	0	0	
21:00	0	0	1	0	0	0	0	0	0	0	0	
22:00	0	2	2	0	1	0	0	0	0	0	0	
23:00	0	1	0	0	0	0	0	0	0	0	0	
Total	0	58	32	3	21	0	0	2	0	0	0	
Percent	0.0%	49.2%	27.1%	2.5%	17.8%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00	07:00	09:00							
Vol.		3	4	1	3							
M Peak		17:00	13:00	14:00	17:00			13:00				
Vol.		8	4	1	4			1				

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
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NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	1	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	1	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	0	0	0	0	0	0	0	
05:00	0	1	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	
07:00	0	3	1	1	0	0	0	0	0	0	0	
08:00	0	1	3	0	1	0	0	0	0	0	0	
09:00	0	5	1	0	2	0	0	0	0	0	0	
10:00	0	5	3	0	1	0	0	0	0	0	0	
11:00	0	1	1	0	2	0	0	0	0	0	0	
12 PM	0	1	3	0	0	0	0	0	0	0	0	
13:00	0	6	3	0	4	0	0	0	0	0	0	
14:00	0	3	0	1	1	0	0	0	0	0	0	
15:00	0	4	5	1	3	0	0	0	0	0	0	
16:00	0	7	4	0	2	0	0	0	0	0	0	
17:00	0	8	2	0	1	0	0	0	0	0	0	
18:00	0	8	2	0	2	0	0	1	0	0	0	
19:00	0	3	2	0	3	0	0	0	0	0	0	
20:00	0	5	2	0	4	0	0	0	0	0	0	
21:00	0	2	0	0	2	0	0	0	0	0	0	
22:00	1	2	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
Total	1	66	33	3	29	0	0	1	0	0	0	
Percent	0.7%	48.5%	24.3%	2.2%	21.3%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	
AM Peak		09:00	08:00	07:00	09:00							
Vol.		5	3	1	2							
PM Peak	22:00	17:00	15:00	14:00	13:00			18:00				
Vol.	1	8	5	1	4			1				
Grand Total	1	124	65	6	50	0	0	3	0	0	0	
Percent	0.4%	48.8%	25.6%	2.4%	19.7%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	1	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	0	0	0	0	0	0	0	
05:00	0	1	0	0	0	0	0	0	0	0	0	
06:00	0	2	2	0	1	0	0	0	0	0	0	
07:00	0	1	1	0	3	0	0	1	0	0	0	
08:00	0	4	5	0	3	0	0	1	0	0	0	
09:00	0	6	2	0	1	0	0	0	0	0	0	
10:00	0	3	1	0	4	0	0	0	0	0	0	
11:00	0	9	3	0	0	0	0	0	0	0	0	
12 PM	0	0	0	0	0	0	0	0	0	0	0	
13:00	0	5	4	0	5	0	0	0	0	0	0	
14:00	0	7	0	0	2	0	0	0	0	0	0	
15:00	0	3	0	0	1	0	0	0	0	0	0	
16:00	0	4	3	0	2	0	0	0	0	0	0	
17:00	0	5	0	0	1	0	0	0	0	0	0	
18:00	0	4	3	0	0	0	0	0	0	0	0	
19:00	0	3	0	0	0	0	0	0	0	0	0	
20:00	0	1	2	0	0	0	0	0	0	0	0	
21:00	0	2	0	0	1	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	1	0	0	0	0	0	0	0	0	
Total	0	62	27	0	24	0	0	2	0	0	0	
Percent	0.0%	52.5%	22.9%	0.0%	20.3%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	
AM Peak		11:00	08:00		10:00			07:00				
Vol.		9	5		4			1				
PM Peak		14:00	13:00		13:00							
Vol.		7	4		5							

All Traffic Data
15105 SE 17th St.
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503-833-2740

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	1	0	0	0	0	0	0	
05:00	0	1	1	0	0	0	0	0	0	0	0	
06:00	1	2	1	0	1	0	0	0	0	0	0	
07:00	0	3	1	0	0	0	0	0	0	0	0	
08:00	0	4	6	0	4	0	0	0	0	0	0	
09:00	0	2	0	0	0	0	0	0	0	0	0	
10:00	1	6	3	0	5	0	0	0	0	0	0	
11:00	0	6	1	0	2	0	0	0	0	0	0	
12 PM	0	6	2	0	2	0	0	0	0	0	0	
13:00	0	4	2	0	2	0	0	0	0	0	0	
14:00	0	2	3	1	3	0	0	0	0	0	0	
15:00	0	3	3	0	3	0	0	0	0	0	0	
16:00	0	5	1	0	0	0	0	0	0	0	0	
17:00	0	3	4	0	4	0	0	1	0	0	0	
18:00	0	9	2	0	0	0	0	0	0	0	0	
19:00	0	2	0	0	2	0	0	1	0	0	0	
20:00	0	0	0	0	1	0	0	0	0	0	0	
21:00	0	3	2	0	0	0	0	0	0	0	0	
22:00	0	3	0	0	2	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
Total	2	65	32	1	32	0	0	2	0	0	0	
Percent	1.5%	48.1%	23.7%	0.7%	23.7%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	(
AM Peak	06:00	10:00	08:00		10:00							
Vol.	1	6	6		5							
M Peak		18:00	17:00	14:00	17:00			17:00				
Vol.		9	4	1	4			1				
Grand Total	2	127	59	1	56	0	0	4	0	0	0	
Percent	0.8%	50.2%	23.3%	0.4%	22.1%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	(

All Traffic Data
15105 SE 17th St.
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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	1	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	1	1	1	0	0	0	0	0	0	0	
03:00	0	0	1	1	1	0	0	0	0	0	0	
04:00	0	10	3	0	2	0	0	0	0	0	0	
05:00	1	15	9	0	9	0	0	0	0	0	0	
06:00	0	53	14	0	5	0	0	2	0	0	0	
07:00	1	42	23	1	11	0	0	0	0	0	0	
08:00	1	44	20	0	10	0	0	0	0	0	0	
09:00	1	22	6	0	3	0	0	0	0	0	0	
10:00	0	23	17	0	6	0	0	1	0	0	0	
11:00	1	17	10	0	9	0	0	1	0	0	0	
12 PM	0	24	5	0	3	0	0	0	0	0	0	
13:00	1	21	9	0	4	1	0	3	0	0	0	
14:00	0	29	10	0	8	0	0	0	0	0	0	
15:00	1	21	13	1	6	0	0	0	0	0	0	
16:00	1	20	16	2	5	2	0	1	0	0	0	
17:00	0	30	8	0	7	0	0	0	0	0	0	
18:00	2	26	14	0	4	0	0	0	0	0	0	
19:00	0	18	5	0	3	0	0	0	0	0	0	
20:00	0	13	7	0	4	0	0	0	0	0	0	
21:00	0	5	2	0	2	0	0	0	0	0	0	
22:00	0	8	1	0	0	0	0	0	0	0	0	
23:00	0	4	0	0	1	0	0	0	0	0	0	
Total	10	447	194	6	103	3	0	8	0	0	0	
Percent	1.3%	57.0%	24.7%	0.8%	13.1%	0.4%	0.0%	1.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	06:00	07:00	02:00	07:00			06:00				
Vol.	1	53	23	1	11			2				
PM Peak	18:00	17:00	16:00	16:00	14:00	16:00		13:00				
Vol.	2	30	16	2	8	2		3				

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	1	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	2	0	0	0	0	0	0	0	0	0	
03:00	0	0	1	2	2	0	0	0	0	0	0	
04:00	0	12	3	0	1	0	0	0	0	0	0	
05:00	0	16	7	0	9	0	0	0	0	0	0	
06:00	1	50	12	0	4	0	0	1	1	0	0	
07:00	1	49	19	1	5	1	0	1	0	0	0	
08:00	2	43	8	0	6	0	1	0	0	0	0	
09:00	0	31	21	0	9	1	1	2	0	0	0	
10:00	1	24	10	0	7	0	1	3	0	0	0	
11:00	0	26	7	0	10	0	1	2	0	0	0	
12 PM	0	24	17	0	9	0	0	0	0	0	0	
13:00	0	22	10	0	10	0	0	1	0	0	0	
14:00	1	24	12	0	5	0	0	1	0	0	0	
15:00	0	28	8	0	4	0	1	0	0	0	0	
16:00	0	23	11	2	6	0	1	2	0	0	0	
17:00	3	21	6	0	5	0	0	0	0	0	0	
18:00	0	30	12	0	2	0	0	0	0	0	0	
19:00	0	18	2	0	4	0	0	0	0	0	0	
20:00	0	16	3	0	6	0	0	0	0	0	0	
21:00	0	13	5	0	0	0	0	0	0	0	0	
22:00	0	7	4	0	1	0	0	0	0	0	0	
23:00	0	9	1	0	1	0	0	0	0	0	0	
Total	9	489	179	5	106	2	6	13	1	0	0	
Percent	1.1%	59.1%	21.6%	0.6%	12.8%	0.2%	0.7%	1.6%	0.1%	0.0%	0.0%	(
AM Peak	08:00	06:00	09:00	03:00	11:00	07:00	08:00	10:00	06:00			
Vol.	2	50	21	2	10	1	1	3	1			
1 Peak	17:00	18:00	12:00	16:00	13:00		15:00	16:00				
Vol.	3	30	17	2	10		1	2				
Grand Total	19	936	373	11	209	5	6	21	1	0	0	
Percent	1.2%	58.1%	23.2%	0.7%	13.0%	0.3%	0.4%	1.3%	0.1%	0.0%	0.0%	(

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	1	1	0	0	0	0	0	0	0	0	
01:00	0	2	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	0	0	0	0	0	0	
03:00	0	0	1	0	1	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	3	4	0	1	0	0	0	0	0	0	
06:00	0	2	1	0	2	0	0	0	0	0	0	
07:00	0	17	19	2	6	0	0	0	0	0	0	
08:00	0	23	14	0	10	0	0	0	0	0	0	
09:00	0	11	3	0	5	0	0	1	0	0	0	
10:00	0	15	11	0	5	0	0	0	0	0	0	
11:00	2	21	13	1	9	0	0	1	1	0	0	
12 PM	0	32	13	0	4	0	0	0	0	0	0	
13:00	0	22	13	0	5	0	0	3	0	0	0	
14:00	0	38	20	3	7	0	0	0	0	0	0	
15:00	0	45	28	1	10	0	0	1	1	0	0	
16:00	2	48	30	0	10	1	0	1	0	0	0	
17:00	0	62	26	0	21	0	0	0	0	0	0	
18:00	2	45	16	0	13	0	0	0	0	0	0	
19:00	1	34	3	0	10	0	0	0	0	0	0	
20:00	0	36	15	0	2	0	0	0	0	0	0	
21:00	0	13	3	0	2	0	0	0	0	0	0	
22:00	0	12	4	0	1	0	0	0	0	0	0	
23:00	0	7	1	0	1	0	0	0	0	0	0	
Total	7	490	239	7	125	1	0	7	2	0	0	
Percent	0.8%	55.4%	27.0%	0.8%	14.1%	0.1%	0.0%	0.8%	0.2%	0.0%	0.0%	
AM Peak	11:00	08:00	07:00	07:00	08:00			09:00	11:00			
Vol.	2	23	19	2	10			1	1			
PM Peak	16:00	17:00	16:00	14:00	17:00	16:00		13:00	15:00			
Vol.	2	62	30	3	21	1		3	1			

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	3	1	0	0	0	0	0	0	0	0	
01:00	0	2	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	2	0	0	0	0	0	0	0	0	0	
05:00	0	1	1	0	0	0	0	0	0	0	0	
06:00	0	3	4	0	4	0	0	0	0	1	0	
07:00	0	21	20	2	5	1	0	0	1	0	0	
08:00	1	18	7	0	6	1	0	0	0	0	0	
09:00	0	15	11	0	6	1	0	0	0	0	0	
10:00	0	15	12	0	7	2	0	2	0	0	0	
11:00	0	21	6	1	7	1	0	2	0	0	0	
12 PM	1	25	17	0	10	0	0	2	0	0	0	
13:00	0	33	9	0	8	0	0	1	1	0	0	
14:00	0	38	14	2	15	1	0	0	0	0	0	
15:00	1	55	22	1	11	1	0	3	0	0	0	
16:00	2	56	22	0	11	1	0	1	0	0	0	
17:00	0	53	25	1	10	1	0	0	0	0	0	
18:00	1	54	28	0	7	0	0	0	0	0	0	
19:00	1	26	13	0	6	0	0	0	0	0	0	
20:00	0	42	6	0	4	0	0	0	0	0	0	
21:00	0	21	5	0	1	0	0	0	0	0	0	
22:00	0	17	6	0	2	0	0	1	0	0	0	
23:00	0	8	3	0	0	0	0	0	0	0	0	
Total	7	529	232	7	120	10	0	12	2	1	0	
Percent	0.8%	57.3%	25.1%	0.8%	13.0%	1.1%	0.0%	1.3%	0.2%	0.1%	0.0%	(
AM Peak	08:00	07:00	07:00	07:00	10:00	10:00		10:00	07:00	06:00		
Vol.	1	21	20	2	7	2		2	1	1		
PM Peak	16:00	16:00	18:00	14:00	14:00	14:00		15:00	13:00			
Vol.	2	56	28	2	15	1		3	1			
Grand Total	14	1019	471	14	245	11	0	19	4	1	0	
Percent	0.8%	56.4%	26.1%	0.8%	13.6%	0.6%	0.0%	1.1%	0.2%	0.1%	0.0%	(

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/10/14	0	1	0	0	0	0	0	0	0	0	0	
01:00	0	0	1	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	1	0	0	0	0	0	0	
05:00	1	2	1	0	0	0	0	0	0	0	0	
06:00	0	9	3	0	2	0	0	0	0	0	0	
07:00	0	9	1	0	3	0	0	0	0	0	0	
08:00	0	18	3	0	3	0	0	0	0	0	0	
09:00	0	6	3	0	1	0	0	0	0	0	0	
10:00	0	10	6	0	1	1	0	1	0	0	0	
11:00	0	18	7	1	2	0	0	0	0	0	0	
12 PM	0	17	4	0	3	3	0	0	0	0	0	
13:00	0	11	5	1	5	0	0	0	0	0	0	
14:00	1	8	4	0	5	1	0	0	0	0	0	
15:00	2	11	10	0	5	0	0	0	0	0	0	
16:00	1	16	10	0	0	0	0	0	0	0	0	
17:00	1	17	11	0	6	0	0	0	0	0	0	
18:00	0	11	6	0	3	0	0	0	0	0	0	
19:00	0	9	1	0	0	0	0	0	0	0	0	
20:00	0	8	3	0	2	0	0	0	0	0	0	
21:00	0	13	2	0	0	0	0	0	0	0	0	
22:00	0	2	2	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
Total	6	198	83	2	42	5	0	1	0	0	0	
Percent	1.8%	58.6%	24.6%	0.6%	12.4%	1.5%	0.0%	0.3%	0.0%	0.0%	0.0%	
AM Peak	05:00	08:00	11:00	11:00	07:00	10:00		10:00				
Vol.	1	18	7	1	3	1		1				
PM Peak	15:00	12:00	17:00	13:00	17:00	12:00						
Vol.	2	17	11	1	6	3						

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/11/14	0	0	1	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	1	0	0	0	0	0	0	0	0	
04:00	0	0	1	0	0	0	0	0	0	0	0	
05:00	1	2	1	0	0	0	0	0	0	0	0	
06:00	0	10	4	0	2	0	0	0	0	0	0	
07:00	0	12	2	0	5	0	0	0	0	0	0	
08:00	0	15	7	0	1	0	0	0	0	0	0	
09:00	2	14	2	0	1	0	0	0	0	0	0	
10:00	0	20	4	0	2	0	0	0	0	0	0	
11:00	0	13	5	1	2	0	0	1	0	0	0	
12 PM	0	8	3	0	1	0	0	0	0	0	0	
13:00	0	12	4	0	6	0	0	0	0	0	0	
14:00	0	10	9	0	4	0	0	0	0	0	0	
15:00	1	17	6	0	1	1	0	0	0	0	0	
16:00	3	21	5	0	1	1	0	0	0	0	0	
17:00	2	17	11	0	5	0	0	0	0	0	0	
18:00	1	20	9	0	3	0	0	0	0	0	0	
19:00	0	5	7	0	0	0	0	1	0	0	0	
20:00	0	5	2	0	1	0	0	0	0	0	0	
21:00	0	5	0	0	3	0	0	0	0	0	0	
22:00	0	1	1	0	0	0	0	0	0	0	0	
23:00	0	2	0	0	0	0	0	0	0	0	0	
Total	10	210	85	1	38	2	0	2	0	0	0	
Percent	2.9%	60.2%	24.4%	0.3%	10.9%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	(
AM Peak	09:00	10:00	08:00	11:00	07:00			11:00				
Vol.	2	20	7	1	5			1				
M Peak	16:00	16:00	17:00		13:00	15:00		19:00				
Vol.	3	21	11		6	1		1				
Grand Total	16	408	168	3	80	7	0	3	0	0	0	
Percent	2.3%	59.4%	24.5%	0.4%	11.6%	1.0%	0.0%	0.4%	0.0%	0.0%	0.0%	(

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/10/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	1	0	0	0	0	0	0	0	
03:00	0	0	0	0	1	0	0	0	0	0	0	
04:00	0	3	0	0	3	0	0	0	0	0	0	
05:00	0	4	4	0	1	2	0	0	0	0	0	
06:00	1	4	6	0	1	0	0	0	0	0	0	
07:00	0	15	5	1	6	0	0	0	0	0	0	
08:00	0	5	5	0	2	0	0	0	0	0	0	
09:00	0	10	8	0	2	0	0	0	0	0	0	
10:00	0	10	3	0	2	1	0	2	0	0	0	
11:00	0	4	4	1	1	0	0	0	0	0	0	
12 PM	0	4	6	0	2	0	0	0	0	0	0	
13:00	0	13	2	0	1	0	0	0	0	0	0	
14:00	0	11	8	0	3	0	0	0	0	0	0	
15:00	0	11	4	0	3	0	0	0	0	0	0	
16:00	1	15	5	1	4	0	0	1	0	0	0	
17:00	0	21	0	0	0	0	0	0	0	0	0	
18:00	0	19	10	0	4	0	0	0	0	0	0	
19:00	0	15	2	0	0	0	0	0	0	0	0	
20:00	0	13	0	0	3	0	0	0	0	0	0	
21:00	0	5	0	0	0	0	0	0	0	0	0	
22:00	0	4	2	0	0	0	0	0	0	0	0	
23:00	0	2	0	0	0	0	0	0	0	0	0	
Total	2	189	74	4	39	3	0	3	0	0	0	
Percent	0.6%	60.2%	23.6%	1.3%	12.4%	1.0%	0.0%	1.0%	0.0%	0.0%	0.0%	(
AM Peak	06:00	07:00	09:00	02:00	07:00	05:00		10:00				
Vol.	1	15	8	1	6	2		2				
M Peak	16:00	17:00	18:00	16:00	16:00			16:00				
Vol.	1	21	10	1	4			1				

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/11/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	1	0	0	0	0	0	0	
02:00	0	0	0	0	0	1	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	3	1	0	4	0	0	0	0	0	0	
05:00	0	4	5	0	2	0	0	0	0	0	0	
06:00	0	6	6	0	4	1	0	0	0	0	0	
07:00	0	15	1	1	6	0	0	0	0	0	0	
08:00	0	7	4	0	5	0	0	2	0	0	0	
09:00	1	9	7	0	2	0	0	0	0	0	0	
10:00	0	14	4	0	8	0	0	0	0	0	0	
11:00	1	9	4	1	0	0	0	0	0	0	0	
12 PM	0	7	5	0	3	0	0	0	0	0	0	
13:00	1	11	3	0	2	0	0	1	0	0	0	
14:00	1	10	4	0	2	0	0	0	0	0	0	
15:00	0	15	5	0	5	0	0	0	0	0	0	
16:00	1	12	7	1	6	0	0	0	0	0	0	
17:00	2	17	4	0	2	0	0	0	0	0	0	
18:00	0	9	6	0	2	0	0	0	0	0	0	
19:00	0	14	3	0	3	0	0	0	0	0	0	
20:00	0	6	2	0	2	0	0	0	0	0	0	
21:00	0	5	1	0	2	0	0	0	0	0	0	
22:00	0	3	1	0	0	0	0	0	0	0	0	
23:00	0	1	2	0	0	0	0	0	0	0	0	
Total	7	177	75	3	61	2	0	3	0	0	0	
Percent	2.1%	54.0%	22.9%	0.9%	18.6%	0.6%	0.0%	0.9%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	09:00	07:00	10:00	02:00		08:00				
Vol.	1	15	7	1	8	1		2				
PM Peak	17:00	17:00	16:00	16:00	16:00			13:00				
Vol.	2	17	7	1	6			1				
Grand Total	9	366	149	7	100	5	0	6	0	0	0	
Percent	1.4%	57.0%	23.2%	1.1%	15.6%	0.8%	0.0%	0.9%	0.0%	0.0%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	3	1	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	2	0	0	0	0	0	0	
03:00	1	8	2	0	3	0	0	0	0	0	0	
04:00	1	18	2	0	2	0	0	0	0	0	0	
05:00	2	40	10	0	9	0	0	0	0	1	0	
06:00	1	32	15	0	6	0	0	1	0	0	0	
07:00	2	53	19	2	17	1	0	1	0	0	0	
08:00	1	35	10	0	6	0	1	3	0	0	0	
09:00	0	28	6	0	4	0	0	0	0	0	0	
10:00	1	31	8	0	5	0	0	0	0	0	0	
11:00	0	37	8	1	6	0	0	0	0	0	0	
12 PM	0	34	9	0	6	0	0	0	0	0	0	
13:00	1	30	11	0	6	0	0	0	0	0	0	
14:00	2	18	10	0	6	0	0	2	0	0	0	
15:00	0	22	6	1	9	0	0	0	1	0	0	
16:00	1	25	17	1	4	0	0	2	0	0	0	
17:00	1	26	12	0	1	0	0	2	0	0	0	
18:00	0	32	10	0	2	0	0	0	0	0	0	
19:00	2	13	4	0	3	0	0	0	0	0	0	
20:00	0	18	1	0	4	0	0	0	0	0	0	
21:00	0	10	4	0	0	0	0	0	0	0	0	
22:00	0	3	3	0	0	0	0	0	0	0	0	
23:00	0	6	0	0	0	0	0	0	0	0	0	
Total	16	523	168	5	101	1	1	11	1	1	0	
Percent	1.9%	61.5%	19.7%	0.6%	11.9%	0.1%	0.1%	1.3%	0.1%	0.1%	0.0%	(
AM Peak	05:00	07:00	07:00	07:00	07:00	07:00	08:00	08:00		05:00		
Vol.	2	53	19	2	17	1	1	3		1		
M Peak	14:00	12:00	16:00	15:00	15:00			14:00	15:00			
Vol.	2	34	17	1	9			2	1			

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	2	0	0	0	1	0	0	0	0	0	
01:00	0	2	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	0	0	0	0	0	0	
03:00	0	6	2	0	0	0	0	0	0	0	0	
04:00	1	18	5	0	2	0	0	0	0	0	0	
05:00	2	35	7	0	8	1	0	1	0	0	0	
06:00	0	47	13	0	10	0	0	0	1	1	0	
07:00	2	53	20	2	16	0	0	1	1	0	0	
08:00	0	42	12	0	3	0	0	2	0	0	0	
09:00	0	23	15	0	10	0	0	1	0	0	0	
10:00	0	37	14	0	8	0	0	0	0	0	0	
11:00	1	25	10	1	6	0	0	1	0	0	0	
12 PM	0	21	4	0	11	0	0	0	0	0	0	
13:00	1	26	11	0	2	0	0	1	0	0	0	
14:00	0	34	14	0	6	0	0	0	0	0	0	
15:00	2	25	8	1	5	0	0	0	0	0	0	
16:00	1	25	11	0	6	0	0	0	0	0	0	
17:00	1	33	16	1	9	0	0	0	0	0	0	
18:00	1	24	11	0	3	0	0	0	0	0	0	
19:00	1	16	8	0	2	0	0	0	0	0	0	
20:00	0	17	6	0	4	0	0	0	0	0	0	
21:00	1	6	7	0	2	0	0	0	0	0	0	
22:00	0	8	4	0	1	0	0	0	0	0	0	
23:00	0	3	0	0	0	0	0	0	0	0	0	
Total	14	529	198	5	114	2	0	7	2	1	0	
Percent	1.6%	59.3%	22.2%	0.6%	12.8%	0.2%	0.0%	0.8%	0.2%	0.1%	0.0%	
AM Peak	05:00	07:00	07:00	07:00	07:00	00:00		08:00	06:00	06:00		
Vol.	2	53	20	2	16	1		2	1	1		
PM Peak	15:00	14:00	17:00	15:00	12:00			13:00				
Vol.	2	34	16	1	11			1				

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/05/14	0	3	1	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	2	0	0	0	0	0	0	
03:00	1	8	2	0	3	0	0	0	0	0	0	
04:00	1	18	2	0	2	0	0	0	0	0	0	
05:00	2	40	10	0	9	0	0	0	0	1	0	
06:00	1	32	15	0	6	0	0	1	0	0	0	
07:00	2	53	19	2	17	1	0	1	0	0	0	
08:00	1	35	10	0	6	0	1	3	0	0	0	
09:00	0	19	6	0	3	0	0	0	0	0	0	
10:00	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	
12 PM	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	
Total	8	209	65	2	48	1	1	5	0	1	0	
Percent	2.3%	59.5%	18.5%	0.6%	13.7%	0.3%	0.3%	1.4%	0.0%	0.3%	0.0%	
AM Peak	05:00	07:00	07:00	07:00	07:00	07:00	08:00	08:00		05:00		
Vol.	2	53	19	2	17	1	1	3		1		
M Peak Vol.												
Grand Total	38	1261	431	12	263	4	2	23	3	3	0	
Percent	1.8%	60.2%	20.6%	0.6%	12.6%	0.2%	0.1%	1.1%	0.1%	0.1%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	1	5	2	0	0	0	0	0	0	0	0	
01:00	0	7	0	0	1	0	0	0	0	0	0	
02:00	0	1	0	0	1	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	3	0	0	0	0	0	0	0	0	0	
05:00	0	4	0	0	0	0	0	0	0	0	0	
06:00	0	4	2	2	2	0	0	0	0	0	0	
07:00	1	10	5	1	1	0	0	0	0	0	0	
08:00	0	11	3	0	5	0	0	0	0	0	0	
09:00	0	24	5	2	3	0	0	0	0	0	0	
10:00	1	28	5	0	4	0	0	1	0	0	0	
11:00	0	23	6	0	11	0	0	0	0	0	0	
12 PM	0	26	10	0	6	1	0	1	0	0	0	
13:00	1	25	11	0	10	0	0	1	0	0	0	
14:00	0	39	10	1	11	0	0	2	0	0	0	
15:00	0	54	17	1	10	1	0	0	0	0	0	
16:00	0	54	23	0	16	0	1	1	1	0	0	
17:00	1	73	21	0	14	0	0	0	0	1	0	
18:00	3	48	19	0	4	0	0	2	0	0	0	
19:00	2	36	9	0	4	0	0	1	0	0	0	
20:00	2	37	12	0	7	0	0	1	0	0	0	
21:00	0	27	4	0	0	0	0	0	0	0	0	
22:00	0	16	5	0	1	0	0	0	0	0	0	
23:00	0	6	3	0	0	0	0	0	0	0	0	
Total	12	561	172	7	111	2	1	10	1	1	0	
Percent	1.4%	63.3%	19.4%	0.8%	12.5%	0.2%	0.1%	1.1%	0.1%	0.1%	0.0%	
AM Peak	00:00	10:00	11:00	06:00	11:00			10:00				
Vol.	1	28	6	2	11			1				
PM Peak	18:00	17:00	16:00	14:00	16:00	12:00	16:00	14:00	16:00	17:00		
Vol.	3	73	23	1	16	1	1	2	1	1		

All Traffic Data
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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	6	1	0	0	0	0	0	0	0	0	
01:00	0	4	1	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	2	1	0	0	0	0	0	0	0	0	
05:00	0	3	0	0	0	0	0	0	0	0	0	
06:00	0	8	4	2	1	0	0	0	0	0	0	
07:00	0	11	4	1	1	0	0	0	0	0	0	
08:00	0	8	5	0	2	0	0	0	0	0	0	
09:00	0	15	9	0	8	0	0	2	1	0	0	
10:00	0	26	5	1	6	0	0	0	0	0	0	
11:00	0	27	14	0	6	0	0	1	0	0	0	
12 PM	2	11	14	0	5	0	0	2	0	0	0	
13:00	0	33	16	0	12	0	0	1	0	0	0	
14:00	0	28	10	1	8	0	0	1	0	0	0	
15:00	1	40	20	1	10	0	0	0	0	0	0	
16:00	1	71	24	0	14	0	0	0	1	0	0	
17:00	4	73	22	0	10	0	0	0	0	1	0	
18:00	1	46	17	0	9	0	0	1	0	0	0	
19:00	1	40	11	0	7	0	0	0	0	0	0	
20:00	1	36	14	0	9	0	0	0	0	0	0	
21:00	1	22	11	0	2	0	0	0	0	0	0	
22:00	0	16	4	0	4	0	0	0	0	0	0	
23:00	0	10	1	0	0	0	0	0	0	0	0	
Total	12	536	208	6	114	0	0	8	2	1	0	
Percent	1.3%	60.3%	23.4%	0.7%	12.8%	0.0%	0.0%	0.9%	0.2%	0.1%	0.0%	
AM Peak		11:00	11:00	06:00	09:00			09:00	09:00			
Vol.		27	14	2	8			2	1			
M Peak	17:00	17:00	16:00	14:00	16:00			12:00	16:00	17:00		
Vol.	4	73	24	1	14			2	1	1		

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/05/14	1	5	2	0	0	0	0	0	0	0	0	
01:00	0	7	0	0	1	0	0	0	0	0	0	
02:00	0	1	0	0	1	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	3	0	0	0	0	0	0	0	0	0	
05:00	0	4	0	0	0	0	0	0	0	0	0	
06:00	0	4	2	2	2	0	0	0	0	0	0	
07:00	1	10	5	1	1	0	0	0	0	0	0	
08:00	0	11	3	0	5	0	0	0	0	0	0	
09:00	0	12	4	1	3	0	0	0	0	0	0	
10:00	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	
12 PM	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	
Total	2	57	16	4	13	0	0	0	0	0	0	
Percent	2.1%	59.4%	16.7%	4.2%	13.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	09:00	07:00	06:00	08:00							
Vol.	1	12	5	2	5							
PM Peak												
Vol.												
Grand Total	26	1154	396	17	238	2	1	18	3	2	0	
Percent	1.4%	61.7%	21.2%	0.9%	12.7%	0.1%	0.1%	1.0%	0.2%	0.1%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	1	1	0	0	0	0	0	0	0	0	
01:00	0	2	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	3	0	0	0	0	0	0	0	0	0	
04:00	0	3	1	0	4	0	0	0	0	0	0	
05:00	0	9	3	0	2	0	0	0	0	0	0	
06:00	0	13	5	0	2	0	0	0	0	0	0	
07:00	0	22	7	1	3	0	0	0	0	0	0	
08:00	1	27	21	0	5	0	0	0	0	0	0	
09:00	0	10	7	0	7	0	0	0	0	0	0	
10:00	0	9	4	0	3	0	0	0	0	0	0	
11:00	0	14	8	0	2	0	0	0	0	0	0	
12 PM	0	7	5	0	1	0	0	0	0	0	0	
13:00	0	12	5	0	1	0	0	0	0	0	0	
14:00	0	11	9	0	1	0	0	0	0	0	0	
15:00	0	10	5	0	5	0	0	1	0	0	0	
16:00	0	11	5	0	5	0	0	0	0	0	0	
17:00	0	14	9	0	2	0	0	1	0	0	0	
18:00	1	11	4	0	2	0	0	0	0	0	0	
19:00	1	14	3	0	0	0	0	0	0	0	0	
20:00	0	8	1	0	2	0	0	0	0	0	0	
21:00	0	6	1	0	0	0	0	0	0	0	0	
22:00	0	1	0	0	1	0	0	0	0	0	0	
23:00	0	2	0	0	0	0	0	0	0	0	0	
Total	3	220	104	1	48	0	0	2	0	0	0	
Percent	0.8%	56.6%	26.7%	0.3%	12.3%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	07:00	09:00							
Vol.	1	27	21	1	7							
Peak	18:00	17:00	14:00		15:00			15:00				
Vol.	1	14	9		5			1				

All Traffic Data
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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	0	0	0	1	0	0	0	0	0	0	
01:00	0	0	1	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	6	0	0	4	0	0	0	0	0	0	
05:00	0	7	4	0	1	0	0	0	0	0	0	
06:00	0	14	5	0	3	0	0	0	0	0	0	
07:00	1	21	9	1	5	0	0	1	0	0	0	
08:00	0	26	18	0	3	0	0	0	0	0	0	
09:00	2	17	4	0	5	0	0	0	0	0	0	
10:00	0	9	6	0	3	0	0	0	0	0	0	
11:00	0	14	8	0	4	1	0	1	0	0	0	
12 PM	1	6	9	0	0	0	0	1	0	0	0	
13:00	0	10	4	0	3	0	0	1	0	0	0	
14:00	0	20	8	0	6	0	0	1	0	0	0	
15:00	0	6	9	0	3	0	0	1	0	0	0	
16:00	2	17	9	0	0	0	0	1	0	0	0	
17:00	0	13	6	0	4	0	0	0	0	0	0	
18:00	0	22	7	0	5	0	0	0	0	0	0	
19:00	0	7	2	0	0	0	0	0	0	0	0	
20:00	0	10	3	0	0	0	0	0	0	0	0	
21:00	0	9	4	0	0	0	0	0	0	0	0	
22:00	0	2	0	0	0	0	0	0	0	0	0	
23:00	0	1	1	0	0	0	0	0	0	0	0	
Total	6	238	117	1	50	1	0	7	0	0	0	
Percent	1.4%	55.6%	27.3%	0.2%	11.7%	0.2%	0.0%	1.6%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	07:00	07:00	11:00		07:00				
Vol.	2	26	18	1	5	1		1				
Peak	16:00	18:00	12:00		14:00			12:00				
Vol.	2	22	9		6			1				
Grand Total	9	458	221	2	98	1	0	9	0	0	0	
Percent	1.1%	56.1%	27.1%	0.2%	12.0%	0.1%	0.0%	1.1%	0.0%	0.0%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	0	0	0	1	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	2	0	0	0	0	0	0	0	0	0	
06:00	0	0	1	0	0	0	0	0	0	0	0	
07:00	0	2	4	0	5	0	0	1	0	0	0	
08:00	0	10	20	0	2	0	0	0	0	0	0	
09:00	0	5	4	0	5	0	0	1	0	0	0	
10:00	0	7	3	0	3	0	0	0	0	0	0	
11:00	0	12	9	0	6	0	0	0	0	0	0	
12 PM	1	7	4	0	7	0	0	0	0	0	0	
13:00	0	11	6	0	0	0	0	0	0	0	0	
14:00	0	18	11	1	3	0	0	0	0	0	0	
15:00	0	27	12	1	1	0	0	0	0	0	0	
16:00	0	22	10	0	5	0	0	0	0	0	0	
17:00	0	20	10	0	4	0	0	1	0	0	0	
18:00	0	24	5	0	5	1	0	0	0	0	0	
19:00	0	20	5	0	2	0	0	0	0	0	0	
20:00	0	18	5	0	1	0	0	0	0	0	0	
21:00	0	15	0	0	0	0	0	1	0	0	0	
22:00	0	6	4	0	1	0	0	0	0	0	0	
23:00	0	5	2	0	1	0	0	0	0	0	0	
Total	1	232	115	2	52	1	0	4	0	0	0	
Percent	0.2%	56.2%	27.8%	0.5%	12.6%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	08:00		11:00			07:00				
Vol.		12	20		6			1				
PM Peak	12:00	15:00	15:00	14:00	12:00	18:00		17:00				
Vol.	1	27	12	1	7	1		1				

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	0	0	0	1	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	0	0	0	0	0	0	0	
05:00	0	1	0	0	0	0	0	0	0	0	0	
06:00	0	2	1	0	0	0	0	0	0	0	0	
07:00	1	4	5	0	6	0	0	1	0	0	0	
08:00	0	9	6	0	1	0	0	0	0	0	0	
09:00	1	7	5	1	4	0	0	2	0	0	0	
10:00	0	10	7	0	7	0	0	0	0	0	0	
11:00	1	4	8	0	3	0	0	0	0	0	0	
12 PM	0	14	6	0	2	0	0	0	0	0	0	
13:00	0	17	11	0	5	0	0	2	0	0	0	
14:00	0	18	7	1	3	0	0	0	0	0	0	
15:00	1	24	12	1	1	0	0	1	0	0	0	
16:00	1	23	8	0	6	0	0	0	0	0	0	
17:00	2	21	8	0	5	0	0	0	0	0	0	
18:00	0	25	8	0	4	0	0	0	0	0	0	
19:00	0	25	13	0	5	0	0	0	0	0	0	
20:00	0	17	6	0	3	0	0	0	0	0	0	
21:00	0	15	5	0	1	0	0	0	0	0	0	
22:00	0	4	0	0	1	0	0	0	0	0	0	
23:00	0	5	2	0	0	0	0	0	0	0	0	
Total	7	246	118	3	58	0	0	6	0	0	0	
Percent	1.6%	55.2%	26.5%	0.7%	13.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	(
AM Peak	07:00	10:00	11:00	09:00	10:00			09:00				
Vol.	1	10	8	1	7			2				
PM Peak	17:00	18:00	19:00	14:00	16:00			13:00				
Vol.	2	25	13	1	6			2				
Grand Total	8	478	233	5	110	1	0	10	0	0	0	
Percent	0.9%	55.6%	27.1%	0.6%	12.8%	0.1%	0.0%	1.2%	0.0%	0.0%	0.0%	(

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	0	0	0	0	0	0	
03:00	0	1	0	0	0	0	0	0	0	0	0	
04:00	0	8	1	0	1	0	0	0	0	0	0	
05:00	0	19	6	0	1	0	0	0	0	0	0	
06:00	0	29	10	0	8	0	0	0	0	0	0	
07:00	0	39	14	0	2	0	0	0	0	0	0	
08:00	0	26	11	1	2	0	0	0	0	0	0	
09:00	0	22	5	0	2	0	0	0	0	0	0	
10:00	0	12	11	0	1	0	0	0	0	0	0	
11:00	0	24	6	0	4	0	0	0	0	0	0	
12 PM	0	12	6	0	1	0	0	0	0	0	0	
13:00	0	14	5	0	1	0	0	0	0	0	0	
14:00	0	8	10	0	1	0	0	0	0	0	0	
15:00	0	9	4	1	3	0	0	0	0	0	0	
16:00	0	21	1	0	2	0	0	0	0	0	0	
17:00	0	11	9	0	5	0	0	0	0	0	0	
18:00	0	8	4	0	3	0	0	0	0	0	0	
19:00	1	10	6	0	0	0	0	0	0	0	0	
20:00	0	6	3	0	1	0	0	0	0	0	0	
21:00	0	4	1	0	0	0	0	0	0	0	0	
22:00	0	2	0	0	1	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
Total	1	286	113	2	39	0	0	0	0	0	0	
Percent	0.2%	64.1%	25.3%	0.4%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	08:00	06:00							
Vol.		39	14	1	8							
PM Peak	19:00	16:00	14:00	15:00	17:00							
Vol.	1	21	10	1	5							

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	1	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	2	0	0	0	0	0	0	0	0	0	
03:00	0	2	0	0	0	0	0	0	0	0	0	
04:00	0	6	2	0	1	0	0	0	0	0	0	
05:00	0	25	5	0	3	0	0	0	0	0	0	
06:00	0	25	14	0	3	0	0	0	0	0	0	
07:00	1	35	16	0	2	0	0	0	0	0	0	
08:00	0	31	10	1	6	0	0	0	0	0	0	
09:00	0	12	8	0	0	0	0	0	0	0	0	
10:00	0	13	10	0	2	0	0	0	0	0	0	
11:00	0	13	4	0	1	0	0	0	0	0	0	
12 PM	0	7	11	0	1	0	0	0	0	0	0	
13:00	0	10	6	0	0	0	0	0	0	0	0	
14:00	0	15	4	0	2	0	0	0	0	0	0	
15:00	0	14	5	1	0	0	0	0	0	0	0	
16:00	0	15	7	0	3	0	0	0	0	0	0	
17:00	0	9	8	0	0	0	0	0	0	0	0	
18:00	1	15	4	0	2	0	0	0	0	0	0	
19:00	0	9	5	0	1	0	0	0	0	0	0	
20:00	0	8	0	0	3	0	0	0	0	0	0	
21:00	0	3	4	0	1	0	0	0	0	0	0	
22:00	0	1	1	1	1	0	0	0	0	0	0	
23:00	0	1	0	0	0	0	0	0	0	0	0	
Total	2	272	124	3	32	0	0	0	0	0	0	
Percent	0.5%	62.4%	28.4%	0.7%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	08:00							
Vol.	1	35	16	1	6							
PM Peak	18:00	14:00	12:00	15:00	16:00							
Vol.	1	15	11	1	3							
Grand Total	3	558	237	5	71	0	0	0	0	0	0	
Percent	0.3%	63.3%	26.9%	0.6%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	1	0	0	0	0	0	0	
02:00	0	0	0	0	1	0	0	0	0	0	0	
03:00	0	0	1	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	1	1	2	1	0	0	0	0	0	0	
07:00	0	2	3	1	0	0	0	0	0	0	0	
08:00	0	11	9	0	3	0	0	0	0	0	0	
09:00	0	11	4	0	3	0	0	0	0	0	0	
10:00	0	13	4	0	1	0	0	0	0	0	0	
11:00	0	6	4	0	2	0	0	0	0	0	0	
12 PM	1	10	8	0	0	0	0	0	0	0	0	
13:00	0	12	17	0	3	0	0	0	1	0	0	
14:00	0	9	7	0	3	0	0	0	0	0	0	
15:00	0	24	5	1	6	0	0	1	0	0	0	
16:00	0	30	17	1	3	0	0	0	0	0	0	
17:00	0	32	13	0	6	0	0	0	0	0	0	
18:00	0	26	17	0	4	0	0	0	0	0	0	
19:00	1	18	5	0	3	0	0	0	0	0	0	
20:00	0	15	7	0	4	0	0	0	0	0	0	
21:00	0	8	5	0	1	0	0	0	0	0	0	
22:00	0	6	1	0	0	0	0	0	0	0	0	
23:00	0	2	2	0	0	0	0	0	0	0	0	
Total	2	236	130	5	45	0	0	1	1	0	0	
Percent	0.5%	55.4%	30.5%	1.2%	10.6%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	
AM Peak		10:00	08:00	06:00	08:00							
Vol.		13	9	2	3							
PM Peak	12:00	17:00	13:00	15:00	15:00			15:00	13:00			
Vol.	1	32	17	1	6			1	1			

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	0	1	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	1	0	0	0	0	0	0	0	0	
03:00	0	0	1	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	1	0	1	0	0	0	0	0	0	0	
07:00	0	1	1	1	1	0	0	0	0	0	0	
08:00	0	9	7	0	2	0	0	0	0	0	0	
09:00	0	4	4	1	2	0	0	0	0	0	0	
10:00	0	6	5	0	1	0	0	0	0	0	0	
11:00	0	11	4	0	4	0	0	0	0	0	0	
12 PM	1	13	11	1	6	0	0	1	0	0	0	
13:00	0	6	7	0	3	0	0	0	0	0	0	
14:00	0	17	3	0	5	0	0	0	0	0	0	
15:00	0	20	12	1	5	0	0	0	0	0	0	
16:00	0	20	14	0	8	0	0	0	0	0	0	
17:00	2	32	14	1	8	0	0	0	0	0	0	
18:00	0	29	14	0	2	0	0	0	0	0	0	
19:00	0	16	7	0	3	0	0	1	0	0	0	
20:00	0	9	5	0	5	0	0	0	0	0	0	
21:00	1	12	3	0	2	0	0	0	0	0	0	
22:00	1	10	4	0	2	0	0	0	0	0	0	
23:00	0	3	0	0	0	0	0	0	0	0	0	
Total	5	219	118	6	59	0	0	2	0	0	0	
Percent	1.2%	53.3%	28.7%	1.5%	14.4%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	(
AM Peak		11:00	08:00	06:00	11:00							
Vol.		11	7	1	4							
PM Peak	17:00	17:00	16:00	12:00	16:00			12:00				
Vol.	2	32	14	1	8			1				
Grand Total	7	455	248	11	104	0	0	3	1	0	0	
Percent	0.8%	54.4%	29.6%	1.3%	12.4%	0.0%	0.0%	0.4%	0.1%	0.0%	0.0%	(

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	5	1	0	0	0	0	0	0	0	0	
01:00	0	3	2	0	0	0	0	0	0	0	0	
02:00	0	4	2	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	2	1	0	1	0	0	0	0	0	0	
05:00	4	78	43	0	35	0	0	0	0	0	0	
06:00	3	78	29	0	32	0	0	0	0	0	0	
07:00	0	16	13	0	9	1	0	0	1	0	0	
08:00	1	23	18	0	9	2	0	2	0	0	0	
09:00	0	15	13	0	9	1	0	0	0	0	0	
10:00	0	24	23	0	18	2	0	1	0	1	0	
11:00	1	35	14	1	10	0	0	2	0	0	0	
12 PM	0	38	17	0	13	1	0	1	0	0	0	
13:00	0	43	18	0	9	1	0	1	1	0	0	
14:00	1	40	17	2	9	0	0	1	0	0	0	
15:00	0	54	27	1	10	1	0	2	0	0	0	
16:00	0	59	27	1	15	2	0	2	0	0	0	
17:00	3	58	24	0	7	0	0	1	0	0	0	
18:00	1	43	19	0	17	0	0	0	0	0	0	
19:00	0	35	16	0	8	0	0	0	0	0	0	
20:00	0	41	10	0	5	1	0	0	0	1	0	
21:00	1	13	6	0	2	0	0	0	0	0	0	
22:00	0	15	4	0	2	0	0	0	0	0	0	
23:00	0	9	4	0	1	0	0	1	0	0	0	
Total	15	731	348	5	221	12	0	14	2	2	0	
Percent	1.1%	52.7%	25.1%	0.4%	15.9%	0.9%	0.0%	1.0%	0.1%	0.1%	0.0%	
AM Peak	05:00	05:00	05:00	11:00	05:00	08:00		08:00	07:00	10:00		
Vol.	4	78	43	1	35	2		2	1	1		
PM Peak	17:00	16:00	15:00	14:00	18:00	16:00		15:00	13:00	20:00		
Vol.	3	59	27	2	17	2		2	1	1		

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	5	2	0	0	0	0	0	0	0	0	
01:00	0	4	2	0	0	0	0	0	0	0	0	
02:00	0	5	1	0	1	0	0	0	0	0	0	
03:00	0	1	0	0	0	0	0	0	0	0	0	
04:00	0	3	0	0	0	0	0	0	0	0	0	
05:00	2	78	48	0	34	0	0	0	0	0	0	
06:00	3	68	24	0	33	0	0	1	0	0	0	
07:00	0	16	11	0	13	0	0	0	0	0	0	
08:00	1	28	21	0	9	2	0	0	0	0	0	
09:00	0	19	8	1	10	1	0	1	0	0	0	
10:00	0	32	15	0	5	1	0	1	0	0	0	
11:00	0	34	17	1	11	0	1	0	1	0	0	
12 PM	2	39	21	0	9	1	2	4	1	0	0	
13:00	1	38	25	0	13	0	2	1	0	0	0	
14:00	0	40	17	3	13	0	1	1	1	0	0	
15:00	1	52	22	2	21	1	0	1	0	0	0	
16:00	2	48	30	1	12	1	0	0	0	0	0	
17:00	1	48	23	0	10	0	0	3	0	0	0	
18:00	1	53	22	0	14	0	0	0	0	0	0	
19:00	3	35	9	0	9	0	0	1	0	0	0	
20:00	2	24	8	0	11	0	0	0	0	0	0	
21:00	1	24	7	0	3	0	0	0	0	0	0	
22:00	0	18	4	0	3	0	0	0	0	0	0	
23:00	0	9	2	0	1	0	0	0	0	0	0	
Total	20	721	339	8	235	7	6	14	3	0	0	
Percent	1.5%	52.4%	24.6%	0.6%	17.1%	0.5%	0.4%	1.0%	0.2%	0.0%	0.0%	(
AM Peak	06:00	05:00	05:00	09:00	05:00	08:00	11:00	06:00	11:00			
Vol.	3	78	48	1	34	2	1	1	1			
M Peak	19:00	18:00	16:00	14:00	15:00	12:00	12:00	12:00	12:00			
Vol.	3	53	30	3	21	1	2	4	1			
Grand Total	35	1452	687	13	456	19	6	28	5	2	0	
Percent	1.3%	52.5%	24.9%	0.5%	16.5%	0.7%	0.2%	1.0%	0.2%	0.1%	0.0%	(

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	5	2	0	0	0	0	0	0	0	0	
01:00	0	1	1	0	0	1	0	0	0	0	0	
02:00	0	5	2	0	1	1	0	0	0	0	0	
03:00	0	1	0	1	1	0	0	0	0	0	0	
04:00	1	8	4	1	2	0	0	0	0	0	0	
05:00	0	20	4	0	3	0	0	0	0	0	0	
06:00	1	28	20	0	15	1	0	0	0	0	0	
07:00	1	46	16	1	9	0	0	0	0	0	0	
08:00	1	38	18	0	12	1	0	0	0	0	0	
09:00	0	27	17	0	12	3	0	2	0	0	0	
10:00	1	43	13	0	15	1	0	1	2	0	0	
11:00	0	29	21	1	7	1	0	1	0	0	0	
12 PM	0	35	20	0	16	1	0	1	0	0	0	
13:00	1	46	24	0	5	0	0	4	0	0	0	
14:00	1	43	16	1	13	1	0	4	1	0	0	
15:00	1	54	22	0	15	1	0	0	0	0	0	
16:00	0	77	37	0	30	1	0	1	0	0	0	
17:00	5	113	60	0	42	0	0	0	0	0	0	
18:00	2	49	16	0	13	0	0	2	0	0	0	
19:00	1	31	18	0	3	0	0	0	0	0	0	
20:00	3	19	12	0	3	0	0	0	0	0	0	
21:00	0	28	3	0	4	0	0	0	0	1	0	
22:00	0	13	1	0	2	0	0	0	0	0	0	
23:00	0	5	2	0	0	0	0	0	0	0	0	
Total	19	764	349	5	223	13	0	16	3	1	0	
Percent	1.3%	53.3%	24.3%	0.3%	15.6%	0.9%	0.0%	1.1%	0.2%	0.1%	0.0%	(
AM Peak	04:00	07:00	11:00	03:00	06:00	09:00		09:00	10:00			
Vol.	1	46	21	1	15	3		2	2			
M Peak	17:00	17:00	17:00	14:00	17:00	12:00		13:00	14:00	21:00		
Vol.	5	113	60	1	42	1		4	1	1		

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	3	1	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	
02:00	0	6	3	0	2	1	0	0	0	0	0	
03:00	0	3	0	1	2	0	0	0	0	0	0	
04:00	1	7	5	1	0	1	0	0	0	0	0	
05:00	1	18	8	0	4	0	0	0	0	0	0	
06:00	1	33	15	0	10	0	0	1	0	0	0	
07:00	1	42	18	1	9	0	0	3	0	0	0	
08:00	0	38	17	0	7	2	0	0	1	0	0	
09:00	1	28	11	0	9	0	0	0	0	0	0	
10:00	0	34	22	1	12	1	0	3	0	0	0	
11:00	0	30	24	1	12	1	0	1	0	0	0	
12 PM	0	38	16	0	13	2	0	1	0	1	0	
13:00	1	46	27	0	14	1	0	3	0	0	0	
14:00	2	37	17	0	12	3	0	2	0	0	0	
15:00	1	49	20	0	22	0	0	1	2	0	0	
16:00	1	78	33	0	29	0	0	1	0	0	0	
17:00	2	99	48	0	38	1	0	2	0	1	0	
18:00	3	50	13	0	15	0	0	0	0	0	0	
19:00	1	16	11	0	9	0	0	0	0	0	0	
20:00	1	15	12	0	5	0	0	0	0	0	0	
21:00	0	13	5	0	2	0	0	0	0	0	0	
22:00	0	13	6	0	3	0	0	0	0	0	0	
23:00	0	2	2	0	1	0	0	0	0	0	0	
Total	17	699	334	5	230	13	0	18	3	2	0	
Percent	1.2%	51.3%	24.5%	0.4%	16.9%	1.0%	0.0%	1.3%	0.2%	0.1%	0.0%	(
AM Peak	04:00	07:00	11:00	03:00	10:00	08:00		07:00	08:00			
Vol.	1	42	24	1	12	2		3	1			
M Peak	18:00	17:00	17:00		17:00	14:00		13:00	15:00	12:00		
Vol.	3	99	48		38	3		3	2	1		
Grand Total	36	1463	683	10	453	26	0	34	6	3	0	
Percent	1.3%	52.3%	24.4%	0.4%	16.2%	0.9%	0.0%	1.2%	0.2%	0.1%	0.0%	(

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	0	0	0	1	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	6	2	0	2	0	0	0	0	0	0	
05:00	0	7	0	0	1	0	0	0	0	0	0	
06:00	1	8	2	0	3	0	0	0	0	0	0	
07:00	1	21	3	0	2	0	0	1	0	0	0	
08:00	0	9	3	0	0	0	0	0	0	0	0	
09:00	0	5	3	0	5	0	0	0	0	0	0	
10:00	0	6	6	0	1	0	0	0	0	0	0	
11:00	0	5	6	0	3	0	0	0	0	0	0	
12 PM	0	13	5	0	3	0	0	0	0	0	0	
13:00	0	10	6	0	1	0	0	0	1	0	0	
14:00	0	7	4	0	1	0	0	2	0	0	0	
15:00	0	20	1	0	1	0	0	0	0	0	0	
16:00	0	11	8	0	0	0	0	0	0	0	0	
17:00	0	7	10	0	4	0	0	1	0	0	0	
18:00	0	4	1	0	2	0	0	0	0	0	0	
19:00	0	9	3	0	6	0	0	0	0	0	0	
20:00	0	3	1	0	1	0	0	0	0	0	0	
21:00	0	4	2	0	1	0	0	0	0	0	0	
22:00	0	2	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
Total	2	157	66	0	38	0	0	4	1	0	0	
Percent	0.7%	57.1%	24.0%	0.0%	13.8%	0.0%	0.0%	1.5%	0.4%	0.0%	0.0%	
AM Peak	06:00	07:00	10:00		09:00			07:00				
Vol.	1	21	6		5			1				
PM Peak		15:00	17:00		19:00			14:00	13:00			
Vol.		20	10		6			2	1			

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	2	0	0	0	0	0	0	0	0	0	
04:00	0	3	3	0	1	0	0	0	0	0	0	
05:00	0	7	0	0	2	0	0	0	0	0	0	
06:00	1	11	6	0	6	0	0	0	0	0	0	
07:00	0	20	5	0	2	0	0	0	0	0	0	
08:00	0	3	7	0	4	0	0	0	0	0	0	
09:00	0	10	5	0	6	0	0	0	0	0	0	
10:00	0	8	3	0	2	0	0	0	0	0	0	
11:00	0	16	2	0	4	0	0	0	0	0	0	
12 PM	1	8	2	0	3	0	0	0	0	0	0	
13:00	0	10	4	0	0	0	0	0	0	0	0	
14:00	0	16	4	0	0	1	0	0	0	0	0	
15:00	0	10	6	0	3	0	0	0	0	0	0	
16:00	0	17	5	0	1	0	0	0	0	0	0	
17:00	0	21	3	0	3	0	0	0	0	0	0	
18:00	0	5	5	0	2	0	0	0	0	0	0	
19:00	0	6	2	0	1	0	0	0	0	0	0	
20:00	0	8	4	0	0	0	0	0	0	0	0	
21:00	0	5	2	0	0	0	0	0	0	0	0	
22:00	0	4	2	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
Total	2	190	70	0	40	1	0	0	0	0	0	
Percent	0.7%	61.9%	22.8%	0.0%	13.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	(
AM Peak	06:00	07:00	08:00		06:00							
Vol.	1	20	7		6							
PM Peak	12:00	17:00	15:00		12:00	14:00						
Vol.	1	21	6		3	1						
Grand Total	4	347	136	0	78	1	0	4	1	0	0	
Percent	0.7%	59.6%	23.4%	0.0%	13.4%	0.2%	0.0%	0.7%	0.2%	0.0%	0.0%	(

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

vvB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	3	1	0	0	0	0	0	0	0	0	
01:00	1	1	1	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	2	0	0	0	0	0	0	0	0	0	
04:00	0	1	2	0	1	0	0	0	0	0	0	
05:00	0	11	0	0	1	0	0	0	0	0	0	
06:00	0	4	2	0	0	0	0	0	0	0	0	
07:00	0	5	0	0	0	0	0	0	0	0	0	
08:00	0	1	0	0	0	0	0	0	0	0	0	
09:00	0	5	2	0	1	0	0	0	0	0	0	
10:00	0	6	3	0	2	0	0	0	0	0	0	
11:00	0	5	4	0	5	0	0	0	0	0	0	
12 PM	1	9	6	0	1	0	0	0	0	0	0	
13:00	0	9	8	0	2	0	0	0	1	0	0	
14:00	0	12	7	0	3	0	0	0	0	0	0	
15:00	0	25	5	1	1	0	0	0	0	0	0	
16:00	1	21	5	0	0	0	0	0	0	0	0	
17:00	0	14	7	0	3	0	0	1	0	0	0	
18:00	0	12	3	0	3	0	0	0	0	0	0	
19:00	0	16	7	0	3	0	0	0	0	0	0	
20:00	0	14	2	0	2	0	0	1	0	0	0	
21:00	0	8	1	0	1	0	0	1	0	0	0	
22:00	0	7	1	0	0	0	0	0	0	0	0	
23:00	0	1	0	0	0	0	0	0	0	0	0	
Total	3	192	67	1	29	0	0	3	1	0	0	
Percent	1.0%	63.6%	22.2%	0.3%	9.6%	0.0%	0.0%	1.0%	0.3%	0.0%	0.0%	
AM Peak	01:00	05:00	11:00		11:00							
Vol.	1	11	4		5							
M Peak	12:00	15:00	13:00	15:00	14:00			17:00	13:00			
Vol.	1	25	8	1	3			1	1			

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	
02:00	0	0	1	0	0	0	0	0	0	0	0	
03:00	0	1	0	0	0	0	0	0	0	0	0	
04:00	0	3	1	0	2	0	0	0	0	0	0	
05:00	0	13	2	0	1	0	0	0	0	0	0	
06:00	0	5	4	0	1	0	0	0	0	0	0	
07:00	0	6	4	0	0	0	0	0	0	0	0	
08:00	0	3	2	0	4	0	0	0	0	0	0	
09:00	0	4	8	0	3	0	0	0	0	0	0	
10:00	0	7	4	0	4	0	0	0	0	0	0	
11:00	0	16	4	0	3	0	0	0	0	0	0	
12 PM	0	7	1	0	0	0	0	1	0	0	0	
13:00	0	3	8	0	3	0	0	1	0	0	0	
14:00	1	13	3	0	4	1	0	0	0	0	0	
15:00	0	20	6	0	2	0	0	0	0	0	0	
16:00	0	14	2	0	3	0	0	0	0	0	0	
17:00	0	15	11	0	5	0	0	0	0	0	0	
18:00	1	8	14	0	3	0	0	0	0	0	0	
19:00	0	14	6	0	4	0	0	0	0	0	0	
20:00	0	6	1	0	0	0	0	0	0	0	0	
21:00	0	12	2	0	1	0	0	0	0	0	0	
22:00	0	9	1	0	1	0	0	0	0	0	0	
23:00	0	4	0	0	1	0	0	0	0	0	0	
Total	2	184	85	0	45	1	0	2	0	0	0	
Percent	0.6%	57.7%	26.6%	0.0%	14.1%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00		08:00							
Vol.		16	8		4							
M Peak	14:00	15:00	18:00		17:00	14:00		12:00				
Vol.	1	20	14		5	1		1				
Grand Total	5	376	152	1	74	1	0	5	1	0	0	
Percent	0.8%	60.5%	24.5%	0.2%	11.9%	0.2%	0.0%	0.8%	0.2%	0.0%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	3	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	0	0	0	0	0	0	
03:00	0	1	3	0	1	0	0	0	0	0	0	
04:00	0	7	2	0	4	0	0	0	0	0	0	
05:00	0	18	9	0	4	0	0	0	0	0	0	
06:00	0	28	5	0	3	0	0	0	0	0	0	
07:00	2	73	23	3	9	0	0	1	0	0	0	
08:00	2	69	31	1	16	1	0	0	0	0	0	
09:00	1	45	19	0	8	0	0	0	0	0	0	
10:00	0	51	13	0	14	0	0	0	0	0	0	
11:00	1	49	27	1	4	0	0	0	0	0	0	
12 PM	0	69	26	1	9	1	0	1	0	0	0	
13:00	0	53	22	1	14	0	0	0	0	0	0	
14:00	1	59	25	2	6	2	0	0	0	0	0	
15:00	1	75	33	2	12	1	0	0	1	0	0	
16:00	2	68	38	2	5	0	0	1	0	0	0	
17:00	2	87	28	0	13	1	0	0	0	0	0	
18:00	0	74	21	0	13	0	0	0	0	0	0	
19:00	0	58	22	0	4	0	0	0	0	0	0	
20:00	0	38	13	0	3	1	0	0	0	0	0	
21:00	1	26	4	0	2	0	0	0	0	0	0	
22:00	1	10	1	0	1	0	0	0	0	0	0	
23:00	0	4	2	0	2	0	0	0	0	0	0	
Total	14	966	367	13	147	7	0	3	1	0	0	
Percent	0.9%	62.4%	23.7%	0.8%	9.5%	0.5%	0.0%	0.2%	0.1%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	07:00	08:00	08:00		07:00				
Vol.	2	73	31	3	16	1		1				
PM Peak	16:00	17:00	16:00	14:00	13:00	14:00		12:00	15:00			
Vol.	2	87	38	2	14	2		1	1			

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	4	0	0	0	0	0	0	0	0	0	
01:00	0	1	1	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	2	0	0	1	0	0	0	0	0	0	
04:00	0	6	3	0	2	0	0	0	0	0	0	
05:00	0	22	8	0	3	0	0	0	0	0	0	
06:00	0	40	12	0	5	0	0	0	0	0	0	
07:00	1	79	32	3	9	0	0	0	1	0	0	
08:00	0	61	25	1	12	0	0	1	1	0	0	
09:00	0	38	20	0	4	0	0	0	0	0	0	
10:00	0	47	22	1	9	0	0	0	0	0	0	
11:00	3	50	21	1	7	2	0	1	0	0	0	
12 PM	0	45	23	0	9	0	0	0	0	0	0	
13:00	0	57	29	0	8	0	0	2	0	0	0	
14:00	0	56	20	2	12	2	0	2	0	0	0	
15:00	3	69	31	1	9	3	0	0	0	0	0	
16:00	0	68	27	3	12	3	0	0	0	0	0	
17:00	1	92	27	0	9	2	0	0	0	0	0	
18:00	2	78	22	0	3	0	0	0	0	0	0	
19:00	0	67	27	0	6	0	0	0	0	0	0	
20:00	1	26	10	0	5	0	0	1	0	0	0	
21:00	0	28	6	0	2	0	0	0	0	0	0	
22:00	0	17	2	0	1	0	0	0	0	0	0	
23:00	0	5	1	0	0	0	0	0	0	0	0	
Total	11	958	369	12	128	12	0	7	2	0	0	
Percent	0.7%	63.4%	24.4%	0.8%	8.5%	0.8%	0.0%	0.5%	0.1%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	07:00	08:00	11:00		08:00	07:00			
Vol.	3	79	32	3	12	2		1	1			
PM Peak	15:00	17:00	15:00	16:00	14:00	15:00		13:00				
Vol.	3	92	31	3	12	3		2				
Grand Total	25	1924	736	25	275	19	0	10	3	0	0	
Percent	0.8%	62.9%	24.1%	0.8%	9.0%	0.6%	0.0%	0.3%	0.1%	0.0%	0.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	5	1	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	
02:00	0	4	0	0	1	0	0	0	0	0	0	
03:00	0	1	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	2	0	0	0	0	0	0	
05:00	0	7	5	0	0	0	0	0	0	0	0	
06:00	0	11	8	0	2	0	0	0	0	0	0	
07:00	0	20	15	1	7	1	0	0	0	0	0	
08:00	1	31	28	1	13	1	0	0	0	0	0	
09:00	0	20	19	0	10	0	0	2	0	0	0	
10:00	0	26	19	0	9	0	0	1	0	0	0	
11:00	0	34	32	1	12	1	0	0	0	0	0	
12 PM	0	56	32	0	7	1	0	2	0	0	0	
13:00	1	48	28	0	11	2	0	0	0	0	0	
14:00	2	35	31	1	11	0	0	5	0	0	0	
15:00	3	81	31	2	20	1	0	1	0	0	0	
16:00	2	93	28	0	16	0	0	0	0	0	0	
17:00	2	92	48	0	12	0	0	0	0	0	0	
18:00	0	56	43	0	14	0	0	0	0	0	0	
19:00	1	44	17	0	12	0	0	0	0	0	0	
20:00	3	53	26	0	6	0	0	1	0	0	0	
21:00	2	27	11	0	4	0	0	1	0	0	0	
22:00	1	22	6	0	2	0	0	0	0	0	0	
23:00	0	8	3	0	1	0	0	0	0	0	0	
Total	18	775	431	6	172	7	0	13	0	0	0	
Percent	1.2%	53.5%	29.7%	0.4%	11.9%	0.5%	0.0%	0.9%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	07:00	08:00	07:00		09:00				
Vol.	1	34	32	1	13	1		2				
PM Peak	15:00	16:00	17:00	15:00	15:00	13:00		14:00				
Vol.	3	93	48	2	20	2		5				

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

vvB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	3	4	0	0	0	0	0	0	0	0	
01:00	0	4	0	0	0	0	0	0	0	0	0	
02:00	0	2	1	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	2	0	0	0	0	0	0	
05:00	0	9	2	0	0	0	0	0	0	0	0	
06:00	0	7	6	0	1	0	0	0	0	0	0	
07:00	0	23	17	1	10	1	0	1	1	0	0	
08:00	0	33	24	1	11	0	0	1	0	0	0	
09:00	1	18	18	0	6	1	0	2	0	1	0	
10:00	0	24	23	0	8	1	0	2	0	0	0	
11:00	1	39	13	0	10	0	0	1	0	0	0	
12 PM	4	43	25	0	13	1	0	0	0	0	0	
13:00	0	45	31	0	10	1	0	0	0	0	0	
14:00	0	42	26	1	16	0	0	1	0	0	0	
15:00	0	87	42	2	21	1	0	0	0	0	0	
16:00	0	73	37	0	15	1	0	0	0	0	0	
17:00	1	105	46	0	19	1	0	0	0	0	0	
18:00	0	60	28	0	8	0	0	1	0	0	0	
19:00	3	60	19	0	17	0	0	1	0	0	0	
20:00	1	51	15	0	9	1	0	0	0	0	0	
21:00	0	37	16	0	3	0	0	0	0	0	0	
22:00	0	24	7	0	1	0	0	0	0	0	0	
23:00	0	12	3	0	1	0	0	0	0	0	0	
Total	11	802	403	5	181	9	0	10	1	1	0	
Percent	0.8%	55.6%	27.9%	0.3%	12.6%	0.6%	0.0%	0.7%	0.1%	0.1%	0.0%	
AM Peak	09:00	11:00	08:00	07:00	08:00	07:00		09:00	07:00	09:00		
Vol.	1	39	24	1	11	1		2	1	1		
PM Peak	12:00	17:00	17:00	15:00	15:00	12:00		14:00				
Vol.	4	105	46	2	21	1		1				
Grand Total	29	1577	834	11	353	16	0	23	1	1	0	
Percent	1.0%	54.5%	28.8%	0.4%	12.2%	0.6%	0.0%	0.8%	0.0%	0.0%	0.0%	

All Traffic Data
15105 SE 17th St.
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NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	0	1	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	1	0	0	0	0	0	
03:00	0	1	0	0	0	0	0	0	0	0	0	
04:00	0	5	1	2	1	0	0	0	0	1	0	
05:00	0	9	5	2	1	0	0	0	2	2	0	
06:00	1	12	5	4	4	0	1	0	7	10	0	
07:00	0	30	10	2	6	0	0	0	7	8	0	
08:00	0	15	7	0	3	0	0	1	3	7	0	
09:00	0	12	7	2	0	0	0	1	6	8	0	
10:00	0	18	7	2	2	0	0	0	7	10	0	
11:00	0	23	8	2	4	0	0	1	6	3	0	
12 PM	0	9	8	3	4	0	0	0	8	5	0	
13:00	1	16	4	3	2	0	0	0	4	13	0	
14:00	0	21	11	2	3	0	0	0	6	9	0	
15:00	0	14	10	2	12	0	0	0	2	3	0	
16:00	0	13	11	2	5	0	0	0	2	2	0	
17:00	0	19	7	0	7	0	0	1	0	1	0	
18:00	0	16	6	0	3	1	0	0	0	0	0	
19:00	0	10	4	0	1	0	0	0	0	0	0	
20:00	0	7	3	0	0	0	0	0	0	0	0	
21:00	0	4	2	0	2	0	0	0	0	0	0	
22:00	0	3	0	0	1	0	0	0	0	0	0	
23:00	0	2	1	0	0	0	0	0	0	0	0	
Total	2	261	118	28	61	2	1	4	60	82	0	
Percent	0.3%	38.8%	17.6%	4.2%	9.1%	0.3%	0.1%	0.6%	8.9%	12.2%	0.0%	
AM Peak	06:00	07:00	07:00	06:00	07:00	02:00	06:00	08:00	06:00	06:00		
Vol.	1	30	10	4	6	1	1	1	7	10		
M Peak	13:00	14:00	14:00	12:00	15:00	18:00		17:00	12:00	13:00		
Vol.	1	21	11	3	12	1		1	8	13		

All Traffic Data
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NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	2	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	3	1	0	0	1	0	0	0	0	0	
03:00	0	1	0	0	0	0	0	0	0	0	0	
04:00	0	4	2	0	2	0	0	0	1	0	0	
05:00	0	5	4	2	1	0	0	0	2	0	0	
06:00	2	15	10	3	6	1	0	1	7	10	0	
07:00	0	31	10	4	5	0	0	1	6	6	0	
08:00	0	17	8	1	2	0	0	0	4	5	0	
09:00	0	12	10	6	3	1	0	2	9	2	0	
10:00	0	12	8	0	1	0	0	0	3	10	0	
11:00	1	9	4	2	0	1	0	0	7	3	0	
12 PM	0	17	14	6	6	1	0	0	2	5	0	
13:00	1	12	9	4	6	0	0	2	7	8	0	
14:00	1	8	8	2	13	0	0	1	4	9	0	
15:00	0	11	8	3	11	0	0	1	0	3	0	
16:00	0	16	11	0	11	2	0	0	1	1	0	
17:00	0	12	7	0	6	0	1	0	0	1	0	
18:00	1	11	2	1	1	0	0	0	0	0	0	
19:00	0	9	2	0	2	0	0	0	0	0	0	
20:00	0	4	2	0	1	0	0	0	0	0	0	
21:00	0	4	3	0	1	0	0	0	0	0	0	
22:00	0	2	2	0	1	0	0	0	0	0	0	
23:00	0	2	0	0	0	0	0	0	0	0	0	
Total	6	219	125	34	79	7	1	8	53	63	0	
Percent	0.9%	34.4%	19.6%	5.3%	12.4%	1.1%	0.2%	1.3%	8.3%	9.9%	0.0%	
AM Peak	06:00	07:00	06:00	09:00	06:00	02:00		09:00	09:00	06:00		
Vol.	2	31	10	6	6	1		2	9	10		
PM Peak	13:00	12:00	12:00	12:00	14:00	16:00	17:00	13:00	13:00	14:00		
Vol.	1	17	14	6	13	2	1	2	7	9		
Grand Total	8	480	243	62	140	9	2	12	113	145	0	
Percent	0.6%	36.7%	18.6%	4.7%	10.7%	0.7%	0.2%	0.9%	8.6%	11.1%	0.0%	

All Traffic Data
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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/03/14	0	0	1	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	1	0	0	0	0	0	0	0	0	
03:00	0	1	1	6	2	0	0	0	0	0	0	
04:00	0	0	2	2	6	2	0	0	0	1	0	
05:00	0	2	2	1	4	0	0	0	2	1	0	
06:00	0	2	4	7	6	2	0	0	0	1	0	
07:00	0	1	7	14	4	5	0	0	0	0	0	
08:00	0	3	4	12	3	1	0	0	4	0	0	
09:00	0	4	7	11	3	0	0	0	0	1	0	
10:00	0	3	5	14	5	3	0	0	1	0	0	
11:00	0	9	5	9	5	3	0	1	0	0	0	
12 PM	0	7	24	5	8	2	0	0	2	0	0	
13:00	0	6	13	2	1	1	0	0	0	0	0	
14:00	0	9	16	3	3	2	0	0	0	0	0	
15:00	0	17	13	5	7	2	0	0	0	0	0	
16:00	0	24	16	2	10	1	0	0	0	0	0	
17:00	1	19	19	1	7	0	0	1	0	0	0	
18:00	0	15	9	2	2	0	0	1	0	0	0	
19:00	0	6	11	0	7	2	0	0	0	0	0	
20:00	0	7	11	0	4	0	0	2	0	0	0	
21:00	0	3	8	0	2	0	0	0	0	0	0	
22:00	0	6	5	0	0	0	0	0	0	0	0	
23:00	0	2	2	0	0	0	0	0	0	0	0	
Total	1	146	186	96	89	26	0	5	9	4	0	
Percent	0.2%	25.3%	32.2%	16.6%	15.4%	4.5%	0.0%	0.9%	1.6%	0.7%	0.0%	
AM Peak		11:00	07:00	07:00	04:00	07:00		11:00	08:00	04:00		
Vol.		9	7	14	6	5		1	4	1		
PM Peak	17:00	16:00	12:00	12:00	16:00	12:00		20:00	12:00			
Vol.	1	24	24	5	10	2		2	2			

All Traffic Data
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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6
06/04/14	0	3	4	0	0	0	0	0	0	0	0	
01:00	0	0	1	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	1	0	0	0	0	0	0	
03:00	0	1	1	3	4	1	0	0	0	0	0	
04:00	0	1	4	2	5	2	0	0	1	1	0	
05:00	0	1	0	0	4	0	0	0	0	1	0	
06:00	1	1	5	6	4	1	0	0	1	0	0	
07:00	0	2	4	15	3	5	0	0	0	0	0	
08:00	0	3	7	4	7	3	0	0	1	0	0	
09:00	0	4	5	7	1	2	0	0	0	0	0	
10:00	0	8	10	7	6	7	0	1	2	0	0	
11:00	0	5	10	9	3	2	0	0	0	1	0	
12 PM	2	5	15	4	6	0	0	2	1	0	0	
13:00	1	8	13	5	7	0	0	1	0	1	0	
14:00	4	8	8	5	5	0	0	0	0	0	0	
15:00	0	13	11	1	7	3	0	0	0	0	0	
16:00	0	12	17	3	6	2	0	0	0	0	0	
17:00	0	14	11	0	11	0	0	0	0	0	0	
18:00	1	18	18	2	6	0	0	2	0	0	0	
19:00	0	12	11	1	1	0	0	0	0	0	0	
20:00	0	4	7	0	1	0	0	1	0	0	0	
21:00	0	4	8	0	4	0	0	0	0	0	0	
22:00	0	2	4	0	0	0	0	0	0	0	0	
23:00	0	2	2	0	0	0	0	0	0	0	0	
Total	9	132	176	74	92	28	0	7	6	4	0	
Percent	1.6%	23.9%	31.9%	13.4%	16.7%	5.1%	0.0%	1.3%	1.1%	0.7%	0.0%	
AM Peak	06:00	10:00	10:00	07:00	08:00	10:00		10:00	10:00	04:00		
Vol.	1	8	10	15	7	7		1	2	1		
PM Peak	14:00	18:00	18:00	13:00	17:00	15:00		12:00	12:00	13:00		
Vol.	4	18	18	5	11	3		2	1	1		
Grand Total	10	278	362	170	181	54	0	12	15	8	0	
Percent	0.9%	24.6%	32.0%	15.0%	16.0%	4.8%	0.0%	1.1%	1.3%	0.7%	0.0%	

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	25	15	30	1560	870	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	353	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	4	4
Mvmt Flow	27	16	32	1677	935	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1838	468	935	0	-	0
Stage 1	935	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	69	547	741	-	-	0
Stage 1	347	-	-	-	-	0
Stage 2	361	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	66	547	741	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	741	-	249	-
HCM Lane V/C Ratio	0.044	-	0.173	-
HCM Control Delay (s)	10.1	-	22.5	-
HCM Lane LOS	B	-	C	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	15	50	135	440	315	10
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	150	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	4	8	13
Mvmt Flow	16	53	144	468	335	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1090	337	335	0	-	0
Stage 1	335	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	240	701	1224	-	-	0
Stage 1	729	-	-	-	-	0
Stage 2	468	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	212	700	1222	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1222	-	457	-
HCM Lane V/C Ratio	0.118	-	0.151	-
HCM Control Delay (s)	8.3	-	14.3	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	10	25	455	300	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	18	0	3	7	0
Mvmt Flow	0	10	26	469	309	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	833	312	314	0	-	0
Stage 1	312	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.4	6.38	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	341	692	1258	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	331	692	1258	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1258	-	692	-	-
HCM Lane V/C Ratio	0.02	-	0.015	-	-
HCM Control Delay (s)	7.9	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	35	5	20	5	5	5	30	420	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	10	0	0	0	0	100	0	4	14
Mvmt Flow	36	5	21	5	5	5	31	433	10

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	827	827	312	835	835	438	325	0	0
Stage 1	322	322	-	500	500	-	-	-	-
Stage 2	505	505	-	335	335	-	-	-	-
Critical Hdwy	7.2	6.5	6.2	7.1	6.5	7.2	4.1	-	-
Critical Hdwy Stg 1	6.2	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.2	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.59	4	3.3	3.5	4	4.2	2.2	-	-
Pot Cap-1 Maneuver	282	309	733	289	306	456	1246	-	-
Stage 1	673	655	-	557	546	-	-	-	-
Stage 2	535	544	-	683	646	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	267	297	733	269	294	456	1246	-	-
Mov Cap-2 Maneuver	267	297	-	269	294	-	-	-	-
Stage 1	651	652	-	539	528	-	-	-	-
Stage 2	507	526	-	655	643	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	17.8	16.7	0.5
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1246	-	-	342	322	1128	-	-
HCM Lane V/C Ratio	0.025	-	-	0.181	0.048	0.005	-	-
HCM Control Delay (s)	8	0	-	17.8	16.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	5	15	425	305	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	50	0	6	6	17
Mvmt Flow	5	5	15	438	314	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	786	317	320	0	-	0
Stage 1	317	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.2	-	-	-
Pot Cap-1 Maneuver	364	625	1251	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	625	1251	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1251	-	455	-	-
HCM Lane V/C Ratio	0.012	-	0.023	-	-
HCM Control Delay (s)	7.9	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	5	420	5	5	320
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	127	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	5	5	452	5	5	344

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	809	454	0	0	457	0
Stage 1	454	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	353	610	-	-	1114	-
Stage 1	644	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	351	610	-	-	1114	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	446	1114	-
HCM Lane V/C Ratio	-	-	0.024	0.005	-
HCM Control Delay (s)	-	-	13.3	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	70	605	15	95	540
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yeild	-	Yeild
Storage Length	0	-	-	-	123	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	10	5	0	6	5
Mvmt Flow	5	76	658	16	103	587

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1158	658	0	0	658	0
Stage 1	658	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.6	6.35	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.395	-	-	2.254	-
Pot Cap-1 Maneuver	205	446	-	-	911	-
Stage 1	519	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	182	446	-	-	911	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	911	-
HCM Lane V/C Ratio	-	-	0.2	0.113	-
HCM Control Delay (s)	-	-	16	9.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.4	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	5	0	610	540	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yeild
Storage Length	0	-	450	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	5	0
Mvmt Flow	11	5	0	663	587	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1250	293	587	0	-	0
Stage 1	587	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.6	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	180	709	998	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	180	709	998	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	998	-	240	-	-
HCM Lane V/C Ratio	-	-	0.068	-	-
HCM Control Delay (s)	0	-	21.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	5	600	5	20	510	5	5	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	167	-	-	161	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	5	0	6	5	0	0	0	0
Mvmt Flow	6	667	6	22	567	6	6	6	17

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	572	0	0	672	0	0	1300	1298	669
Stage 1	-	-	-	-	-	-	681	681	-
Stage 2	-	-	-	-	-	-	619	617	-
Critical Hdwy	4.1	-	-	4.16	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.254	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1011	-	-	900	-	-	140	163	461
Stage 1	-	-	-	-	-	-	444	453	-
Stage 2	-	-	-	-	-	-	480	484	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1011	-	-	900	-	-	132	158	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	158	-
Stage 1	-	-	-	-	-	-	441	450	-
Stage 2	-	-	-	-	-	-	458	472	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.3	21.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	245	1011	-	-	900	-	-	186
HCM Lane V/C Ratio	0.113	0.005	-	-	0.025	-	-	0.09
HCM Control Delay (s)	21.6	8.6	-	-	9.1	-	-	26.3
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	585	35	5	535	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	None
Storage Length	-	100	162	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	5	0	0
Mvmt Flow	665	40	6	608	34	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	665	0	1284	665
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	619	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	934	-	184	464
Stage 1	-	0	-	-	515	-
Stage 2	-	0	-	-	541	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	934	-	183	464
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	538	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	27.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	200	-	934	-
HCM Lane V/C Ratio	0.199	-	0.006	-
HCM Control Delay (s)	27.4	-	8.9	-
HCM Lane LOS	D	-	A	-
HCM 95th %tile Q(veh)	0.7	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	20	570	470	95	50	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	200	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	6	5	4	0	0
Mvmt Flow	23	648	534	108	57	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	534	0	-	0	1227	534
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	693	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1044	-	-	0	199	550
Stage 1	-	-	-	0	592	-
Stage 2	-	-	-	0	500	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1044	-	-	-	195	550
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	489	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	29.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1044	-	-	207
HCM Lane V/C Ratio	0.022	-	-	0.302
HCM Control Delay (s)	8.5	-	-	29.7
HCM Lane LOS	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	1.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	520	410	30	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	5	5	0	0	0
Mvmt Flow	6	578	456	33	28	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	489	0	-	0	1061	472
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	589	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1085	-	-	-	250	596
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	558	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1085	-	-	-	248	596
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	554	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	21.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1085	-	-	-	248
HCM Lane V/C Ratio	0.005	-	-	-	0.112
HCM Control Delay (s)	8.3	0	-	-	21.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	10	500	10	40	370	5	5	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Yeild	-	-	Yeild	-	-	None
Storage Length	183	-	150	167	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	6	0	3	5	0	0	0	0
Mvmt Flow	12	602	12	48	446	6	6	6	24

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	446	0	0	602	0	0	1172	1169	602
Stage 1	-	-	-	-	-	-	627	627	-
Stage 2	-	-	-	-	-	-	545	542	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1125	-	-	971	-	-	171	195	503
Stage 1	-	-	-	-	-	-	475	479	-
Stage 2	-	-	-	-	-	-	526	523	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1125	-	-	971	-	-	162	183	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	162	183	-
Stage 1	-	-	-	-	-	-	470	474	-
Stage 2	-	-	-	-	-	-	495	497	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0.9	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	306	1125	-	-	971	-	-	240
HCM Lane V/C Ratio	0.118	0.011	-	-	0.05	-	-	0.05
HCM Control Delay (s)	18.3	8.2	-	-	8.9	-	-	20.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.2	-	-	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	285	0	5	245	10	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	90	-	-	90	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	9	0	20	8	0	0	0	0
Mvmt Flow	0	343	0	6	295	12	0	0	6

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	295	0	0	343	0	0	653	650	343
Stage 1	-	-	-	-	-	-	343	343	-
Stage 2	-	-	-	-	-	-	310	307	-
Critical Hdwy	4.1	-	-	4.3	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.38	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1278	-	-	1122	-	-	383	391	704
Stage 1	-	-	-	-	-	-	676	641	-
Stage 2	-	-	-	-	-	-	705	665	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1278	-	-	1122	-	-	378	389	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	378	389	-
Stage 1	-	-	-	-	-	-	676	641	-
Stage 2	-	-	-	-	-	-	695	661	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	704	1278	-	-	1122	-	-	453
HCM Lane V/C Ratio	0.009	-	-	-	0.005	-	-	0.04
HCM Control Delay (s)	10.2	0	-	-	8.2	0	-	13.3
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	5	265	5	5	230	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	9	0	0	8	0	0	0	0
Mvmt Flow	6	319	6	6	277	6	6	0	6

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	283	0	0	325	0	0	629	629	322
Stage 1	-	-	-	-	-	-	334	334	-
Stage 2	-	-	-	-	-	-	295	295	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1291	-	-	1246	-	-	398	402	724
Stage 1	-	-	-	-	-	-	684	647	-
Stage 2	-	-	-	-	-	-	718	673	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1291	-	-	1246	-	-	391	397	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	391	397	-
Stage 1	-	-	-	-	-	-	680	643	-
Stage 2	-	-	-	-	-	-	708	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.2	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	508	1291	-	-	1246	-	-	517
HCM Lane V/C Ratio	0.024	0.005	-	-	0.005	-	-	0.023
HCM Control Delay (s)	12.3	7.8	0	-	7.9	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	5	160	5	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	6	6	193	6	0	78

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	274	196	0	0	199	0
Stage 1	196	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	720	850	-	-	1385	-
Stage 1	842	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	720	850	-	-	1385	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	950	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	780	1385	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	-	-	9.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	145	70	25	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	7	8	4	0
Mvmt Flow	5	159	77	27	33	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	247	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1535	-	-	0	737	990
Stage 1	-	-	-	0	941	-
Stage 2	-	-	-	0	855	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1535	-	-	-	734	990
Mov Cap-2 Maneuver	-	-	-	-	734	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	1535	-	-	734	990
HCM Lane V/C Ratio	0.004	-	-	0.045	0.006
HCM Control Delay (s)	7.4	0	-	10.1	8.7
HCM Lane LOS	A	A	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	50	15	5	35	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	50	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	27	6	9
Mvmt Flow	56	17	6	39	22	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	56	0	107	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.1	-	6.46	6.29
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.2	-	3.554	3.381
Pot Cap-1 Maneuver	-	0	1562	-	881	991
Stage 1	-	0	-	-	956	-
Stage 2	-	0	-	-	961	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1562	-	877	991
Mov Cap-2 Maneuver	-	-	-	-	877	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	957	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	912	-	1562	-
HCM Lane V/C Ratio	0.037	-	0.004	-
HCM Control Delay (s)	9.1	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.1	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	20	0	45	15	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	18	0	0	15	0	18
Mvmt Flow	24	0	54	18	0	24

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	78	54	0	-	54	0
Stage 1	54	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.58	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	887	1019	-	0	1564	-
Stage 1	929	-	-	0	-	-
Stage 2	959	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	887	1019	-	-	1564	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	887	1564	-
HCM Lane V/C Ratio	-	0.027	-	-
HCM Control Delay (s)	-	9.2	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	5	45	0	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	18	0	0	15	0	18
Mvmt Flow	0	6	54	0	6	24

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	90	54	0	0	54	0
Stage 1	54	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.58	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	873	1019	-	-	1564	-
Stage 1	929	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	1019	-	-	1564	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1019	1564	-
HCM Lane V/C Ratio	-	-	0.006	0.004	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	15	20	5	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	18	24	6	6	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	30	0	-	0	45	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1596	-	-	-	970	1054
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1596	-	-	-	970	1054
Mov Cap-2 Maneuver	-	-	-	-	970	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1596	-	-	-	970
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	0	20	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	11	0	0	7	10
Mvmt Flow	13	0	26	13	0	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	32	0	0	38	0
Stage 1	32	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.17	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.263	-
Pot Cap-1 Maneuver	970	1017	-	-	1541	-
Stage 1	996	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	970	1017	-	-	1541	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	970	1541	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	-	-	8.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	10	20	0	15	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	11	0	0	7	10
Mvmt Flow	0	13	26	0	19	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	77	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.17	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.263	-
Pot Cap-1 Maneuver	931	1024	-	-	1556	-
Stage 1	1002	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	920	1024	-	-	1556	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	4.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1024	1556	-
HCM Lane V/C Ratio	-	-	0.013	0.012	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	10	10	10	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	11	7	0
Mvmt Flow	0	13	13	13	19	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	26	0	-	0	32	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.1	-	-	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.2	-	-	-	3.563	3.3
Pot Cap-1 Maneuver	1601	-	-	-	969	1065
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1601	-	-	-	969	1065
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	969
HCM Lane V/C Ratio	-	-	-	-	0.02
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	5	40	25	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	9	69	43	17	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	112	0	-	0	100	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1490	-	-	-	904	972
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1490	-	-	-	904	972
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1490	-	-	-	904
HCM Lane V/C Ratio	-	-	-	-	0.019
HCM Control Delay (s)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	5	40	0	0	5
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	9	9	69	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	96	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1544	-	-	-	908	998
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	901	997
Mov Cap-2 Maneuver	-	-	-	-	901	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1544	-	-	-	997
HCM Lane V/C Ratio	0.006	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	0	0	25	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	0	0	43	17	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	65	22	26	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	946	1061	1601	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	946	1061	1601	-	-	-
Mov Cap-2 Maneuver	946	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1601	-	946	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	10	25	1370	765	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	353	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	4	4
Mvmt Flow	22	11	27	1473	823	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1613	411	823	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	97	596	816	-	-	0
Stage 1	397	-	-	-	-	0
Stage 2	413	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	94	596	816	-	-	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	399	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	816	-	284	-
HCM Lane V/C Ratio	0.033	-	0.114	-
HCM Control Delay (s)	9.6	-	19.3	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	15	40	110	355	255	5
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	150	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	4	8	13
Mvmt Flow	16	43	117	378	271	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	883	273	271	0	-	0
Stage 1	271	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	319	761	1292	-	-	0
Stage 1	779	-	-	-	-	0
Stage 2	545	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	290	760	1290	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1290	-	527	-
HCM Lane V/C Ratio	0.091	-	0.111	-
HCM Control Delay (s)	8.1	-	12.7	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	10	20	370	245	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	18	0	3	7	0
Mvmt Flow	0	10	21	381	253	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	678	255	258	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.4	6.38	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	421	746	1318	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	413	746	1318	-	-	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1318	-	746	-	-
HCM Lane V/C Ratio	0.016	-	0.014	-	-
HCM Control Delay (s)	7.8	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	25	5	15	5	5	5	25	340	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	10	0	0	0	0	100	0	4	14
Mvmt Flow	26	5	15	5	5	5	26	351	5

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	673	670	253	678	678	353	263	0	0
Stage 1	263	263	-	405	405	-	-	-	-
Stage 2	410	407	-	273	273	-	-	-	-
Critical Hdwy	7.2	6.5	6.2	7.1	6.5	7.2	4.1	-	-
Critical Hdwy Stg 1	6.2	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.2	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.59	4	3.3	3.5	4	4.2	2.2	-	-
Pot Cap-1 Maneuver	358	381	791	369	377	516	1313	-	-
Stage 1	725	694	-	626	602	-	-	-	-
Stage 2	603	601	-	737	688	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	343	370	791	350	366	516	1313	-	-
Mov Cap-2 Maneuver	343	370	-	350	366	-	-	-	-
Stage 1	707	691	-	610	587	-	-	-	-
Stage 2	577	586	-	714	685	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.5	14.4	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1313	-	-	427	399	1214	-	-
HCM Lane V/C Ratio	0.02	-	-	0.109	0.039	0.004	-	-
HCM Control Delay (s)	7.8	0	-	14.5	14.4	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	5	10	345	245	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	50	0	6	6	17
Mvmt Flow	5	5	10	356	253	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	631	255	258	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.2	-	-	-
Pot Cap-1 Maneuver	448	680	1318	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	444	680	1318	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1318	-	537	-	-
HCM Lane V/C Ratio	0.008	-	0.019	-	-
HCM Control Delay (s)	7.8	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	5	340	5	5	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	127	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	5	5	366	5	5	280

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	658	368	0	0	371	0
Stage 1	368	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	432	682	-	-	1199	-
Stage 1	704	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	430	682	-	-	1199	-
Mov Cap-2 Maneuver	430	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	527	1199	-
HCM Lane V/C Ratio	-	-	0.02	0.004	-
HCM Control Delay (s)	-	-	12	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	60	510	15	80	450
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yeild	-	Yeild
Storage Length	0	-	-	-	123	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	10	5	0	6	5
Mvmt Flow	5	65	554	16	87	489

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	972	554	0	0	554	0
Stage 1	554	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.6	6.35	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.395	-	-	2.254	-
Pot Cap-1 Maneuver	268	512	-	-	996	-
Stage 1	580	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	245	512	-	-	996	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	582	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	996	-
HCM Lane V/C Ratio	-	-	0.15	0.087	-
HCM Control Delay (s)	-	-	14	9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	5	0	515	450	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yeild
Storage Length	0	-	450	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	5	0
Mvmt Flow	11	5	0	560	489	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1049	245	489	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.6	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	240	762	1085	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	240	762	1085	-	-	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1085	-	311	-	-
HCM Lane V/C Ratio	-	-	0.052	-	-
HCM Control Delay (s)	0	-	17.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	5	505	5	15	430	5	5	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	167	-	-	161	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	5	0	6	5	0	0	0	0
Mvmt Flow	6	561	6	17	478	6	6	6	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	483	0	0	567	0	0	1094	1092	564
Stage 1	-	-	-	-	-	-	575	575	-
Stage 2	-	-	-	-	-	-	519	517	-
Critical Hdwy	4.1	-	-	4.16	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.254	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1090	-	-	985	-	-	193	216	529
Stage 1	-	-	-	-	-	-	507	506	-
Stage 2	-	-	-	-	-	-	544	537	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1090	-	-	985	-	-	184	211	529
Mov Cap-2 Maneuver	-	-	-	-	-	-	184	211	-
Stage 1	-	-	-	-	-	-	504	503	-
Stage 2	-	-	-	-	-	-	524	528	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.3	18.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	287	1090	-	-	985	-	-	251
HCM Lane V/C Ratio	0.077	0.005	-	-	0.017	-	-	0.066
HCM Control Delay (s)	18.6	8.3	-	-	8.7	-	-	20.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	490	25	5	445	20	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	None
Storage Length	-	100	162	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	0	5	0	0
Mvmt Flow	557	28	6	506	23	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	557	0	1074	557
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	517	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1024	-	246	534
Stage 1	-	0	-	-	578	-
Stage 2	-	0	-	-	603	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1024	-	245	534
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	599	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	275	-	1024	-
HCM Lane V/C Ratio	0.103	-	0.006	-
HCM Control Delay (s)	19.6	-	8.5	-
HCM Lane LOS	C	-	A	-
HCM 95th %tile Q(veh)	0.3	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	15	475	390	75	40	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	200	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	6	5	4	0	0
Mvmt Flow	17	540	443	85	45	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	443	0	-	0	1017	443
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	574	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1128	-	-	0	266	619
Stage 1	-	-	-	0	651	-
Stage 2	-	-	-	0	567	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1128	-	-	-	262	619
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	558	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1128	-	-	280
HCM Lane V/C Ratio	0.015	-	-	0.183
HCM Control Delay (s)	8.2	-	-	20.7
HCM Lane LOS	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0.7

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	435	345	25	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	5	5	0	0	0
Mvmt Flow	6	483	383	28	22	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	411	0	-	0	891	397
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	494	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1159	-	-	-	315	657
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	617	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1159	-	-	-	313	657
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	613	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1159	-	-	-	313
HCM Lane V/C Ratio	0.005	-	-	-	0.071
HCM Control Delay (s)	8.1	0	-	-	17.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	5	420	10	30	310	5	5	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Yeild	-	-	Yeild	-	-	None
Storage Length	183	-	150	167	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	6	0	3	5	0	0	0	0
Mvmt Flow	6	506	12	36	373	6	6	6	18

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	373	0	0	506	0	0	967	964	506
Stage 1	-	-	-	-	-	-	518	518	-
Stage 2	-	-	-	-	-	-	449	446	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1197	-	-	1054	-	-	236	257	570
Stage 1	-	-	-	-	-	-	544	536	-
Stage 2	-	-	-	-	-	-	593	577	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1197	-	-	1054	-	-	227	247	570
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	247	-
Stage 1	-	-	-	-	-	-	541	533	-
Stage 2	-	-	-	-	-	-	568	557	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.7	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	365	1197	-	-	1054	-	-	325
HCM Lane V/C Ratio	0.083	0.005	-	-	0.034	-	-	0.037
HCM Control Delay (s)	15.7	8	-	-	8.5	-	-	16.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	230	0	5	195	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	90	-	-	90	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	9	0	20	8	0	0	0	0
Mvmt Flow	0	277	0	6	235	6	0	0	6

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	235	0	0	277	0	0	527	524	277
Stage 1	-	-	-	-	-	-	277	277	-
Stage 2	-	-	-	-	-	-	250	247	-
Critical Hdwy	4.1	-	-	4.3	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.38	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1344	-	-	1189	-	-	465	461	767
Stage 1	-	-	-	-	-	-	734	685	-
Stage 2	-	-	-	-	-	-	759	706	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1344	-	-	1189	-	-	459	458	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	459	458	-
Stage 1	-	-	-	-	-	-	734	685	-
Stage 2	-	-	-	-	-	-	749	702	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	767	1344	-	-	1189	-	-	586
HCM Lane V/C Ratio	0.008	-	-	-	0.005	-	-	0.021
HCM Control Delay (s)	9.7	0	-	-	8	0	-	11.3
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	5	215	5	5	185	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	9	0	0	8	0	0	0	0
Mvmt Flow	6	259	6	6	223	6	6	0	6

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	229	0	0	265	0	0	515	515	262
Stage 1	-	-	-	-	-	-	274	274	-
Stage 2	-	-	-	-	-	-	241	241	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1351	-	-	1311	-	-	474	466	782
Stage 1	-	-	-	-	-	-	736	687	-
Stage 2	-	-	-	-	-	-	767	710	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1351	-	-	1311	-	-	467	461	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	467	461	-
Stage 1	-	-	-	-	-	-	732	684	-
Stage 2	-	-	-	-	-	-	758	706	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0.2	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	585	1351	-	-	1311	-	-	595
HCM Lane V/C Ratio	0.021	0.004	-	-	0.005	-	-	0.02
HCM Control Delay (s)	11.3	7.7	0	-	7.8	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	5	130	5	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	6	6	157	6	0	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	220	160	0	0	163	0
Stage 1	160	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	773	890	-	-	1428	-
Stage 1	874	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	773	890	-	-	1428	-
Mov Cap-2 Maneuver	773	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	968	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	827	1428	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	120	55	20	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	7	8	4	0
Mvmt Flow	5	132	60	22	27	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	60	0	-	0	203	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1556	-	-	0	781	1011
Stage 1	-	-	-	0	958	-
Stage 2	-	-	-	0	879	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1556	-	-	-	779	1011
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	1556	-	-	779	1011
HCM Lane V/C Ratio	0.004	-	-	0.035	0.005
HCM Control Delay (s)	7.3	0	-	9.8	8.6
HCM Lane LOS	A	A	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	40	15	5	30	15	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	50	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	27	6	9
Mvmt Flow	45	17	6	34	17	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	45	0	90	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.1	-	6.46	6.29
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.2	-	3.554	3.381
Pot Cap-1 Maneuver	-	0	1576	-	901	1005
Stage 1	-	0	-	-	967	-
Stage 2	-	0	-	-	967	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1576	-	897	1005
Mov Cap-2 Maneuver	-	-	-	-	897	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	937	-	1576	-
HCM Lane V/C Ratio	0.03	-	0.004	-
HCM Control Delay (s)	9	-	7.3	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.1	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	15	0	35	10	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	18	0	0	15	0	18
Mvmt Flow	18	0	42	12	0	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	60	42	0	-	42	0
Stage 1	42	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.58	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	908	1034	-	0	1580	-
Stage 1	941	-	-	0	-	-
Stage 2	965	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	908	1034	-	-	1580	-
Mov Cap-2 Maneuver	908	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	908	1580	-
HCM Lane V/C Ratio	-	0.02	-	-
HCM Control Delay (s)	-	9	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	5	35	0	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	18	0	0	15	0	18
Mvmt Flow	0	6	42	0	6	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	72	42	0	0	42	0
Stage 1	42	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.58	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	894	1034	-	-	1580	-
Stage 1	941	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	890	1034	-	-	1580	-
Mov Cap-2 Maneuver	890	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1034	1580	-
HCM Lane V/C Ratio	-	-	0.006	0.004	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	10	15	5	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	18	6	6	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	24	0	-	0	33	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1604	-	-	-	986	1062
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	986	1062
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	1016	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	986
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	0	15	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	11	0	0	7	10
Mvmt Flow	13	0	19	13	0	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	39	26	0	0	32	0
Stage 1	26	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.17	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.263	-
Pot Cap-1 Maneuver	978	1024	-	-	1548	-
Stage 1	1002	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	978	1024	-	-	1548	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	978	1548	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	10	15	0	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	11	0	0	7	10
Mvmt Flow	0	13	19	0	13	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	57	19	0	0	19	0
Stage 1	19	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.17	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.263	-
Pot Cap-1 Maneuver	955	1034	-	-	1565	-
Stage 1	1009	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	947	1034	-	-	1565	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1034	1565	-
HCM Lane V/C Ratio	-	-	0.012	0.008	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	10	10	10	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	11	7	0
Mvmt Flow	0	13	13	13	13	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	26	0	-	0	32	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.1	-	-	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.2	-	-	-	3.563	3.3
Pot Cap-1 Maneuver	1601	-	-	-	969	1065
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1601	-	-	-	969	1065
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	969
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	5	30	20	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	9	52	34	17	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	86	0	-	0	78	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1523	-	-	-	930	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	930	1000
Mov Cap-2 Maneuver	-	-	-	-	930	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	930
HCM Lane V/C Ratio	-	-	-	-	0.019
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	5	30	0	0	5
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	9	9	52	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	53	0	-	0	79	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1566	-	-	-	929	1020
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1566	-	-	-	922	1019
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1566	-	-	-	1019
HCM Lane V/C Ratio	0.006	-	-	-	0.008
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	0	0	20	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	0	0	34	17	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	56	22	26	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	34	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	957	1061	1601	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	957	1061	1601	-	-	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1601	-	957	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Section H

Memo 7: Future Traffic Forecast

The contents of Volume 2 represent an iterative process in the development of the TSP. Refinements to various plan elements occurred throughout the process as new information was obtained. In all cases, the contents of Volume 1 supersede those in Volume 2.

TECHNICAL MEMORANDUM #7

DATE: December 16, 2014

TO: Columbia County TSP Project Management Team

FROM: John Bosket, DKS Associates
Kevin Chewuk, DKS Associates
Edith Lopez Victoria, DKS Associates

SUBJECT: **Columbia County Transportation System Plan Update**
Future Traffic Forecast P11086-022

Traffic forecasting is an important step in the transportation planning process because it provides estimates of future motor vehicle travel demand. The horizon year for Columbia County's Transportation System Plan (TSP) is 2035. This memorandum describes the forecasting assumptions and methodologies that were used to estimate growth in traffic volumes at study intersection and along key travel corridors in 2035.

Methodology Overview

The travel forecasting methodology varies based on the location, characteristic, and jurisdiction of the roadway. The following provides a summary of the forecasting tools that were used for the Columbia County TSP:

- **For State highways:** Growth rates derived from the ODOT Future Volume Tables[1] were utilized.
- **For urban County facilities:** Growth rates derived from adjacent state highways in the ODOT Future Volume Tables were utilized.
- **For rural County facilities:** Growth rates derived from state facilities in the county that are adjacent to or have similar characteristics in the ODOT Future Volume Tables were utilized.

[1] 2032 ODOT Future Volume Tables, http://www.oregon.gov/ODOT/TD/TP/Pages/Data.aspx, accessed September 10, 2014.

Due to significant differences between summer volumes (e.g., a typical Friday in August) and average weekday volumes (e.g., a typical Tuesday in May) along many roads in Columbia County, the forecast includes projections for both scenarios for the 2035 horizon year. The following sections detail the above forecasting methodologies and describe their applicability.

ODOT Future Volume Tables

Future traffic growth was estimated based on ODOT's 2032 Future Volume Tables. These tables are based on long-term 20-year trends of traffic counting sites on Oregon highways. The trends are based on linear regression best-fit trends and are extrapolated out 20 years. Average daily traffic (ADT) volumes are provided for various mile points along State highways for the base year (2010, 2011, or 2012 depending on the location) and future year (2032). These volumes were utilized to determine an expected growth trend, suggesting an annual growth rate to be applied to applicable roads and intersections in Columbia County. The annual growth rate was applied to the seasonally factored base year volumes from 2014 to develop traffic volumes for 2035. The 2035 traffic volumes can be seen in Figures 1a and 1b.

For State highways, annual growth rates derived from the ODOT Future Volume Tables were utilized. As shown in Table 1, the annual growth rates range from 2.2 to 0.5 percent. For urban County facilities, growth rates derived from the ODOT Future Volume Tables were utilized based on the adjacent state highway. Using this methodology, a 2.2 percent annual growth rate was applied to County facilities adjacent to US 30 within the Scappoose, St. Helens, and Columbia City Urban Growth Boundaries and a 1.7 percent annual growth rate to County facilities adjacent to US 30 within the Rainier and Clatskanie Urban Growth Boundaries (as shown in Table 1).

For rural County facilities (i.e., outside the UGB), growth rates derived from State facilities in the county that are adjacent to or have similar characteristics from the ODOT Future Volume Tables were utilized. For rural County arterials (including Apiary Road and Scappoose-Vernonia Highway), this was based on the annual growth rate calculated for OR 202, and for all other rural County facilities, based on the annual growth rate calculated for OR 47.

Table 1: Annual Growth Rate Calculations

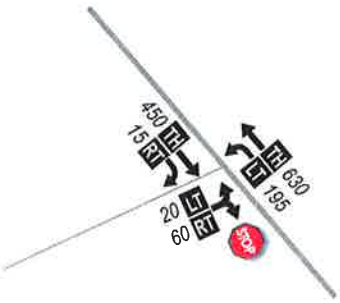
Count Location(s)**	Annual Growth Rate*	Where the rate will be applied
US 30, 0.05 mile north of Scappoose-Vernonia Road (MP 21.32), 0.05 mile north of Fullerton Road (MP 23.40), 0.05 mile north of Church Road (MP 25.53), 0.05 mile north of Millard Road (MP 27.01), 0.05 mile south of Gable Road (MP 27.64), and 0.05 mile north of Deer Island Road (MP 29.47)	2.2%	US 30, from the Columbia-Multnomah County Line to the north Urban Growth Boundary of Columbia City; County facilities within the Scappoose, St. Helens and Columbia City Urban Growth Boundaries.
US 30, 0.39 mile north of Pacific Street (MP 32.00), 0.09 mile north of Nicolai Road (MP 40.56), 0.04 mile west of Rockcrest Street (MP 48.42), 1.03 miles west of Rainier Road (MP 53.33)	1.7%	US 30, north Urban Growth Boundary of Columbia City to the Columbia-Clatsop County Line; County facilities within the Rainier and Clatskanie Urban Growth Boundaries.
OR 202, Clatsop-Columbia County Line (MP 39.13), and 0.10 mile southwest of Adams Road (MP 64.51)	1.5%	OR 202, between the Columbia-Clatsop County Line and the Columbia-Washington County Line; Rural County arterials including Apiary Road and Scappoose-Vernonia Highway.
OR 47, 0.10 mile north of OR 202 (MP 11.79)	0.5%	OR 47, between OR 202 and US 30; rural non-arterial County facilities.

* Source: 2032 Future Volumes Table, ODOT

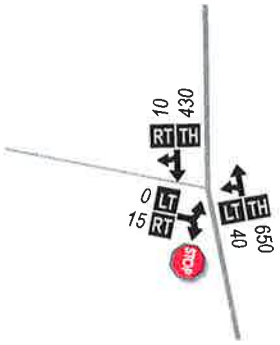
** Only statistically significant locations with R-squared values above 0.50 were utilized.

1 US 30 @ Berg Rd.

2 US 30 @ Canaan Rd.

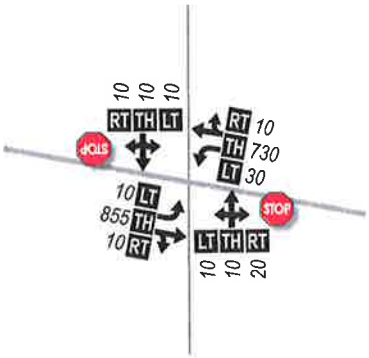


3 US 30 @ Tide Creek Rd.

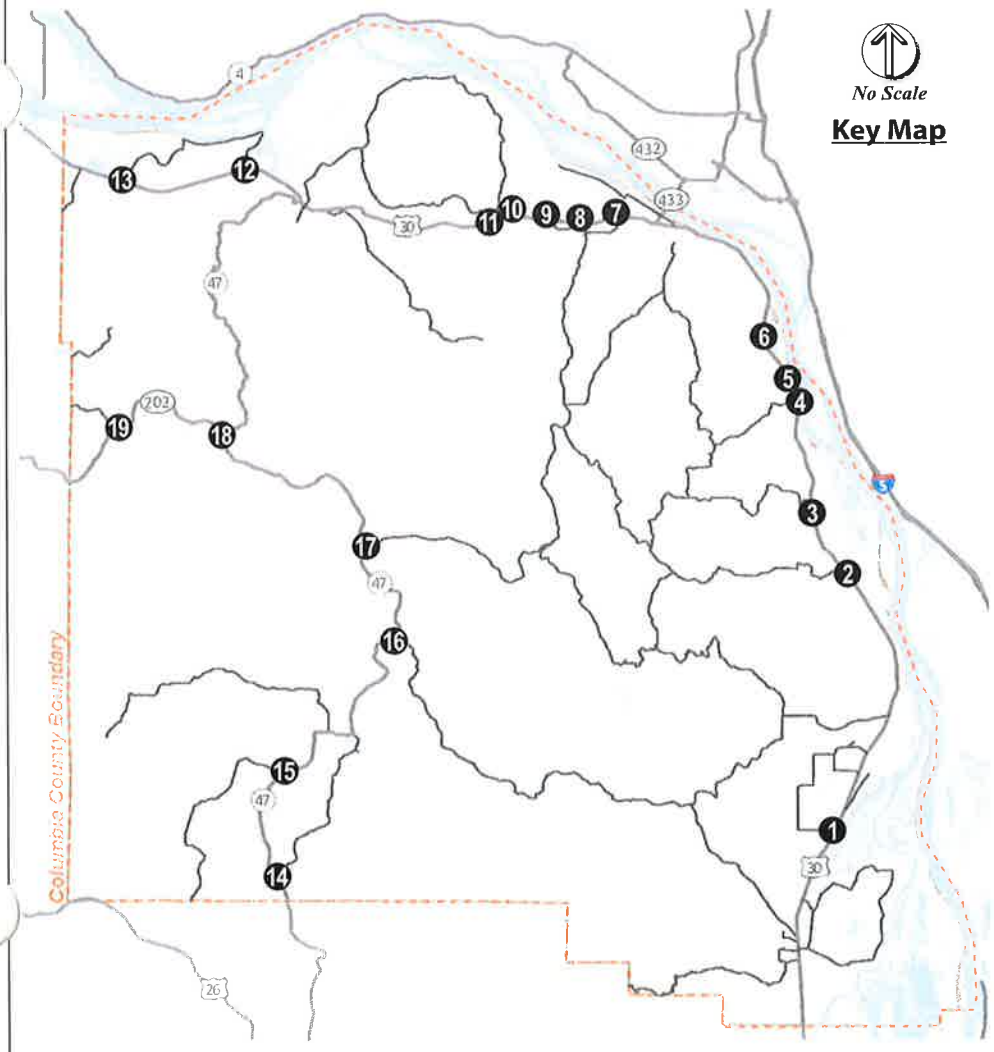


7 US 30 @ Larson Rd.

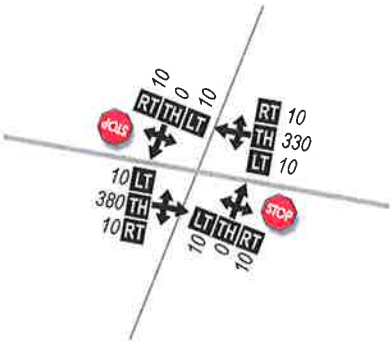
8 US 30 @ Heath Rd.



9 US 30 @ Old Rainier Rd.



13 US 30 @ Woodson Rd.



17 OR 47 @ Apiary Rd.

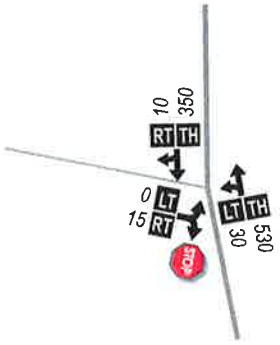
LEGEND

- # - Study Intersection
- STOP - Stop Sign
- Traffic Signal
- Yield Si
- Lane C
- 000 - PM Pea
- LT TH RT - Volume (Left • Thru • Right)

1 US 30 @ Berg Rd.

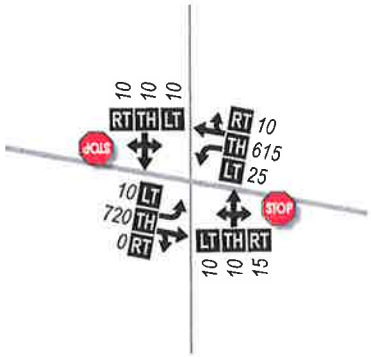
2 US 30 @ Canaan Rd.

3 US 30 @ Tide Creek Rd.



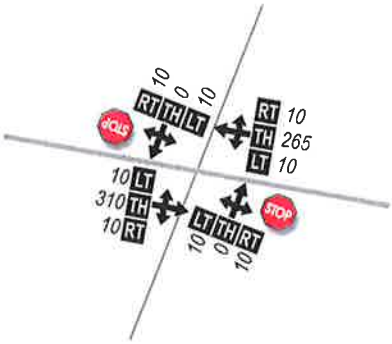
7 US 30 @ Larson Rd.

8 US 30 @ Heath Rd.

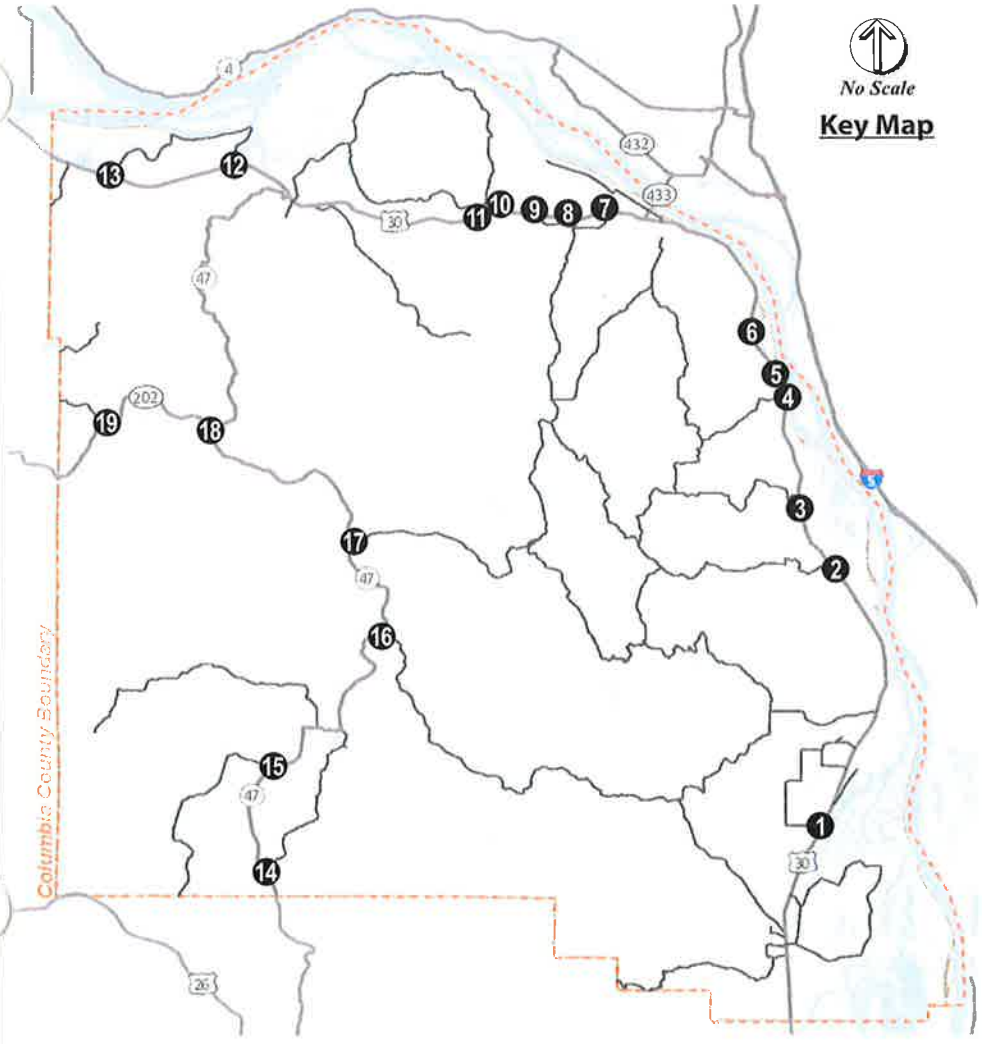


9 US 30 @ Old Rainier Rd.

13 US 30 @ Woodson Rd.



17 OR 47 @ Apiary Rd.



LEGEND

- # - Study Intersection
- STOP - Stop Sign
- Traffic Signal
- Yield Si
- Lane Cc
- 000 - PM Pea
- LT TH RT - Volume (Left • Thru • Right)

Section H

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Section I

Memo 8: Future Transportation Conditions and Needs

The contents of Volume 2 represent an iterative process in the development of the TSP. Refinements to various plan elements occurred throughout the process as new information was obtained. In all cases, the contents of Volume 1 supersede those in Volume 2.

TECHNICAL MEMORANDUM #8

DATE: January 28, 2015

TO: Columbia County TSP Project Management Team

FROM: John Bosket, DKS Associates
Kevin Chewuk, DKS Associates
Edith Lopez Victoria, DKS Associates

SUBJECT: **Columbia County Transportation System Plan Update**
Technical Memorandum #8: Future Transportation Conditions and Needs P11086-022

The condition of Columbia County's future transportation system depends on the growth in population and employment, future travel patterns (e.g., choice of modes, routes, and frequency of trips), and community investment decisions. Growth in population and the number of jobs forecasted is based on trends and knowledge of the county and region. Future travel patterns are more difficult to predict as the community's investment decisions and the economy can have a significant effect on choice of modes and routes. The objective of the transportation planning process is to generate information necessary for making decisions that will result in safe and efficient travel options through 2035.

Methodology for Estimating Future Travel

Transportation conditions in Columbia County for the year 2035 were forecasted based on trips that new growth will generate, assuming:

- No new investments in infrastructure beyond what is already funded for construction,
- Continuation of the same modal distribution (i.e., private motor vehicle, transit, walking, biking) of trips, and
- Continuation of current travel behaviors, based on decisions and preferences of existing residents, employers, tourists, and institutions around the region.

This assessment depicts areas of the transportation system that will perform satisfactorily and areas of the roadway network that will likely to be congested and in need of investments to function adequately in the future. Subsequent memos will explore solutions for addressing future transportation system needs. For more detail on the travel forecasting process, refer to Technical Memorandum #7.

Future Estimates of Walking, Biking, and Transit Use

The methodology for determining future needs for walking, biking, and transit use in Columbia County begins with an assessment of who is walking, biking, and taking transit now and where they are traveling. This information was summarized in Technical Memorandum #6 (Existing Transportation System Conditions).

The existing facilities were then compared to existing urban or expected growth areas of the county, and in proximity to key destinations, such as schools, parks, transit stops, shopping and employment. Rural corridors were also reviewed to ensure facilities are provided, offering connections to urban areas and other key destinations in the county.

A review of the county shows that the presence of adequate pedestrian and bicycle facilities is limited to major roads (arterial and collectors) within urban areas. Here, existing sidewalks and bike lanes are sparse and discontinuous. In rural areas of the county, continuous paved roadway shoulders of adequate width (5 feet or greater) do not exist along most roadways. Most of the primary rural corridors, including Vernonia-Scappoose Highway, OR 47 and OR 202, have paved shoulder widths of less than 5 feet or lack paved shoulders altogether.

Baseline Road Network Improvements

The baseline condition reflects the road network performance, assuming that only transportation projects that already have secured funding will be built. For Columbia County, no new investments were assumed to be made to transportation infrastructure through 2035.

Snapshot of Columbia County in 2035

Aging Population

Age will likely play a key role in determining the use of modes of transportation for Columbia County residents. The youngest and oldest residents often account for more trips via walking, biking, and public transportation. Today, school-age children and residents over 65 make up about 40 percent of the population in the county (as shown in Figure 1). By 2035, this number is expected to increase nearly seven percent, accounting for nearly half of all county residents.[1] The most notable change is expected to be the amount of residents over the age of 65, which is expected to increase from 14 percent to 23 percent by 2035. This could indicate that more residents in the county may become

[1] Forecasts of Oregon's County Populations and Components of Change, 2010-2050. Office of Economic Analysis, Department of Administrative Services, State of Oregon. Released March 28, 2013.

dependent on public transportation and the associated walking infrastructure on either end of the trip (e.g., sidewalk connecting a bus stop to their neighborhood or nearest activity generator).

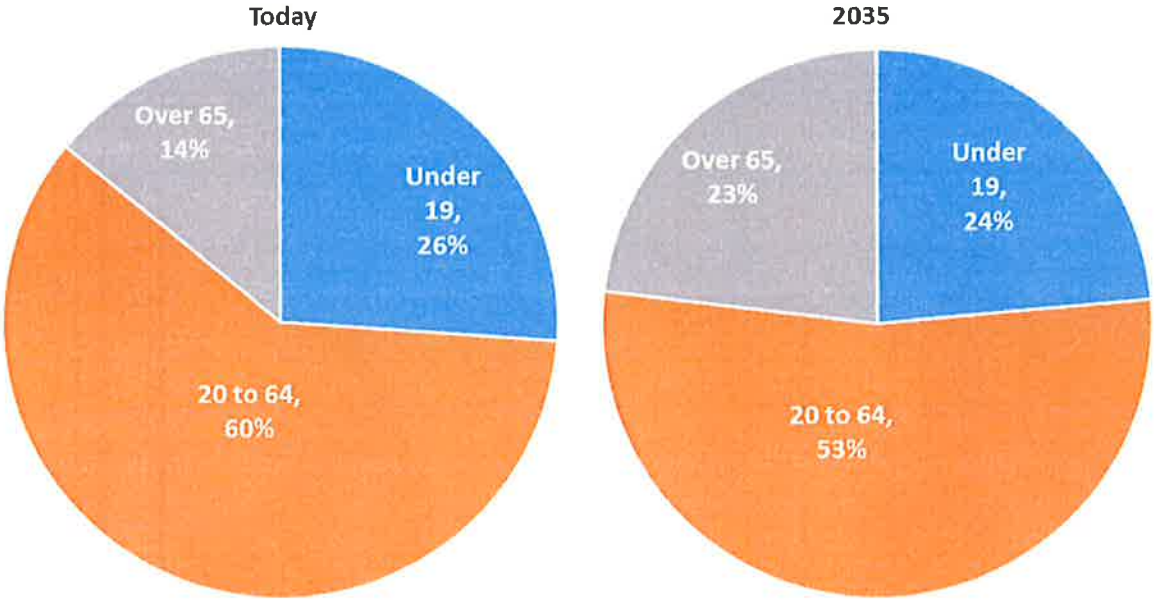


Figure 1: Aging Population

Rising Population and Employment

Today, Columbia County is home to 50,000 residents[2] and accounts for about 10,000 jobs.[3] Between now and 2035, projected population and employment growth will increase about one percent per year. Columbia County will have about 64,000 residents[4] and about 13,000 jobs[5] by 2035, an increase of approximately 30 percent from 2013. With more people and more jobs in Columbia County, the transportation network will face increasing demand through 2035.

More Travel

With more jobs, residents, and through travel, highways in Columbia County must accommodate hundreds of additional motor vehicle trips during the summer evening peak hour. Today, the Columbia County road network is generally able to handle the summer evening peak hour trips; however, the summer evening peak hour motor vehicle trips are likely to increase over 40 percent at

[2] 2013 Certified Population Estimates, Population Research Center, Portland State University
[3] Oregon Employment Department, 2013 Employment Statistics
[4] Office of Economic Analysis, Department of Administrative Services, State of Oregon
[5] Based on annual growth rate derived from the Oregon Employment Department's 2012-2022 employment forecast for the Columbia, Columbia and Tillamook County region. The regional employment share for Columbia, Columbia and Tillamook Counties in 2035 is based on 2013 employment statistics.

intersections along US 30, OR 47 and OR 202, adding over 300 trips to intersections along US 30 and up to 100 trips at intersections along OR 47 and OR 202 through 2035.

2035 motor vehicle volumes for both summer and average weekday conditions were utilized to determine areas on the baseline roadway network that will be congested and may require future investments to accommodate forecasted growth. The 2035 baseline motor vehicle volumes for study intersections in Figures A1 and A2 in the appendix show volumes are anticipated to be highest along US 30, which connects the surrounding region to the employment areas and other destinations in Columbia County, Longview, and the Portland metropolitan area.

Increasing Congestion

An increase in motor vehicle travel leads to an increase in congestion. Travel activity, as reflected by evening peak hour motor vehicle trips beginning or ending in Columbia County, is expected to increase significantly through 2035, mainly along US 30. Through trips (i.e., trips that neither begin nor end in Columbia County) are also expected to increase through 2035 and are generally representative of increased tourism activity at the coast and growth in Oregon. Because traffic volumes are higher during the summer, future intersection and road operating conditions were only evaluated during this period. Future operating conditions during an average weekday would be expected to be better than the results forecasted and summarized in this memorandum for the summer p.m. peak hour condition.

As shown in Figure 2 and Table A1 in the appendix, all highway intersections are expected to operate well within the Oregon Highway Plan mobility targets for the summer p.m. peak hour condition. It is important to note that while the US 30 intersections with Berg Road, Heath Road, and Old Rainier Road are expected to meet their mobility target, the side roads are forecasted to experience significant delays during the p.m. peak hour (approximately 60 seconds per vehicle in the summer).

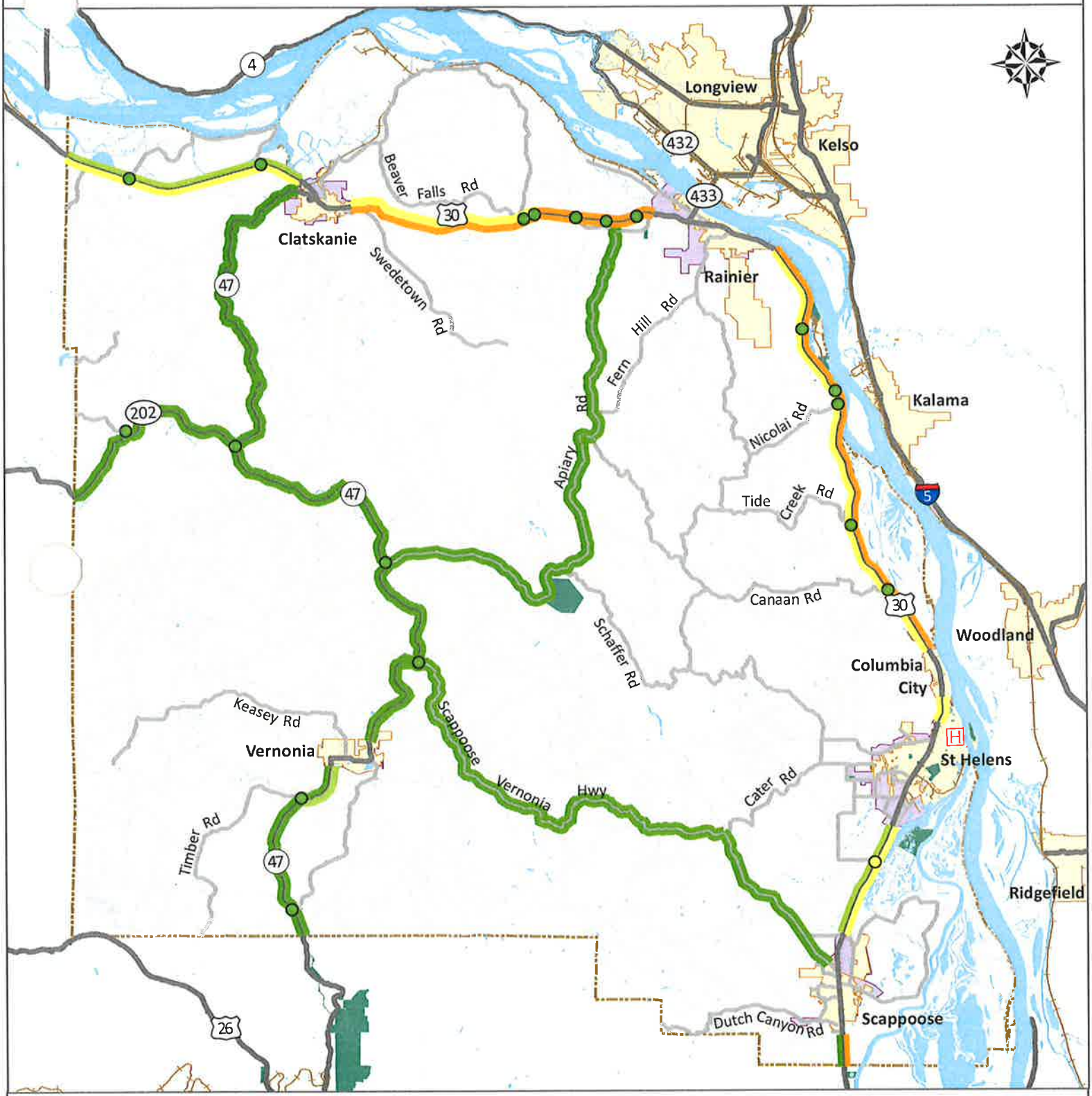
Highway capacity analysis was also performed for 20 rural roads segments in the county, including portions of US 30, OR 47, OR 202, Scappoose-Vernonia Highway, and Apiary Road. As shown in Table A2 in the appendix, most segments are expected to operate well under capacity, with v/c ratios less than 0.65. The segment of US 30 between the Multnomah County border and the south Scappoose UGB is forecasted to operate within two percent of the mobility target for the segment, at a v/c ratio of 0.78.

For two-lane highway segments, v/c ratios do not provide a good performance measure since they do not reflect driver behavior. Therefore, the highway operations analysis was evaluated again with LOS as the performance measure. As shown in Figure 2, this evaluation indicated that the eastbound direction of US 30 from the east Clatskanie UGB to the west Rainier UGB, and the westbound direction of US 30 between the Multnomah County border and the south Scappoose UGB, the north Columbia City UGB and the east Rainier UGB, and the west Rainier UGB and the Beaver Falls Road intersection experience moderate congestion, operating with a LOS D. All other segments operate with a LOS C or better.

Columbia County Transportation System Plan

DKS

Figure 2 - Future 2035 Vehicle Operation Conditions (Summer PM Peak)



Where Transportation Improvements may be Needed

Review of the existing urban and expected growth areas of the county with existing gaps and deficiencies of the transportation system identified the following locations as possible candidates for improvements.

Walking Needs

Pedestrian network deficiencies are present throughout the county and will become more evident as the county's population and employment continues to increase through 2035. Placing more walking demand on an underbuilt existing walking network could potentially put more users in vulnerable situations, and discourage non-motorized travel in urban areas of the county and along rural corridors offering connections to urban areas and other key destinations. For an inventory of walking facilities, refer to Technical Memorandum #6. Key transportation system needs for pedestrians in Columbia County include:

- **Sidewalks and enhanced pedestrian crossings along portions of US 30, in urban and rural communities:** With as many as five lanes and high traffic volumes and travel speeds, US 30 is a major barrier to pedestrians. With housing, shopping and employment growth expected to occur along the highway, providing safe walking accommodations will be crucial for the safety of those walking along and across the highway. Key sidewalks gaps along US 30 occur in Scappoose, Warren, McNulty, St Helens, Columbia City, Deer Island, Goble, Rainier and Clatskanie.

  Those walking along the highway will also face increased motor vehicle traffic, creating more potential conflicts in areas with inadequate facilities or highway crossings. Placing additional demand on some of the existing highway crossings may necessitate enhanced elements such as pedestrian refuge islands, curb extensions, high visibility markings, increased signage or lighting, or pedestrian activated signals.

- **Sidewalks/crossings along roadways in urban areas:** The increased housing and shopping opportunities through 2035 means more people will be within walking distance of their destination in urban areas of the county. Much of the growth will require those walking to travel down roads with existing sidewalk gaps and inconvenient roadway crossing opportunities. These roads, including portions of Columbia Avenue, West Lane Road, and Em Watts Road in Scappoose, Pittsburg Road, Gable Road, and Millard Road in St Helens, Fern Hill Road in Rainier, OR 47 and Swedetown Road in Clatskanie, and OR 47 in Vernonia will need sidewalk infill and enhanced roadway crossings (such as high visibility markings or increased roadway lighting) to encourage walking to these destinations.

- **Pedestrian facilities/crossings along rural corridors:** Many high speed or limited visibility roadways throughout rural areas of the county lack shoulders with adequate width for safe pedestrian travel. These roadways, including portions of OR 47 and OR 202, will need widened shoulders to allow for safe walking and provide connections to regional pedestrian facilities or public transportation.

Biking Needs

The existing bicycle network is limited in the county, as shown in Figure 3. With increased motor vehicle volumes along major biking routes in the county through 2035, designating separate spaces for bicycle and motor vehicle travel will become more critical to ensuring the safety of cyclists and encouraging travel by bicycle. For an inventory of bicycle facilities, refer to Technical Memorandum #6. Key transportation system needs for bicyclists in Columbia County include:

- **Bike accommodations along roadways in urban areas:** Bicycle facilities are limited along major roads through urban areas of the county, including portions of Columbia Avenue, West Lane Road, and Em Watts Road in Scappoose, Pittsburg Road, Gable Road, and Millard Road in St Helens, Fern Hill Road in Rainier, and OR 47 in Clatskanie. These county roads are key for the biking network in these local cities. Accommodations should be provided via on-road bike lanes, wide shoulders, off-road shared-use paths, or with facilities on adjacent roadways.
- **Bike accommodations along rural corridors connecting to urban areas:** Bicycle facilities are limited along major roadways through rural areas of the county, including portions of OR 47, OR 202, Apiary Road, Cater Road, and Fern Hill Road. These roadways would be key for the biking network in the county if they had facilities, linking rural and urban areas. With increased motor vehicle traffic expected along these roadways through 2035, it will become increasingly important to provide ample space for bicycle travel (e.g., a shoulder area) to separate those biking from motor vehicles along these higher volume and speed facilities.

Figure 3 - Pedestrian and Bicycle Facilities

Legend

Pedestrian and Bicycle Facilities

- Road with shoulder >4 feet
- Road with shoulder <4 feet
- Bicycle Lane
- Shared Use Path
- Park
- City Limits
- Urban Growth Boundary
- Columbia County

Miles: 0 1 2 4 6

Transit Needs

The existing transit system generally serves the ridership needs of the county given their limited resources, serving the communities along US 30, which make up most of the county's population. With the exception of Vernonia residents, those who live more than a mile from US 30 do not have convenient access to transit options. However, fixed route service for those currently unserved by transit may not be a cost-effective measure if ridership demand is insufficient to cover the expected increase in maintenance and operating costs of the expanded transit service.

Increasing motor vehicle traffic will likely increase bus cycle times, thus increasing travel times on transit and increasing headways (which are already more than an hour) between buses. This is typical for transit service in rural counties, with service generally being adequate for the demand. Transit service is currently not provided over the weekend on any of the routes, and only three days per week on the route serving Vernonia. While transit service is provided every weekday along US 30 and serves the typical business hour employee, the existing hours of service are not convenient for those making trips outside of typical business hours. To maintain the same quality of service, the transit system will likely have to increase service levels or purchase additional buses, potentially increasing the cost of the system. Other transit needs include:

- **Sidewalk connections to transit stops:** With an aging population and increased motor vehicle congestion throughout the region, more residents will likely turn to the transit system as a means of traveling in the county. Transit access should be a comfortable experience for passengers and those considering riding transit. Several roadways adjacent to existing transit stops lack sidewalk coverage and safe crossing opportunities. This creates uncomfortable conditions for transit passengers seeking to access their bus stop or final destination. It is also a deterrent for some potential transit users, including elderly users and persons with disabilities. Sidewalk infill or other pedestrian facilities along these routes is needed to encourage more ridership.
- **Pedestrian crossings near bus stops:** Many bus stops in the county lack convenient and safe roadway crossings nearby. Pedestrians will generally not walk significantly out of direction to cross a roadway. They will likely either avoid the area, or cross illegally at mid-block locations. With an expected increase in transit ridership, more roadway crossing demand will likely occur near bus stops. New or enhanced roadway crossings will be needed, especially near bus stops along US 30. Enhancements may include pedestrian refuge islands, high visibility markings, increased signage or lighting, or pedestrian activated signals. Development of additional pedestrian crossings near bus stops should be done in consultation with Columbia County Rider.
- **Bus stops with shelters and other amenities:** Many bus stops in Columbia County consist of a pole indicating the bus route serving the stop. Provision of passenger amenities at bus stops creates a more pleasant and attractive environment for bus riders and may encourage people to use the transit system. Common amenities include: shelters, benches, trash cans, and bus route information. Shelters should be placed at least 2 feet from the curb when facing away from the roadway and at least 4 feet away when facing toward it. The adjacent sidewalk must still have a 5-foot clear passage. Orientation of the shelter should consider prevailing winter winds.

Intersection and Corridor Needs

With the previously stated assumptions (i.e., the projected population and employment growth in Columbia County, baseline roadway improvements, and the same split of travel modes), all study intersections and roadway segments will meet existing OHP Mobility Targets by 2035 during the summer evening peak travel period, see Table A1 and A2 in the appendix. The exception is the northbound segment of US 30, between the Multnomah County border and the South Scappoose Urban Growth Boundary, which is expected to operate slightly over the mobility target for the segment. In addition, while forecasts indicate the Berg Road, Heath Road and Old Rainier Road intersections with US 30 are expected to meet existing OHP mobility target for overall intersection performance, the side roadways at these intersections will experience a high level of delay (equal to a level of service of 'F').

A signal warrant analysis was performed for the unsignalized study intersections with side roads that are forecasted to experience a high level of delay (equal to a level of service of 'F'), including the Berg Road, Heath Road and Old Rainier Road intersections with US 30, to determine if side road traffic volumes will be high enough to justify (i.e., warrant) the construction of traffic signals by 2035. In addition, a signal warrant was assessed at the US 30/Church Road intersection, which is not a study intersection but was reviewed since traffic volumes collected were higher than those at the nearby Berg Road intersection, which experiences a high level of delay for drivers at the US 30 approach.

For this analysis, TPAU's preliminary traffic signal warrants form[6] was utilized. TPAU uses the MUTCD Signal Warrants 1, Case A and Case B, which deal primarily with high volumes on the intersecting minor roadway and high volumes on the major roadway. Meeting preliminary signal warrants does not guarantee that a signal will be installed. Before a signal can be installed, a field warrant analysis is conducted by the Region. If warrants are met, the State Traffic Engineer will make the final decision on the installation of a signal.

The result of the analysis found that a traffic signal would not be warranted at any of the intersections by 2035 (see the appendix for more information).

Left-turn lane warrants were also assessed at the study intersections without left-turn lanes on the mainline (see the appendix for more information). It was determined that the left-turn lanes would provide little capacity benefit to the intersections. However, they would meet warrants at the Tide Creek Road, Nicolai Road, Neer City Road, and Woodson Road intersections with US 30 and would provide safety benefits by providing a place for decelerating left turning vehicles to move out of the path of through traffic. Keeping those vehicles out of the mainline could prevent rear-end collisions. Two of these intersections (Tide Creek Road and Neer City Road) were identified as high collision locations in Technical Memorandum #6.

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[6] Analysis Procedures Manual, TPAU

Safety Needs

Several locations were identified in Technical Memorandum #6 as high collision locations. With growing traffic volumes, these problematic areas likely will persist, and may even become progressively worse. Identified high collision locations include the two intersections and five roadway segments below:

Intersection Locations:

- US 30/Tide Creek Road (Unsignalized)
- US 30/Neer City Road (Unsignalized)

Roadway Segments Locations:

- OR 47 between Timber Road and Macdonald Road
- OR 47 between Scappoose-Vernonia Highway and North Vernonia UGB
- OR 47 between Apiary Road and Scappoose-Vernonia Highway
- OR 202 between Fishawk Road and OR 47
- Scappoose Vernonia Highway between OR 47 and Cater Road

Freight Needs

US 30 through Columbia County is a federally designated truck route, and is designated by ODOT as a statewide freight route and a reduction review route. The reduction review route designation requires the review of any proposed changes to US 30 to determine if there will be a reduction of vehicle-carrying capacity. Freight activity, currently about twelve percent of traffic along US 30, could increase by 2035, as much of the employment growth areas are adjacent to the highway.

As detailed in Technical Memorandum #6, US 30 through Columbia County is part of a corridor including Cornelius Pass Road, the Lewis and Clark Bridge over the Columbia River, SR 432, and SR 433 that is used by trucks traveling between Washington County and I-5 to the north. Increased congestion in the Portland metropolitan area may make this corridor a more reliable and attractive route for trucks in the future.

Bridge Needs

Three state bridges and two county bridges were identified in Technical Memorandum #6 as being structurally deficient. Furthermore, Columbia County has imposed weight restrictions on five bridges along major roadways (arterial and collectors), which can restrict the movement of freight. With growing traffic volumes, these problematic areas likely will persist, and may even become progressively worse. Of particular concern is the lack of alternate routes for motor vehicles, pedestrians and bicyclists should these structures fail in a seismic or other event.

Structurally deficient state bridges include:

- Along US 30 (Hwy 2W), over the Clatskanie River east of SE True Haak Road in Clatskanie.
- Along OR 47 (Hwy 102 MP 61.28), over the Nehalem River just west of Mist Drive in Vernonia.
- Along OR 47 (Hwy 102 MP 64.21), crossing Beaver Creek just north of Timber Road.

Structurally deficient county bridges include:

- Along Pebble Creek Road (classified as a minor collector), over Coon Creek south of Vernonia. This bridge is scheduled to be replaced in 2015.
- Along Pebble Creek Road (classified as a minor collector), over Pebble Creek south of Vernonia. This bridge is scheduled to be replaced in 2016.

Weight restricted county bridges include:

- Along Beaver Falls Road (classified as a major collector), over Beaver Creek (MP 9.28), west of Delena Mayger Road.
- Along Beaver Falls Road (classified as a major collector), over Beaver Creek (MP 9.48), east of Delena Mayger Road.
- Along Ross Road (classified as a major collector), over McNulty Creek, north of Millard Road in St Helens.
- Along Pebble Creek Road (classified as a minor collector), over Coon Creek south of Vernonia. This bridge is scheduled to be replaced in 2015.
- Along Pebble Creek Road (classified as a minor collector), over Pebble Creek south of Vernonia. This bridge is scheduled to be replaced in 2016.

Rail Needs

Increased rail use along the US 30 corridor could create a barrier through urban areas of Columbia County, including Columbia City, St. Helens, and Scappoose, at unpredictable and potentially extended periods of time. Required sounding of train horns can be a significant problem for those living close to the tracks. Motor vehicle delay, pedestrian and bicycle travel, and transit routes can all be impacted by longer, more frequent trains along the corridor, including at the Columbia Avenue, West Lane Road, Bennett Road, Millard Road, and Woodson Road crossings. Of particular concern is the potential for motor vehicle queuing for turns off US 30 when those turns are blocked by a train, as well as turns onto the highway from side roads. With growing traffic volumes and increased rail use, these issues likely will persist, and may even become progressively worse. Other rail needs include:

- **Emergency vehicle response:** Emergency response to situations on the other side of the tracks could become progressively worse with response vehicles blocked by potentially more and longer trains.
- **Safety of at-grade rail crossings:** Portland & Western Railroad applied for and was awarded funding for track improvements through Columbia County as part of the Connect Oregon II funding package. The project would have allowed track speeds to increase from 10 to 25 mph through portions of the county, however, the funds were returned as a result of the economic

recession. With the possibility of track improvements allowing for increased train speeds in the future, the need for safety improvements at rail crossings is enhanced.

Air, Pipeline, and Water Needs

No system investment needs have been identified for Columbia County's air, pipeline, or waterway, system through 2035. The county anticipates no investment for these systems in the foreseeable future.

Developing Transportation Solutions

Investments to address the needs of the transportation system through 2035 will be proposed in Technical Memorandum #12. The transportation solutions will be of two types. Those likely to be funded by 2035 will be in the Financially Constrained Transportation System. Projects not likely to be funded by 2035 will be in the Planned Transportation System. Columbia County must make investment decisions to develop a set of transportation improvements that will likely be funded to best meet identified needs through 2035.

Columbia County Transportation System Plan

Technical Memo #8:

Future Transportation Conditions and Needs

Appendix

Table A1: Intersection Operations (2035 Summer p.m. peak)

Study Intersection	Mobility Target (Major/Minor Approach)	Major Approach			Minor Approach		
		V/C	Delay	LOS	V/C	Delay	L
US 30 @ Berg Road	0.70/0.80	0.11	13.5	B	0.54	64.1	
US 30 @ Canaan Road	0.70/0.80	0.18	9.1	A	0.31	24.4	
US 30 @ Tide Creek Road	0.70/0.75	0.03	8.4	A	0.05	15.1	
US 30 @ Nicolai Road	0.70/0.80	0.43	8.4	A	0.43	38.8	
US 30 @ Neer City Road	0.70/0.75	0.02	8.3	A	0.07	18.0	
US 30 @ Graham Road	0.70/0.80	0.01	8.8	A	0.07	17.8	
US 30 @ Larson Road	0.70/0.75	0.02	11.6	B	0.39	29.0	
US 30 @ Heath Road	0.70/0.75	0.04	10.1	B	0.39	58.2	
US 30 @ Old Rainier Road	0.70/0.75	0.01	9.6	A	0.44	58.0	
US 30 @ Beaver Falls Road	0.70/0.75	0.01	8.9	A	0.23	34.1	
US 30 @ Delena Road	0.70/0.75	0.01	9.6	A	0.26	32.4	
US 30 @ Colvin Road	0.70/0.75	0.01	8.5	A	0.09	16.3	
US 30 @ Woodson Road	0.75/0.75	0.01	8.1	A	0.07	15.3	
OR 47 @ McDonald Road	0.75/0.75	0.01	7.7	A	0.03	10.2	
OR 47 @ Timber Road	0.75/0.75	0.01	7.4	A	0.06	11.0	
OR 47 @ Scappoose-Vernonia Hwy	0.75/0.75	0.01	7.4	A	0.06	9.4	
OR 47 @ Apiary Road	0.75/0.75	0.01	7.4	A	0.04	9.4	
OR 47 @ OR 202	0.75/0.75	0.02	7.4	A	0.03	8.9	
OR 202 @ Fishhawk Road	0.75/0.75	0.01	7.3	A	0.01	9.0	

Table A2: Highway Capacity Software Results (2035 Summer p.m. pea

Facility	Location	Begin Milepoint	End Milepoint	Mobility Target	NB/W V/C
US 30	South Columbia County Border - South Scappose UGB	18.37	19.35	0.70	**0.78**
US 30	North of Scappose UGB - South St Helens UGB	21.37	25.96	0.70	0.59
US 30	North St. Helens UGB - South Columbia City UGB	29.66	30.46	0.70	0.43
US 30	North Columbia City UGB - Canaan Rd	32.01	34.18	0.70	0.48
US 30	Canaan Rd - Tide Creek Rd	34.18	36.52	0.70	0.38
US 30	Tide Creek - Nicolai Rd	36.52	40.47	0.70	0.36
US 30	Nicolai Rd - Graham Rd	40.47	43.13	0.70	0.34
US 30	Graham Rd - East Rainier UGB	43.13	45.87	0.70	0.34
US 30	West Rainier UGB - Larson Rd	49.85	50.24	0.70	0.54
US 30	Larson Rd - Heath Rd	50.24	52.08	0.70	0.61
US 30	Heath Rd - Old Rainier Rd	52.08	53.09	0.70	0.52
US 30	Old Rainier Rd - Beaver Falls Rd	53.09	54.28	0.70	0.52
US 30	Beaver Falls Rd - East Clatskanie UGB	54.28	60.53	0.70	0.45
US 30	West Clatskanie UGB - Colvin Rd	62.41	63.70	0.70	0.29
US 30	Colvin Rd - Woodson Rd	63.70	67.94	0.70	0.29
US 30	Woodson Rd - West Columbia County Border	67.94	69.96	0.70	0.28
OR 47	Timber Rd - McDonald Rd	64.36	68.22	0.75	0.10
OR 47	McDonald Rd - South Columbia County Border	68.22	69.13	0.75	0.10
OR 47	South Vernonia UGB - Timber Rd	62.79	64.36	0.75	0.11
OR 47	Scappose Vernonia Hwy - North Vernonia UGB	57.11	60.39	0.75	0.05
OR 47	Apiary Rd - Scappose Vernonia Hwy	53.22	57.11	0.75	0.06
OR 47	OR 202 - Apiary Rd	46.14	53.22	0.75	0.03
OR 47	West Clatskanie UGB - OR 202	0	11.84	0.75	0.03
OR 202	West Columbia County - Fishhawk Rd	39.18	41.77	0.75	0.05
OR 202	Fishhawk Rd - OR 47	41.77	46.14	0.75	0.03
Scappoose-Vernonia Hwy	OR 47 - Cater Rd	0	14.33	0.75	0.04
Scappoose-Vernonia Hwy	Cater Rd - North Scappose UGB	14.33	19.81	0.75	0.03
Apiary Rd	Meissner Rd - OR 47	7.44	19.09	0.75	0.02
Apiary Rd	Old Rainier Rd - Fernhill Rd	1.00	6.57	0.75	0.02
Apiary Rd	Fern Hill Rd - Meissner Rd	6.57	7.44	0.75	0.02

Bold Red indicates the roadway segment exceeds mobility target

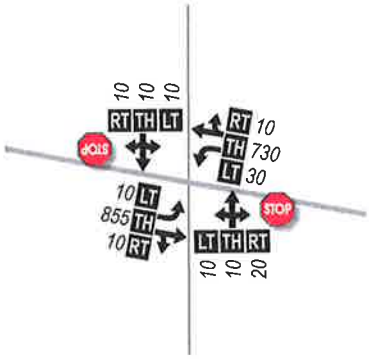
1 US 30 @ Berg Rd.

2 US 30 @ Canaan Rd.

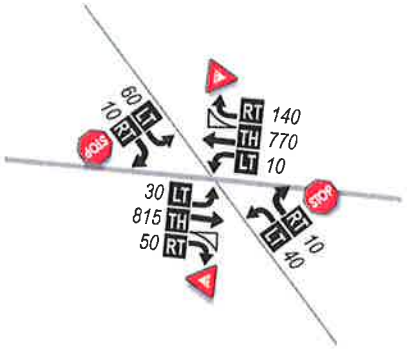
3 US 30 @ Tide Creek Rd.

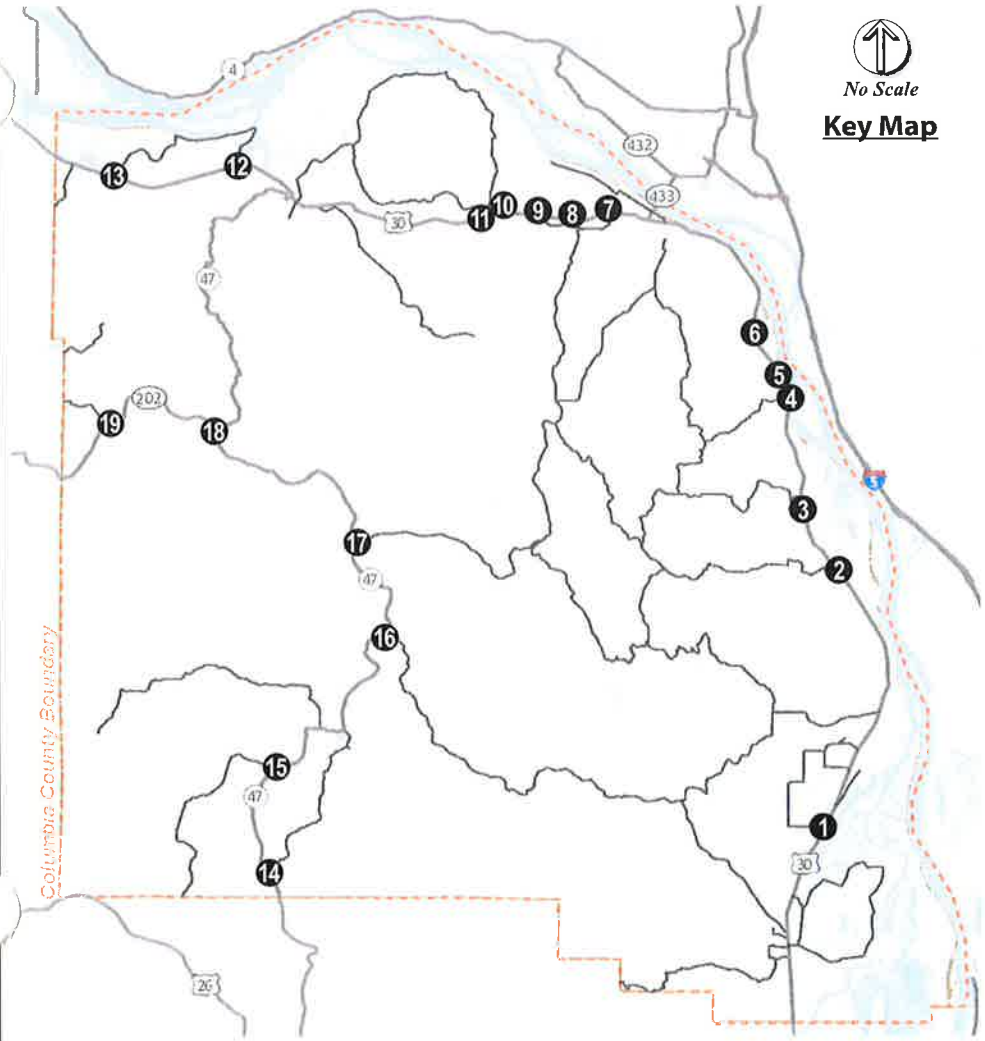
7 US 30 @ Larson Rd.

8 US 30 @ Heath Rd.

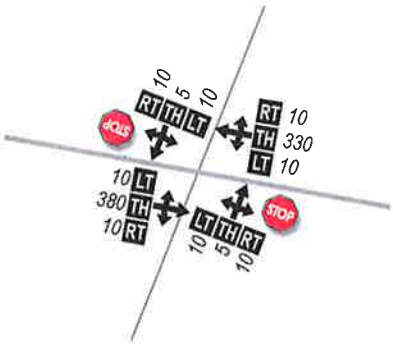


9 US 30 @ Old Rainier Rd.





13 US 30 @ Woodson Rd.



17 OR 47 @ Apiary Rd.

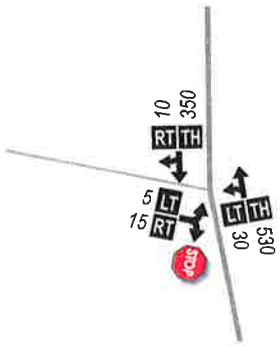
LEGEND

- # - Study Intersection
- STOP - Stop Sign
- Traffic Signal
- Yield Si
- Lane Co
- 000 - PM Pea
- LT TH RT - Volume
  Left • Thru • Right

1 US 30 @ Berg Rd.

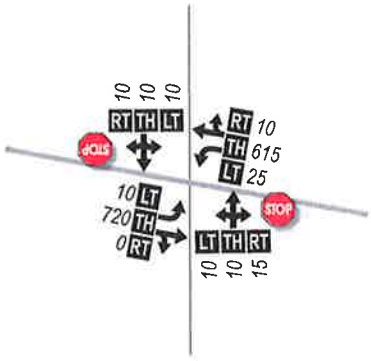
2 US 30 @ Canaan Rd.

3 US 30 @ Tide Creek Rd.

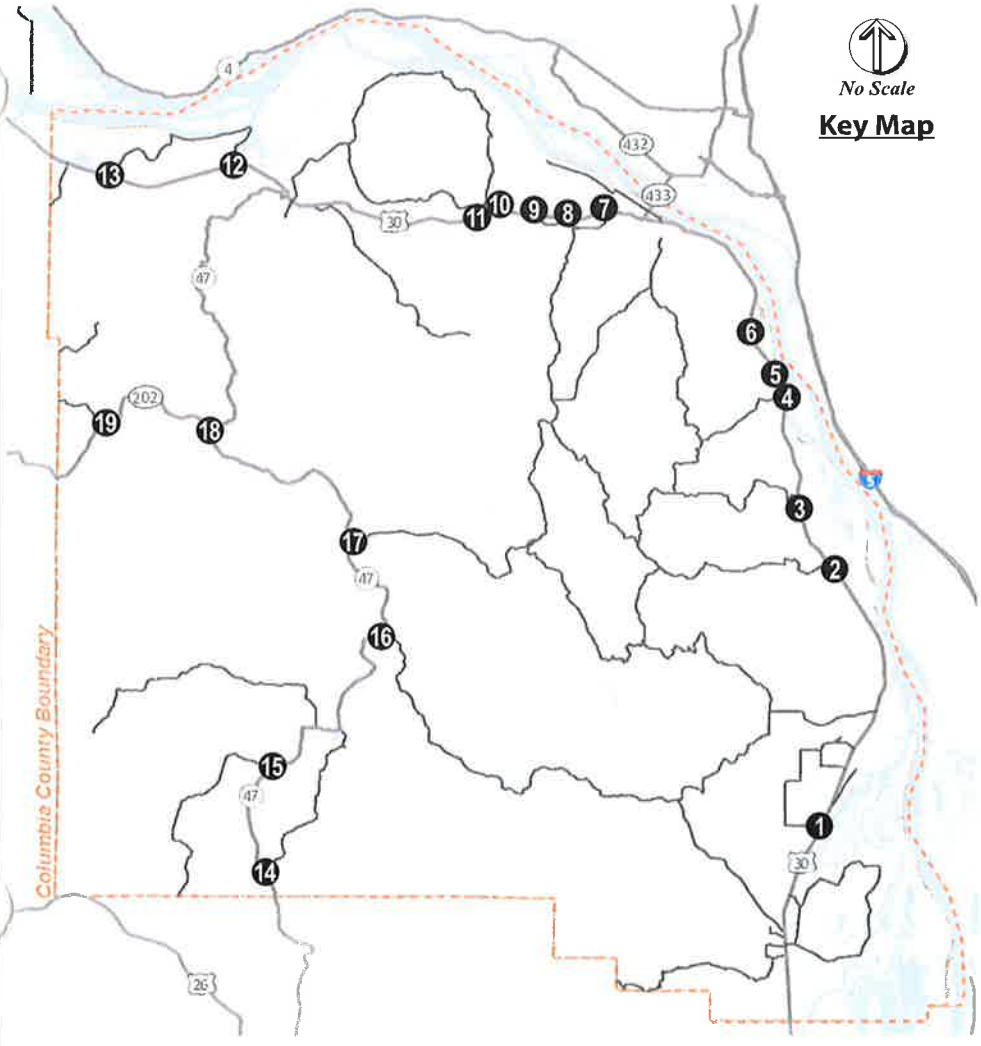


7 US 30 @ Larson Rd.

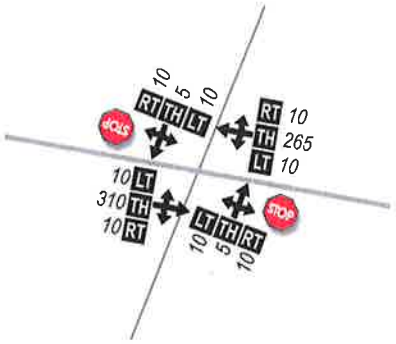
8 US 30 @ Heath Rd.



9 US 30 @ Old Rainier Rd.



13 US 30 @ Woodson Rd.



17 OR 47 @ Apiary Rd.

LEGEND

- # - Study Intersection
- STOP - Stop Sign
- Traffic Signal
- Yield Si
- Lane Cc
- 000 - PM Pea
- LT TH RT (Left•Thru•Right) - Volume

Intersection Operations Reports – Summer

Intersection	
Intersection Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	40	25	50	2465	1375	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	353	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	4	4
Mvmt Flow	42	26	53	2595	1447	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2850	724	1447	0	-	0
Stage 1	1447	-	-	-	-	-
Stage 2	1403	-	-	-	-	-
Follow-up Headway	4	3	2	-	-	-
Pot Capacity-1 Maneuver	# 14	373	474	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	# 12	373	474	-	-	-
Mov Capacity-2 Maneuver	88	-	-	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	175	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	64	0	0

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	474	-	125	-	-
HCM Lane V/C Ratio	0.111	-	0.547	-	-
HCM Control Delay (s)	13.541	-	64.1	-	-
HCM Lane LOS	B		F		
HCM 95th %tile Q(veh)	0.372	-	2.641	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	60	195	630	450	15
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	150	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	4	2	4	8	13
Mvmt Flow	21	63	205	663	474	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1548	476	474	0	-	0
Stage 1	474	-	-	-	-	-
Stage 2	1074	-	-	-	-	-
Follow-up Headway	4	3	2	-	-	-
Pot Capacity-1 Maneuver	127	585	1088	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	103	584	1086	-	-	-
Mov Capacity-2 Maneuver	103	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	269	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24	2	0

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1086	-	269	-	-
HCM Lane V/C Ratio	0.189	-	0.313	-	-
HCM Control Delay (s)	9.086	-	24.4	-	-
HCM Lane LOS	A		C		
HCM 95th %tile Q(veh)	0.695	-	1.295	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	15	40	650	430	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	18	0	3	7	0
Mvmt Flow	5	16	42	684	453	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1226	458	463	0	-	0
Stage 1	458	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Follow-up Headway	4	3	2	-	-	-
Pot Capacity-1 Maneuver	199	571	1109	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	187	571	1109	-	-	-
Mov Capacity-2 Maneuver	187	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	0	0

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1109	-	377	-	-
HCM Lane V/C Ratio	0.038	-	0.056	-	-
HCM Control Delay (s)	8.374	0	15.1	-	-
HCM Lane LOS	A	A	C		
HCM 95th %tile Q(veh)	0.118	-	0.177	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	40	10	25	10	10	10	45	600	15	10	415	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	0	0	0	0	100	0	4	14	0	7	4
Mvmt Flow	42	11	26	11	11	11	47	632	16	11	437	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1224	1221	458	1231	1234	639	479	0	0	647	0	0
Stage 1	479	479	-	734	734	-	-	-	-	-	-	-
Stage 2	745	742	-	497	500	-	-	-	-	-	-	-
Follow-up Headway	4	4	3	4	4	4	2	-	-	2	-	-
Pot Capacity-1 Maneuver	150	181	607	156	178	339	1094	-	-	948	-	-
Stage 1	553	558	-	415	429	-	-	-	-	-	-	-
Stage 2	394	425	-	559	546	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	130	166	607	133	163	339	1094	-	-	948	-	-
Mov Capacity-2 Maneuver	130	166	-	133	163	-	-	-	-	-	-	-
Stage 1	516	549	-	387	400	-	-	-	-	-	-	-
Stage 2	347	397	-	516	537	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39	29	1	0

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	183	181	948	-	-
HCM Lane V/C Ratio	0.043	-	-	0.431	0.174	0.011	-	-
HCM Control Delay (s)	8.44	0	-	38.8	29	8.84	0	-
HCM Lane LOS	A	A		E	D	A	A	
HCM 95th %tile Q(veh)	0.136	-	-	1.976	0.614	0.034	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	10	25	610	435	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	50	0	6	6	17
Mvmt Flow	11	11	26	642	458	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1158	463	468	0	-	0
Stage 1	463	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Follow-up Headway	4	4	2	-	-	-
Pot Capacity-1 Maneuver	219	511	1104	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	211	511	1104	-	-	-
Mov Capacity-2 Maneuver	211	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	0

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1104	-	299	-	-
HCM Lane V/C Ratio	0.024	-	0.07	-	-
HCM Control Delay (s)	8.34	0	18	-	-
HCM Lane LOS	A	A	C		
HCM 95th %tile Q(veh)	0.073	-	0.226	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	10	600	10	10	460
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	127	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	11	11	632	11	11	484

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1142	637	0	0	642	0
Stage 1	637	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Follow-up Headway	4	3	-	-	2	-
Pot Capacity-1 Maneuver	224	481	-	-	952	-
Stage 1	531	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	221	481	-	-	952	-
Mov Capacity-2 Maneuver	221	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18	0	0

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	303	952	-
HCM Lane V/C Ratio	-	-	0.069	0.011	-
HCM Control Delay (s)	-	-	17.8	8.824	-
HCM Lane LOS			C	A	
HCM 95th %tile Q(veh)	-	-	0.223	0.034	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	80	865	25	140	775
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yeild	-	Yeild
Storage Length	0	-	-	-	123	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	10	5	0	6	5
Mvmt Flow	11	84	911	26	147	816

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1614	911	0	0	911	0
Stage 1	911	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Follow-up Headway	4	3	-	-	2	-
Pot Capacity-1 Maneuver	106	317	-	-	731	-
Stage 1	395	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	85	317	-	-	731	-
Mov Capacity-2 Maneuver	85	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	365	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29	0	2

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	243	731	-
HCM Lane V/C Ratio	-	-	0.39	0.202	-
HCM Control Delay (s)	-	-	29	11.164	-
HCM Lane LOS			D	B	
HCM 95th %tile Q(veh)	-	-	1.751	0.75	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	855	10	30	730	10	10	10	20	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	167	-	-	161	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	5	0	6	5	0	0	0	0	0	0	0
Mvmt Flow	11	900	11	32	768	11	11	11	21	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	779	0	0	911	0	0	1773	1768	905	1779	1769	774
Stage 1	-	-	-	-	-	-	926	926	-	837	837	-
Stage 2	-	-	-	-	-	-	847	842	-	942	932	-
Follow-up Headway	2	-	-	2	-	-	4	4	3	4	4	3
Pot Capacity-1 Maneuver	847	-	-	731	-	-	65	84	338	65	84	402
Stage 1	-	-	-	-	-	-	325	350	-	364	385	-
Stage 2	-	-	-	-	-	-	359	383	-	318	348	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	847	-	-	731	-	-	54	79	338	52	79	402
Mov Capacity-2 Maneuver	-	-	-	-	-	-	54	79	-	52	79	-
Stage 1	-	-	-	-	-	-	321	345	-	359	368	-
Stage 2	-	-	-	-	-	-	325	366	-	285	343	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	58	68

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	108	847	-	-	731	-	-	87
HCM Lane V/C Ratio	0.39	0.012	-	-	0.043	-	-	0.363
HCM Control Delay (s)	58.2	9.304	-	-	10.147	-	-	68.3
HCM Lane LOS	F	A			B			F
HCM 95th %tile Q(veh)	1.604	0.038	-	-	0.135	-	-	1.419

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	825	50	10	770	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	None
Storage Length	-	100	162	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	0	5	0	0
Mvmt Flow	868	53	11	811	42	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	868	0	1700	868
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	832	-
Follow-up Headway	-	-	2	-	4	3
Pot Capacity-1 Maneuver	-	-	785	-	102	355
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	431	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	785	-	101	355
Mov Capacity-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	425	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	58

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	118	-	-	785	-
HCM Lane V/C Ratio	0.446	-	-	0.013	-
HCM Control Delay (s)	58	-	-	9.648	-
HCM Lane LOS	F			A	
HCM 95th %tile Q(veh)	1.95	-	-	0.041	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	745	585	45	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	5	5	0	0	0
Mvmt Flow	11	784	616	47	32	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	663	0	-	0	1444	639
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	805	-
Follow-up Headway	2	-	-	-	4	3
Pot Capacity-1 Maneuver	935	-	-	-	147	480
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	443	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	935	-	-	-	144	480
Mov Capacity-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	434	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	34

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	935	-	-	-	160
HCM Lane V/C Ratio	0.011	-	-	-	0.23
HCM Control Delay (s)	8.894	0	-	-	34.1
HCM Lane LOS	A	A			D
HCM 95th %tile Q(veh)	0.034	-	-	-	0.85

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	715	15	60	530	10	10	10	25	10	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yeild	-	-	Yeild	-	-	None	-	-	None
Storage Length	183	-	150	167	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	6	0	3	5	0	0	0	0	0	0	0
Mvmt Flow	16	753	16	63	558	11	11	11	26	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	753	0	0	1476	1468	753	1487	1468	558
Stage 1	-	-	-	-	-	-	784	784	-	684	684	-
Stage 2	-	-	-	-	-	-	692	684	-	803	784	-
Follow-up Headway	2	-	-	2	-	-	4	4	3	4	4	3
Pot Capacity-1 Maneuver	1023	-	-	852	-	-	105	129	413	104	129	533
Stage 1	-	-	-	-	-	-	389	407	-	442	452	-
Stage 2	-	-	-	-	-	-	437	452	-	380	407	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1023	-	-	852	-	-	93	118	413	85	118	533
Mov Capacity-2 Maneuver	-	-	-	-	-	-	93	118	-	85	118	-
Stage 1	-	-	-	-	-	-	383	401	-	435	419	-
Stage 2	-	-	-	-	-	-	392	419	-	341	401	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	32	37

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	1023	-	-	852	-	-	140
HCM Lane V/C Ratio	0.266	0.015	-	-	0.074	-	-	0.188
HCM Control Delay (s)	32.4	8.574	-	-	9.563	-	-	36.6
HCM Lane LOS	D	A			A			E
HCM 95th %tile Q(veh)	1.024	0.047	-	-	0.24	-	-	0.663

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	410	5	10	350	15	5	5	10	15	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	90	-	-	90	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	0	20	8	0	0	0	0	0	0	0
Mvmt Flow	5	432	5	11	368	16	5	5	11	16	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	432	0	0	839	831	432	839	831	368
Stage 1	-	-	-	-	-	-	442	442	-	389	389	-
Stage 2	-	-	-	-	-	-	397	389	-	450	442	-
Follow-up Headway	2	-	-	2	-	-	4	4	3	4	4	3
Pot Capacity-1 Maneuver	1202	-	-	1038	-	-	288	307	628	288	307	682
Stage 1	-	-	-	-	-	-	598	580	-	639	612	-
Stage 2	-	-	-	-	-	-	633	612	-	592	580	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1202	-	-	1038	-	-	276	301	628	275	301	682
Mov Capacity-2 Maneuver	-	-	-	-	-	-	276	301	-	275	301	-
Stage 1	-	-	-	-	-	-	595	577	-	636	603	-
Stage 2	-	-	-	-	-	-	609	603	-	574	577	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15	16

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	1202	-	-	1038	-	-	350
HCM Lane V/C Ratio	0.053	0.004	-	-	0.01	-	-	0.09
HCM Control Delay (s)	14.6	8.008	0	-	8.504	0	-	16.3
HCM Lane LOS	B	A	A		A	A		C
HCM 95th %tile Q(veh)	0.168	0.013	-	-	0.031	-	-	0.295

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined