

Attachment A: 24-Hour Traffic Counts

Type of report: Tube Count - Speed Data

LOCATION: NE Evans St north of NE 3rd St SPECIFIC LOCATION: CITY/STATE: McMinnville, OR															QC JOB #: 16348625 DIRECTION: NB DATE: Oct 3 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
01:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1-10	1
04:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
05:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
06:00 AM	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	21-30	2
07:00 AM	5	21	12	1	0	0	0	0	0	0	0	0	0	0	39	16-25	33
08:00 AM	9	16	14	2	0	0	0	0	0	0	0	0	0	0	41	16-25	30
09:00 AM	18	10	2	1	0	0	0	0	0	0	0	0	0	0	31	11-20	16
10:00 AM	20	19	3	0	0	0	0	0	0	0	0	0	0	0	42	11-20	26
11:00 AM	19	17	8	1	0	0	0	0	0	0	0	0	0	0	45	16-25	25
12:00 PM	29	28	10	0	0	0	0	0	0	0	0	0	0	0	67	16-25	38
01:00 PM	20	24	5	1	0	0	0	0	0	0	0	0	0	0	50	11-20	31
02:00 PM	24	29	6	0	0	0	0	0	0	0	0	0	0	0	59	11-20	37
03:00 PM	26	36	11	0	0	0	0	0	0	0	0	0	0	0	73	16-25	47
04:00 PM	11	26	11	1	0	0	0	0	0	0	0	0	0	0	49	16-25	37
05:00 PM	18	22	13	2	0	0	0	0	0	0	0	0	0	0	55	16-25	35
06:00 PM	22	21	3	1	0	0	0	0	0	0	0	0	0	0	47	11-20	28
07:00 PM	8	8	1	1	0	0	0	0	0	0	0	0	0	0	18	11-20	11
08:00 PM	5	13	5	0	0	0	0	0	0	0	0	0	0	0	23	16-25	18
09:00 PM	4	6	3	0	0	0	0	0	0	0	0	0	0	0	13	16-25	9
10:00 PM	1	2	4	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6
11:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
Day Total	243	300	119	12	0	0	0	0	0	0	0	0	0	0	674	16-25	419
Percent	36.1%	44.5%	17.7%	1.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	10:00 AM 20	7:00 AM 21	8:00 AM 14	8:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 45		
PM Peak Volume	12:00 PM 29	3:00 PM 36	5:00 PM 13	5:00 PM 2	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	3:00 PM 73		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: NE Evans St north of NE 3rd St															QC JOB #: 16348625		
SPECIFIC LOCATION:															DIRECTION: NB		
CITY/STATE: McMinnville, OR															DATE: Oct 3 2023		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	243	300	119	12	0	0	0	0	0	0	0	0	0	0	674	16-25	419
Percent	36.1%	44.5%	17.7%	1.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	36.1%	80.6%	98.2%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 674															85th Percentile: 21 MPH Mean Speed(Average): 16 MPH Median: 16 MPH Mode: 18 MPH		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

LOCATION: NE Evans St north of NE 3rd St

QC JOB #: 16348625

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: McMinnville, OR

DATE: Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
04:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
07:00 AM	0	23	12	0	3	0	1	0	0	0	0	0	0	0	39
08:00 AM	0	22	14	0	3	0	0	0	0	0	0	0	0	2	41
09:00 AM	0	14	11	0	2	0	0	0	0	0	0	0	0	4	31
10:00 AM	0	21	11	1	4	0	0	0	0	0	0	0	0	5	42
11:00 AM	0	23	12	1	6	0	0	0	0	0	0	0	0	3	45
12:00 PM	0	48	12	1	3	0	0	0	0	0	0	0	0	3	67
01:00 PM	0	27	13	0	8	0	0	0	0	0	0	0	0	2	50
02:00 PM	0	38	9	0	5	0	0	0	0	0	0	0	0	7	59
03:00 PM	0	48	15	0	3	0	0	0	0	0	0	0	0	7	73
04:00 PM	0	31	15	0	2	0	0	0	0	0	0	0	0	1	49
05:00 PM	0	35	12	0	4	0	0	0	0	0	0	0	0	4	55
06:00 PM	0	26	15	0	2	0	0	0	0	0	0	0	0	4	47
07:00 PM	0	10	3	0	4	0	0	0	0	0	0	0	0	1	18
08:00 PM	0	15	7	0	0	0	0	0	0	0	0	0	0	1	23
09:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	3	13
10:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	0	403	169	3	50	0	1	0	0	0	0	0	0	48	674
Percent	0%	59.8%	25.1%	0.4%	7.4%	0%	0.1%	0%	0%	0%	0%	0%	0%	7.1%	
ADT 674															
AM Peak Volume	12:00 AM 0	7:00 AM 23	8:00 AM 14	10:00 AM 1	11:00 AM 6	12:00 AM 0	7:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	10:00 AM 5	11:00 AM 45
PM Peak Volume	12:00 PM 0	12:00 PM 48	3:00 PM 15	12:00 PM 1	1:00 PM 8	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	2:00 PM 7	3:00 PM 73

Comments:

LOCATION: NE Evans St north of NE 3rd St**QC JOB #:** 16348625**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** McMinnville, OR**DATE:** Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	403	169	3	50	0	1	0	0	0	0	0	0	48	674
Percent	0%	59.8%	25.1%	0.4%	7.4%	0%	0.1%	0%	0%	0%	0%	0%	0%	7.1%	
ADT 674															

Comments:

Type of report: Tube Count - Volume Data

LOCATION: NE Evans St north of NE 3rd St							QC JOB #: 16348625			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: McMinnville, OR							DATE: Oct 3 2023 - Oct 3 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		3 Oct 23				Hourly Traffic			Hourly Traffic	
12:00 AM		1				1			1	
01:00 AM		2				2			2	
02:00 AM		0				0			0	
03:00 AM		2				2			2	
04:00 AM		2				2			2	
05:00 AM		2				2			2	
06:00 AM		3				3			3	
07:00 AM		39				39			39	
08:00 AM		41				41			41	
09:00 AM		31				31			31	
10:00 AM		42				42			42	
11:00 AM		45				45			45	
12:00 PM		67				67			67	
01:00 PM		50				50			50	
02:00 PM		59				59			59	
03:00 PM		73				73			73	
04:00 PM		49				49			49	
05:00 PM		55				55			55	
06:00 PM		47				47			47	
07:00 PM		18				18			18	
08:00 PM		23				23			23	
09:00 PM		13				13			13	
10:00 PM		7				7			7	
11:00 PM		3				3			3	
Day Total	674					674			674	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak Volume	11:00 AM 45					11:00 AM 45			11:00 AM 45	
PM Peak Volume	3:00 PM 73					3:00 PM 73			3:00 PM 73	
Comments:										

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: NE Evans St north of NE 3rd St SPECIFIC LOCATION: CITY/STATE: McMinnville, OR															QC JOB #: 16348625 DIRECTION: NB, SB DATE: Oct 3 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	5	2	0	0	0	0	0	0	0	0	0	0	0	9	16-25	7
01:00 AM	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	16-25	2
02:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	1
03:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1-10	1
04:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
05:00 AM	2	4	2	0	0	0	0	0	0	0	0	0	0	0	8	16-25	6
06:00 AM	3	2	3	2	0	0	0	0	0	0	0	0	0	0	10	18-27	5
07:00 AM	10	36	21	1	0	0	0	0	0	0	0	0	0	0	68	16-25	57
08:00 AM	24	59	28	2	0	0	0	0	0	0	0	0	0	0	113	16-25	87
09:00 AM	42	38	7	1	0	0	0	0	0	0	0	0	0	0	88	11-20	52
10:00 AM	49	64	12	0	0	0	0	0	0	0	0	0	0	0	125	11-20	80
11:00 AM	47	64	16	1	0	0	0	0	0	0	0	0	0	0	128	16-25	80
12:00 PM	62	66	19	1	0	0	0	0	0	0	0	0	0	0	148	11-20	87
01:00 PM	48	52	13	1	0	0	0	0	0	0	0	0	0	0	114	11-20	68
02:00 PM	58	63	13	0	0	0	0	0	0	0	0	0	0	0	134	11-20	82
03:00 PM	64	83	20	1	0	0	0	0	0	0	0	0	0	0	168	11-20	104
04:00 PM	51	69	20	1	0	0	0	0	0	0	0	0	0	0	141	16-25	89
05:00 PM	51	66	24	3	0	0	0	0	0	0	0	0	0	0	144	16-25	90
06:00 PM	57	60	6	1	0	0	0	0	0	0	0	0	0	0	124	11-20	79
07:00 PM	29	36	3	1	0	0	0	0	0	0	0	0	0	0	69	11-20	46
08:00 PM	12	35	6	0	0	0	0	0	0	0	0	0	0	0	53	16-25	41
09:00 PM	8	20	6	0	0	0	0	0	0	0	0	0	0	0	34	16-25	26
10:00 PM	2	10	9	0	0	0	0	0	0	0	0	0	0	0	21	16-25	19
11:00 PM	2	1	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25	4
Day Total	628	839	236	16	0	0	0	0	0	0	0	0	0	0	1719	16-25	1075
Percent	36.5%	48.8%	13.7%	0.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	10:00 AM 49	10:00 AM 64	8:00 AM 28	6:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 128		
PM Peak Volume	3:00 PM 64	3:00 PM 83	5:00 PM 24	5:00 PM 3	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	3:00 PM 168		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: NE Evans St north of NE 3rd St														QC JOB #: 16348625			
SPECIFIC LOCATION:														DIRECTION: NB, SB			
CITY/STATE: McMinnville, OR														DATE: Oct 3 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	628	839	236	16	0	0	0	0	0	0	0	0	0	0	1719	16-25	1075
Percent	36.5%	48.8%	13.7%	0.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	36.5%	85.3%	99.1%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 1719															85th Percentile: 19 MPH Mean Speed(Average): 16 MPH Median: 16 MPH Mode: 18 MPH		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

LOCATION: NE Evans St north of NE 3rd St

QC JOB #: 16348625

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: McMinnville, OR

DATE: Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	2	9
01:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
02:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
04:00 AM	0	1	3	0	2	0	0	0	0	0	0	0	0	0	6
05:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
06:00 AM	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
07:00 AM	0	38	16	1	10	1	2	0	0	0	0	0	0	0	68
08:00 AM	1	68	29	0	10	0	0	1	0	0	0	0	0	4	113
09:00 AM	0	49	26	1	7	0	0	0	0	0	0	0	0	5	88
10:00 AM	0	79	26	1	9	0	0	0	1	0	0	0	0	9	125
11:00 AM	0	80	29	1	13	0	0	0	1	0	0	0	0	4	128
12:00 PM	0	108	26	1	8	0	0	0	0	0	0	0	0	5	148
01:00 PM	1	70	26	0	12	0	0	0	0	0	0	0	0	5	114
02:00 PM	0	95	18	0	12	0	0	0	0	0	0	0	0	9	134
03:00 PM	0	118	31	1	11	0	0	0	0	0	0	0	0	7	168
04:00 PM	1	94	34	0	8	0	0	1	0	0	0	0	0	3	141
05:00 PM	1	85	39	0	10	0	0	0	0	0	0	0	0	9	144
06:00 PM	0	83	28	0	5	0	0	0	0	0	0	0	0	8	124
07:00 PM	0	45	14	0	9	0	0	0	0	0	0	0	0	1	69
08:00 PM	0	36	13	0	1	0	0	0	0	0	0	0	0	3	53
09:00 PM	0	22	7	1	0	0	0	0	0	0	0	0	0	4	34
10:00 PM	0	15	5	0	1	0	0	0	0	0	0	0	0	0	21
11:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
Day Total	4	1108	384	7	130	1	2	2	2	0	0	0	0	79	1719
Percent	0.2%	64.5%	22.3%	0.4%	7.6%	0.1%	0.1%	0.1%	0.1%	0%	0%	0%	0%	4.6%	
ADT 1719															
AM Peak Volume	8:00 AM 1	11:00 AM 80	8:00 AM 29	7:00 AM 1	11:00 AM 13	7:00 AM 1	7:00 AM 2	8:00 AM 1	10:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	10:00 AM 9	11:00 AM 128
PM Peak Volume	1:00 PM 1	3:00 PM 118	5:00 PM 39	12:00 PM 1	1:00 PM 12	12:00 PM 0	12:00 PM 0	4:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	2:00 PM 9	3:00 PM 168

Comments:

LOCATION: NE Evans St north of NE 3rd St**QC JOB #:** 16348625**SPECIFIC LOCATION:****DIRECTION:** NB, SB**CITY/STATE:** McMinnville, OR**DATE:** Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	4	1108	384	7	130	1	2	2	2	0	0	0	0	79	1719
Percent	0.2%	64.5%	22.3%	0.4%	7.6%	0.1%	0.1%	0.1%	0.1%	0%	0%	0%	0%	4.6%	
ADT 1719															

Comments:

Type of report: Tube Count - Volume Data

LOCATION: NE Evans St north of NE 3rd St										QC JOB #: 16348625	
SPECIFIC LOCATION:										DIRECTION: NB, SB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon 3 Oct 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM	9					9			9		
01:00 AM	4					4			4		
02:00 AM	2					2			2		
03:00 AM	2					2			2		
04:00 AM	6					6			6		
05:00 AM	8					8			8		
06:00 AM	10					10			10		
07:00 AM	68					68			68		
08:00 AM	113					113			113		
09:00 AM	88					88			88		
10:00 AM	125					125			125		
11:00 AM	128					128			128		
12:00 PM	148					148			148		
01:00 PM	114					114			114		
02:00 PM	134					134			134		
03:00 PM	168					168			168		
04:00 PM	141					141			141		
05:00 PM	144					144			144		
06:00 PM	124					124			124		
07:00 PM	69					69			69		
08:00 PM	53					53			53		
09:00 PM	34					34			34		
10:00 PM	21					21			21		
11:00 PM	6					6			6		
Day Total	1719					1719			1719		
% Weekday Average	100%										
% Week Average	100%					100%					
AM Peak Volume	11:00 AM 128					11:00 AM 128			11:00 AM 128		
PM Peak Volume	3:00 PM 168					3:00 PM 168			3:00 PM 168		
Comments:											

Report generated on 10/10/2023 11:19 AM

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Type of report: Tube Count - Speed Data

LOCATION: NE Evans St north of NE 3rd St SPECIFIC LOCATION: CITY/STATE: McMinnville, OR															QC JOB #: 16348625 DIRECTION: SB DATE: Oct 3 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	5	1	0	0	0	0	0	0	0	0	0	0	0	8	16-25	6
01:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	1
02:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
05:00 AM	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	5
06:00 AM	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7	16-25	4
07:00 AM	5	15	9	0	0	0	0	0	0	0	0	0	0	0	29	16-25	24
08:00 AM	15	43	14	0	0	0	0	0	0	0	0	0	0	0	72	16-25	57
09:00 AM	24	28	5	0	0	0	0	0	0	0	0	0	0	0	57	11-20	36
10:00 AM	29	45	9	0	0	0	0	0	0	0	0	0	0	0	83	11-20	55
11:00 AM	28	47	8	0	0	0	0	0	0	0	0	0	0	0	83	11-20	56
12:00 PM	33	38	9	1	0	0	0	0	0	0	0	0	0	0	81	11-20	49
01:00 PM	28	28	8	0	0	0	0	0	0	0	0	0	0	0	64	11-20	37
02:00 PM	34	34	7	0	0	0	0	0	0	0	0	0	0	0	75	11-20	45
03:00 PM	38	47	9	1	0	0	0	0	0	0	0	0	0	0	95	11-20	60
04:00 PM	40	43	9	0	0	0	0	0	0	0	0	0	0	0	92	11-20	56
05:00 PM	33	44	11	1	0	0	0	0	0	0	0	0	0	0	89	14-23	55
06:00 PM	35	39	3	0	0	0	0	0	0	0	0	0	0	0	77	11-20	51
07:00 PM	21	28	2	0	0	0	0	0	0	0	0	0	0	0	51	11-20	35
08:00 PM	7	22	1	0	0	0	0	0	0	0	0	0	0	0	30	11-20	24
09:00 PM	4	14	3	0	0	0	0	0	0	0	0	0	0	0	21	16-25	17
10:00 PM	1	8	5	0	0	0	0	0	0	0	0	0	0	0	14	16-25	13
11:00 PM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1-10	1
Day Total	385	539	117	4	0	0	0	0	0	0	0	0	0	0	1045	11-20	667
Percent	36.8%	51.6%	11.2%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	10:00 AM 29	11:00 AM 47	8:00 AM 14	6:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	10:00 AM 83		
PM Peak Volume	4:00 PM 40	3:00 PM 47	5:00 PM 11	12:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	3:00 PM 95		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: NE Evans St north of NE 3rd St														QC JOB #: 16348625			
SPECIFIC LOCATION:														DIRECTION: SB			
CITY/STATE: McMinnville, OR														DATE: Oct 3 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	385	539	117	4	0	0	0	0	0	0	0	0	0	0	1045	11-20	667
Percent	36.8%	51.6%	11.2%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	36.8%	88.4%	99.6%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 1045															85th Percentile: 19 MPH Mean Speed(Average): 16 MPH Median: 16 MPH Mode: 18 MPH		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

LOCATION: NE Evans St north of NE 3rd St

QC JOB #: 16348625

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: McMinnville, OR

DATE: Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	2	8
01:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
05:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
06:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
07:00 AM	0	15	4	1	7	1	1	0	0	0	0	0	0	0	29
08:00 AM	1	46	15	0	7	0	0	1	0	0	0	0	0	2	72
09:00 AM	0	35	15	1	5	0	0	0	0	0	0	0	0	1	57
10:00 AM	0	58	15	0	5	0	0	0	1	0	0	0	0	4	83
11:00 AM	0	57	17	0	7	0	0	0	1	0	0	0	0	1	83
12:00 PM	0	60	14	0	5	0	0	0	0	0	0	0	0	2	81
01:00 PM	1	43	13	0	4	0	0	0	0	0	0	0	0	3	64
02:00 PM	0	57	9	0	7	0	0	0	0	0	0	0	0	2	75
03:00 PM	0	70	16	1	8	0	0	0	0	0	0	0	0	0	95
04:00 PM	1	63	19	0	6	0	0	1	0	0	0	0	0	2	92
05:00 PM	1	50	27	0	6	0	0	0	0	0	0	0	0	5	89
06:00 PM	0	57	13	0	3	0	0	0	0	0	0	0	0	4	77
07:00 PM	0	35	11	0	5	0	0	0	0	0	0	0	0	0	51
08:00 PM	0	21	6	0	1	0	0	0	0	0	0	0	0	2	30
09:00 PM	0	14	5	1	0	0	0	0	0	0	0	0	0	1	21
10:00 PM	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
11:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	4	705	215	4	80	1	1	2	2	0	0	0	0	31	1045
Percent	0.4%	67.5%	20.6%	0.4%	7.7%	0.1%	0.1%	0.2%	0.2%	0%	0%	0%	0%	3%	
ADT 1045															
AM Peak Volume	8:00 AM 1	10:00 AM 58	11:00 AM 17	7:00 AM 1	7:00 AM 7	7:00 AM 1	7:00 AM 1	8:00 AM 1	10:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	10:00 AM 4	10:00 AM 83
PM Peak Volume	1:00 PM 1	3:00 PM 70	5:00 PM 27	3:00 PM 1	3:00 PM 8	12:00 PM 0	12:00 PM 0	4:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 5	3:00 PM 95
Comments:															

Comments:

LOCATION: NE Evans St north of NE 3rd St**QC JOB #:** 16348625**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** McMinnville, OR**DATE:** Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	4	705	215	4	80	1	1	2	2	0	0	0	0	31	1045
Percent	0.4%	67.5%	20.6%	0.4%	7.7%	0.1%	0.1%	0.2%	0.2%	0%	0%	0%	0%	3%	
ADT 1045															

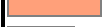
Comments:

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: NE Evans St north of NE 3rd St										QC JOB #: 16348625	
SPECIFIC LOCATION:										DIRECTION: SB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		3 Oct 23				Hourly Traffic			Hourly Traffic		
12:00 AM		8				8			8		
01:00 AM		2				2			2		
02:00 AM		2				2			2		
03:00 AM		0				0			0		
04:00 AM		4				4			4		
05:00 AM		6				6			6		
06:00 AM		7				7			7		
07:00 AM		29				29			29		
08:00 AM		72				72			72		
09:00 AM		57				57			57		
10:00 AM		83				83			83		
11:00 AM		83				83			83		
12:00 PM		81				81			81		
01:00 PM		64				64			64		
02:00 PM		75				75			75		
03:00 PM		95				95			95		
04:00 PM		92				92			92		
05:00 PM		89				89			89		
06:00 PM		77				77			77		
07:00 PM		51				51			51		
08:00 PM		30				30			30		
09:00 PM		21				21			21		
10:00 PM		14				14			14		
11:00 PM		3				3			3		
Day Total		1045				1045			1045		
% Weekday Average		100%									
% Week Average		100%				100%					
AM Peak Volume		10:00 AM 83				10:00 AM 83			10:00 AM 83		
PM Peak Volume		3:00 PM 95				3:00 PM 95			3:00 PM 95		
Comments:											

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: NE 3rd St east of NE Evans St SPECIFIC LOCATION: CITY/STATE: McMinnville, OR															QC JOB #: 16348626 DIRECTION: EB DATE: Oct 3 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
02:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
03:00 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	16-25	3
04:00 AM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5	18-27	4
05:00 AM	3	6	2	1	0	0	0	0	0	0	0	0	0	0	12	16-25	8
06:00 AM	6	10	9	2	0	0	0	0	0	0	0	0	0	0	27	16-25	19
07:00 AM	9	32	10	2	0	0	0	0	0	0	0	0	0	0	53	16-25	42
08:00 AM	28	40	9	0	0	0	0	0	0	0	0	0	0	0	77	11-20	49
09:00 AM	18	35	5	0	0	0	0	0	0	0	0	0	0	0	58	11-20	41
10:00 AM	27	44	7	2	0	0	0	0	0	0	0	0	0	0	80	11-20	53
11:00 AM	52	38	3	0	0	0	0	0	0	0	0	0	0	0	93	11-20	55
12:00 PM	53	38	3	0	0	0	0	0	0	0	0	0	0	0	94	11-20	56
01:00 PM	54	31	2	0	0	0	0	0	0	0	0	0	0	0	87	11-20	49
02:00 PM	58	37	2	0	0	0	0	0	0	0	0	0	0	0	97	11-20	56
03:00 PM	42	39	5	0	0	0	0	0	0	0	0	0	0	0	86	11-20	53
04:00 PM	63	50	4	0	0	0	0	0	0	0	0	0	0	0	117	11-20	71
05:00 PM	45	41	2	1	0	0	0	0	0	0	0	0	0	1	90	11-20	56
06:00 PM	59	22	7	0	0	0	0	0	0	0	0	0	0	0	88	11-20	42
07:00 PM	43	23	2	1	0	0	0	0	0	0	0	0	0	0	69	11-20	37
08:00 PM	13	19	3	2	0	0	0	0	0	0	0	0	0	0	37	11-20	23
09:00 PM	0	13	9	2	0	0	0	0	0	0	0	0	0	0	24	16-25	22
10:00 PM	4	13	3	0	0	0	0	0	0	0	0	0	0	0	20	16-25	16
11:00 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4
Day Total	579	540	97	15	0	0	0	0	0	0	0	0	0	1	1232	11-20	733
Percent	47%	43.8%	7.9%	1.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%			
AM Peak Volume	11:00 AM 52	10:00 AM 44	9:00 AM 10	8:00 AM 2	7:00 AM 0	6:00 AM 0	5:00 AM 0	4:00 AM 0	3:00 AM 0	2:00 AM 0	1:00 AM 0	12:00 AM 0	11:00 PM 0	10:00 PM 0	93		
PM Peak Volume	4:00 PM 63	3:00 PM 50	2:00 PM 9	1:00 PM 2	12:00 PM 0	11:00 AM 0	10:00 AM 0	9:00 AM 0	8:00 AM 0	7:00 AM 0	6:00 AM 0	5:00 AM 0	4:00 PM 0	3:00 PM 1	117		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: NE 3rd St east of NE Evans St														QC JOB #: 16348626			
SPECIFIC LOCATION:														DIRECTION: EB			
CITY/STATE: McMinnville, OR														DATE: Oct 3 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	579	540	97	15	0	0	0	0	0	0	0	0	0	1	1232	11-20	733
Percent	47%	43.8%	7.9%	1.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%			
Cumulative Percent	47%	90.8%	98.7%	99.9%	99.9%	99.9%	99.9%	99.9%	99.9%	99.9%	99.9%	99.9%	99.9%	100%			
ADT 1232															85th Percentile: 19 MPH Mean Speed(Average): 15 MPH Median: 15 MPH Mode: 8 MPH		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

LOCATION: NE 3rd St east of NE Evans St

QC JOB #: 16348626

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: McMinnville, OR

DATE: Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00 AM	0	6	2	0	4	0	0	0	0	0	0	0	0	0	12
06:00 AM	1	14	9	0	2	0	0	0	0	0	0	0	0	1	27
07:00 AM	0	36	8	0	8	0	0	0	1	0	0	0	0	0	53
08:00 AM	0	48	13	0	11	1	0	1	0	0	0	0	0	3	77
09:00 AM	0	43	6	1	5	0	0	0	0	0	0	0	0	3	58
10:00 AM	2	45	12	0	16	0	0	1	1	0	0	0	0	3	80
11:00 AM	2	59	15	0	11	0	0	1	0	0	0	0	0	5	93
12:00 PM	2	68	11	1	7	1	0	0	0	0	0	0	0	4	94
01:00 PM	3	57	18	0	6	1	0	0	0	0	0	0	0	2	87
02:00 PM	1	63	22	0	3	0	0	0	0	0	0	0	0	8	97
03:00 PM	2	58	12	0	8	2	0	1	0	0	0	0	0	3	86
04:00 PM	1	80	25	0	5	1	0	0	0	0	0	0	0	5	117
05:00 PM	4	56	14	0	8	0	0	0	0	0	0	0	0	8	90
06:00 PM	2	61	11	0	5	1	0	0	0	0	0	0	0	8	88
07:00 PM	0	51	14	0	2	0	0	0	0	0	0	0	0	2	69
08:00 PM	0	24	7	0	5	0	0	0	0	0	0	0	0	1	37
09:00 PM	0	16	7	0	1	0	0	0	0	0	0	0	0	0	24
10:00 PM	1	15	3	0	0	0	0	0	0	0	0	0	0	1	20
11:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Day Total	21	818	214	2	107	7	0	4	2	0	0	0	0	57	1232
Percent	1.7%	66.4%	17.4%	0.2%	8.7%	0.6%	0%	0.3%	0.2%	0%	0%	0%	0%	4.6%	
ADT 1232															
AM Peak Volume	10:00 AM	11:00 AM	11:00 AM	9:00 AM	10:00 AM	8:00 AM	12:00 AM	8:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
	2	59	15	1	16	1	0	1	1	0	0	0	0	5	93
PM Peak Volume	5:00 PM	4:00 PM	4:00 PM	12:00 PM	3:00 PM	3:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	4:00 PM
	4	80	25	1	8	2	0	1	0	0	0	0	0	8	117

Comments:

LOCATION: NE 3rd St east of NE Evans St**QC JOB #:** 16348626**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** McMinnville, OR**DATE:** Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	21	818	214	2	107	7	0	4	2	0	0	0	0	57	1232
Percent	1.7%	66.4%	17.4%	0.2%	8.7%	0.6%	0%	0.3%	0.2%	0%	0%	0%	0%	4.6%	
ADT 1232															

Comments:

Type of report: Tube Count - Volume Data

LOCATION: NE 3rd St east of NE Evans St							QC JOB #: 16348626			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: McMinnville, OR							DATE: Oct 3 2023 - Oct 3 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		3 Oct 23				Hourly Traffic			Hourly Traffic	
12:00 AM		6				6			6	
01:00 AM		1				1			1	
02:00 AM		2				2			2	
03:00 AM		4				4			4	
04:00 AM		5				5			5	
05:00 AM		12				12			12	
06:00 AM		27				27			27	
07:00 AM		53				53			53	
08:00 AM		77				77			77	
09:00 AM		58				58			58	
10:00 AM		80				80			80	
11:00 AM		93				93			93	
12:00 PM		94				94			94	
01:00 PM		87				87			87	
02:00 PM		97				97			97	
03:00 PM		86				86			86	
04:00 PM		117				117			117	
05:00 PM		90				90			90	
06:00 PM		88				88			88	
07:00 PM		69				69			69	
08:00 PM		37				37			37	
09:00 PM		24				24			24	
10:00 PM		20				20			20	
11:00 PM		5				5			5	
Day Total		1232				1232			1232	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		11:00 AM 93				11:00 AM 93			11:00 AM 93	
PM Peak Volume		4:00 PM 117				4:00 PM 117			4:00 PM 117	
Comments:										

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: NE 3rd St east of NE Evans St SPECIFIC LOCATION: CITY/STATE: McMinnville, OR															QC JOB #: 16348626 DIRECTION: EB, WB DATE: Oct 3 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	7	4	0	0	0	0	0	0	0	0	0	0	0	13	16-25	11
01:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8	16-25	8
02:00 AM	1	6	2	0	0	0	0	0	0	0	0	0	0	0	9	16-25	8
03:00 AM	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8	16-25	6
04:00 AM	2	2	7	1	0	0	0	0	0	0	0	0	0	0	12	16-25	9
05:00 AM	4	7	5	2	0	0	0	0	0	0	0	0	0	0	18	16-25	12
06:00 AM	8	15	16	3	0	0	0	0	0	0	0	0	0	0	42	16-25	31
07:00 AM	25	55	27	2	0	0	0	0	0	0	0	0	0	0	109	16-25	82
08:00 AM	60	70	13	1	0	0	0	0	0	0	0	0	0	0	144	11-20	90
09:00 AM	75	79	8	0	0	0	0	0	0	0	0	0	0	0	162	11-20	104
10:00 AM	96	92	16	2	0	0	0	0	0	0	0	0	0	0	206	11-20	124
11:00 AM	147	84	5	0	0	0	0	0	0	0	0	0	0	0	236	11-20	133
12:00 PM	157	62	3	0	0	0	0	0	0	0	0	0	0	0	222	11-20	114
01:00 PM	154	72	4	0	0	0	0	0	0	0	0	0	0	0	230	11-20	123
02:00 PM	149	77	3	0	0	0	0	0	0	0	0	0	0	0	229	11-20	127
03:00 PM	120	68	6	0	0	0	0	0	0	0	0	0	0	0	194	11-20	108
04:00 PM	163	98	7	0	0	0	0	0	0	0	0	0	0	0	268	11-20	152
05:00 PM	139	74	6	2	0	0	0	0	0	0	0	0	0	1	222	11-20	120
06:00 PM	154	56	7	0	0	0	0	0	0	0	0	0	0	0	217	11-20	107
07:00 PM	109	47	6	1	0	0	0	0	0	0	0	0	0	0	163	11-20	83
08:00 PM	44	44	6	3	0	0	0	0	0	0	0	0	0	0	97	11-20	59
09:00 PM	16	42	20	2	0	0	0	0	0	0	0	0	0	0	80	16-25	62
10:00 PM	8	22	7	0	0	0	1	0	0	0	0	0	0	0	38	16-25	29
11:00 PM	3	9	7	3	0	0	0	0	0	0	0	0	0	0	22	16-25	16
Day Total	1638	1095	192	22	0	0	1	0	0	0	0	0	0	1	2949	11-20	1641
Percent	55.5%	37.1%	6.5%	0.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 147	10:00 AM 92	7:00 AM 27	6:00 AM 3	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 236		
PM Peak Volume	4:00 PM 163	4:00 PM 98	9:00 PM 20	8:00 PM 3	12:00 PM 0	12:00 PM 0	10:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 1	4:00 PM 268		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: NE 3rd St east of NE Evans St														QC JOB #: 16348626			
SPECIFIC LOCATION:														DIRECTION: EB, WB			
CITY/STATE: McMinnville, OR														DATE: Oct 3 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1638	1095	192	22	0	0	1	0	0	0	0	0	0	1	2949	11-20	1641
Percent	55.5%	37.1%	6.5%	0.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	55.5%	92.7%	99.2%	99.9%	99.9%	99.9%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 2949															85th Percentile: 18 MPH Mean Speed(Average): 13 MPH Median: 13 MPH Mode: 8 MPH		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: NE 3rd St east of NE Evans St

QC JOB #: 16348626

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: McMinnville, OR

DATE: Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	6	6	0	1	0	0	0	0	0	0	0	0	0	13
01:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
02:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
03:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
04:00 AM	0	6	2	1	2	1	0	0	0	0	0	0	0	0	12
05:00 AM	0	9	3	0	5	1	0	0	0	0	0	0	0	0	18
06:00 AM	1	22	13	0	5	0	0	0	0	0	0	0	0	1	42
07:00 AM	0	70	18	0	16	0	0	2	1	0	0	0	0	2	109
08:00 AM	0	89	26	0	19	1	0	2	0	0	0	0	0	7	144
09:00 AM	0	108	24	1	15	0	0	3	0	0	0	0	0	11	162
10:00 AM	2	126	41	0	28	1	0	2	1	0	0	0	0	5	206
11:00 AM	3	154	38	1	26	1	0	1	0	0	0	0	0	12	236
12:00 PM	2	150	35	1	21	2	0	0	0	0	0	0	0	11	222
01:00 PM	3	139	56	0	18	1	0	1	0	0	0	0	0	12	230
02:00 PM	2	147	44	1	15	0	0	1	0	0	0	0	0	19	229
03:00 PM	3	131	29	0	14	4	0	1	0	0	0	0	0	12	194
04:00 PM	2	162	60	0	20	2	0	0	0	0	0	0	0	22	268
05:00 PM	8	136	41	0	17	1	0	0	0	0	0	0	0	19	222
06:00 PM	3	153	31	0	10	1	0	0	0	0	0	0	0	19	217
07:00 PM	1	113	28	0	9	0	0	0	0	0	0	0	0	12	163
08:00 PM	0	67	17	0	11	0	0	0	0	0	0	0	0	2	97
09:00 PM	0	63	14	0	2	0	0	0	0	0	0	0	0	1	80
10:00 PM	1	28	4	0	2	0	0	0	0	0	0	0	0	3	38
11:00 PM	0	16	6	0	0	0	0	0	0	0	0	0	0	0	22
Day Total	31	1911	543	5	258	16	0	13	2	0	0	0	0	170	2949
Percent	1.1%	64.8%	18.4%	0.2%	8.7%	0.5%	0%	0.4%	0.1%	0%	0%	0%	0%	5.8%	
ADT 2949															
AM Peak Volume	11:00 AM 3	11:00 AM 154	10:00 AM 41	4:00 AM 1	10:00 AM 28	4:00 AM 1	12:00 AM 0	9:00 AM 3	7:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	11:00 AM 12	11:00 AM 236
PM Peak Volume	5:00 PM 8	4:00 PM 162	4:00 PM 60	12:00 PM 1	12:00 PM 21	3:00 PM 4	12:00 PM 0	1:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	4:00 PM 22	4:00 PM 268

Comments:

LOCATION: NE 3rd St east of NE Evans St**QC JOB #:** 16348626**SPECIFIC LOCATION:****DIRECTION:** EB, WB**CITY/STATE:** McMinnville, OR**DATE:** Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	31	1911	543	5	258	16	0	13	2	0	0	0	0	170	2949
Percent	1.1%	64.8%	18.4%	0.2%	8.7%	0.5%	0%	0.4%	0.1%	0%	0%	0%	0%	5.8%	
ADT 2949															

Comments:

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: NE 3rd St east of NE Evans St										QC JOB #: 16348626	
SPECIFIC LOCATION:										DIRECTION: EB, WB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		3 Oct 23				Hourly Traffic			Hourly Traffic		
12:00 AM		13				13			13		
01:00 AM		8				8			8		
02:00 AM		9				9			9		
03:00 AM		8				8			8		
04:00 AM		12				12			12		
05:00 AM		18				18			18		
06:00 AM		42				42			42		
07:00 AM		109				109			109		
08:00 AM		144				144			144		
09:00 AM		162				162			162		
10:00 AM		206				206			206		
11:00 AM		236				236			236		
12:00 PM		222				222			222		
01:00 PM		230				230			230		
02:00 PM		229				229			229		
03:00 PM		194				194			194		
04:00 PM		268				268			268		
05:00 PM		222				222			222		
06:00 PM		217				217			217		
07:00 PM		163				163			163		
08:00 PM		97				97			97		
09:00 PM		80				80			80		
10:00 PM		38				38			38		
11:00 PM		22				22			22		
Day Total	2949					2949			2949		
% Weekday Average	100%										
% Week Average	100%					100%					
AM Peak Volume	11:00 AM 236					11:00 AM 236			11:00 AM 236		
PM Peak Volume	4:00 PM 268					4:00 PM 268			4:00 PM 268		
Comments:											

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: NE 3rd St east of NE Evans St SPECIFIC LOCATION: CITY/STATE: McMinnville, OR															QC JOB #: 16348626 DIRECTION: WB DATE: Oct 3 2023		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6
01:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	16-25	7
02:00 AM	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6
03:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4	16-25	3
04:00 AM	2	1	4	0	0	0	0	0	0	0	0	0	0	0	7	16-25	5
05:00 AM	1	1	3	1	0	0	0	0	0	0	0	0	0	0	6	18-27	4
06:00 AM	2	5	7	1	0	0	0	0	0	0	0	0	0	0	15	16-25	12
07:00 AM	16	23	17	0	0	0	0	0	0	0	0	0	0	0	56	16-25	40
08:00 AM	32	30	4	1	0	0	0	0	0	0	0	0	0	0	67	11-20	41
09:00 AM	57	44	3	0	0	0	0	0	0	0	0	0	0	0	104	11-20	63
10:00 AM	69	48	9	0	0	0	0	0	0	0	0	0	0	0	126	11-20	71
11:00 AM	95	46	2	0	0	0	0	0	0	0	0	0	0	0	143	11-20	78
12:00 PM	104	24	0	0	0	0	0	0	0	0	0	0	0	0	128	1-10	69
01:00 PM	100	41	2	0	0	0	0	0	0	0	0	0	0	0	143	11-20	74
02:00 PM	91	40	1	0	0	0	0	0	0	0	0	0	0	0	132	11-20	70
03:00 PM	78	29	1	0	0	0	0	0	0	0	0	0	0	0	108	11-20	55
04:00 PM	100	48	3	0	0	0	0	0	0	0	0	0	0	0	151	11-20	81
05:00 PM	94	33	4	1	0	0	0	0	0	0	0	0	0	0	132	11-20	64
06:00 PM	95	34	0	0	0	0	0	0	0	0	0	0	0	0	129	11-20	66
07:00 PM	66	24	4	0	0	0	0	0	0	0	0	0	0	0	94	11-20	46
08:00 PM	31	25	3	1	0	0	0	0	0	0	0	0	0	0	60	11-20	35
09:00 PM	16	29	11	0	0	0	0	0	0	0	0	0	0	0	56	16-25	40
10:00 PM	4	9	4	0	0	0	1	0	0	0	0	0	0	0	18	16-25	13
11:00 PM	3	6	6	2	0	0	0	0	0	0	0	0	0	0	17	16-25	12
Day Total	1059	555	95	7	0	0	1	0	0	0	0	0	0	0	1717	11-20	908
Percent	61.7%	32.3%	5.5%	0.4%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 95	10:00 AM 48	9:00 AM 17	8:00 AM 1	7:00 AM 0	6:00 AM 0	5:00 AM 0	4:00 AM 0	3:00 AM 0	2:00 AM 0	1:00 AM 0	12:00 AM 0	11:00 AM 0	10:00 AM 0	143		
PM Peak Volume	12:00 PM 104	4:00 PM 48	9:00 PM 11	11:00 PM 2	10:00 PM 0	9:00 PM 0	8:00 PM 1	7:00 PM 0	6:00 PM 0	5:00 PM 0	4:00 PM 0	3:00 PM 0	2:00 PM 0	1:00 PM 0	151		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: NE 3rd St east of NE Evans St														QC JOB #: 16348626			
SPECIFIC LOCATION:														DIRECTION: WB			
CITY/STATE: McMinnville, OR														DATE: Oct 3 2023			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1059	555	95	7	0	0	1	0	0	0	0	0	0	0	1717	11-20	908
Percent	61.7%	32.3%	5.5%	0.4%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	61.7%	94%	99.5%	99.9%	99.9%	99.9%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 1717															85th Percentile: 18 MPH Mean Speed(Average): 12 MPH Median: 12 MPH Mode: 8 MPH		
Comments:																	

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: NE 3rd St east of NE Evans St

QC JOB #: 16348626

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: McMinnville, OR

DATE: Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
01:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
02:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
03:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
04:00 AM	0	1	2	1	2	1	0	0	0	0	0	0	0	0	7
05:00 AM	0	3	1	0	1	1	0	0	0	0	0	0	0	0	6
06:00 AM	0	8	4	0	3	0	0	0	0	0	0	0	0	0	15
07:00 AM	0	34	10	0	8	0	0	2	0	0	0	0	0	2	56
08:00 AM	0	41	13	0	8	0	0	1	0	0	0	0	0	4	67
09:00 AM	0	65	18	0	10	0	0	3	0	0	0	0	0	8	104
10:00 AM	0	81	29	0	12	1	0	1	0	0	0	0	0	2	126
11:00 AM	1	95	23	1	15	1	0	0	0	0	0	0	0	7	143
12:00 PM	0	82	24	0	14	1	0	0	0	0	0	0	0	7	128
01:00 PM	0	82	38	0	12	0	0	1	0	0	0	0	0	10	143
02:00 PM	1	84	22	1	12	0	0	1	0	0	0	0	0	11	132
03:00 PM	1	73	17	0	6	2	0	0	0	0	0	0	0	9	108
04:00 PM	1	82	35	0	15	1	0	0	0	0	0	0	0	17	151
05:00 PM	4	80	27	0	9	1	0	0	0	0	0	0	0	11	132
06:00 PM	1	92	20	0	5	0	0	0	0	0	0	0	0	11	129
07:00 PM	1	62	14	0	7	0	0	0	0	0	0	0	0	10	94
08:00 PM	0	43	10	0	6	0	0	0	0	0	0	0	0	1	60
09:00 PM	0	47	7	0	1	0	0	0	0	0	0	0	0	1	56
10:00 PM	0	13	1	0	2	0	0	0	0	0	0	0	0	2	18
11:00 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
Day Total	10	1093	329	3	151	9	0	9	0	0	0	0	0	113	1717
Percent	0.6%	63.7%	19.2%	0.2%	8.8%	0.5%	0%	0.5%	0%	0%	0%	0%	0%	6.6%	
ADT 1717															
AM Peak Volume	11:00 AM	11:00 AM	10:00 AM	4:00 AM	11:00 AM	4:00 AM	12:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:00 AM	11:00 AM
	1	95	29	1	15	1	0	3	0	0	0	0	0	8	143
PM Peak Volume	5:00 PM	6:00 PM	1:00 PM	2:00 PM	4:00 PM	3:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	4:00 PM
	4	92	38	1	15	2	0	1	0	0	0	0	0	17	151

Comments:

LOCATION: NE 3rd St east of NE Evans St**QC JOB #:** 16348626**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** McMinnville, OR**DATE:** Oct 3 2023

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 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	10	1093	329	3	151	9	0	9	0	0	0	0	0	113	1717
Percent	0.6%	63.7%	19.2%	0.2%	8.8%	0.5%	0%	0.5%	0%	0%	0%	0%	0%	6.6%	
ADT 1717															

Comments:

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: NE 3rd St east of NE Evans St										QC JOB #: 16348626	
SPECIFIC LOCATION:										DIRECTION: WB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		3 Oct 23				Hourly Traffic			Hourly Traffic		
12:00 AM		7				7			7		
01:00 AM		7				7			7		
02:00 AM		7				7			7		
03:00 AM		4				4			4		
04:00 AM		7				7			7		
05:00 AM		6				6			6		
06:00 AM		15				15			15		
07:00 AM		56				56			56		
08:00 AM		67				67			67		
09:00 AM		104				104			104		
10:00 AM		126				126			126		
11:00 AM		143				143			143		
12:00 PM		128				128			128		
01:00 PM		143				143			143		
02:00 PM		132				132			132		
03:00 PM		108				108			108		
04:00 PM		151				151			151		
05:00 PM		132				132			132		
06:00 PM		129				129			129		
07:00 PM		94				94			94		
08:00 PM		60				60			60		
09:00 PM		56				56			56		
10:00 PM		18				18			18		
11:00 PM		17				17			17		
Day Total	1717					1717			1717		
% Weekday Average	100%										
% Week Average	100%					100%					
AM Peak Volume	11:00 AM 143					11:00 AM 143			11:00 AM 143		
PM Peak Volume	4:00 PM 151					4:00 PM 151			4:00 PM 151		
Comments:											

Report generated on 10/10/2023 11:19 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: NE Evans St north of NE 3rd St							QC JOB #: 16348629			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: McMinnville, OR							DATE: Oct 3 2023 - Oct 3 2023			
Start Time	Mon 3 Oct 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	1					1			1	
01:00 AM	1					1			1	
02:00 AM	0					0			0	
03:00 AM	1					1			1	
04:00 AM	1					1			1	
05:00 AM	1					1			1	
06:00 AM	3					3			3	
07:00 AM	40					40			40	
08:00 AM	37					37			37	
09:00 AM	36					36			36	
10:00 AM	43					43			43	
11:00 AM	47					47			47	
12:00 PM	68					68			68	
01:00 PM	49					49			49	
02:00 PM	60					60			60	
03:00 PM	70					70			70	
04:00 PM	51					51			51	
05:00 PM	55					55			55	
06:00 PM	46					46			46	
07:00 PM	18					18			18	
08:00 PM	20					20			20	
09:00 PM	13					13			13	
10:00 PM	5					5			5	
11:00 PM	3					3			3	
Day Total	669					669			669	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak Volume	11:00 AM 47					11:00 AM 47			11:00 AM 47	
PM Peak Volume	3:00 PM 70					3:00 PM 70			3:00 PM 70	
Comments:										

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: NE Evans St north of NE 3rd St										QC JOB #: 16348629	
SPECIFIC LOCATION:										DIRECTION: SB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		3 Oct 23				Hourly Traffic			Hourly Traffic		
12:00 AM		5				5			5		
01:00 AM		1				1			1		
02:00 AM		1				1			1		
03:00 AM		0				0			0		
04:00 AM		3				3			3		
05:00 AM		5				5			5		
06:00 AM		5				5			5		
07:00 AM		32				32			32		
08:00 AM		75				75			75		
09:00 AM		55				55			55		
10:00 AM		84				84			84		
11:00 AM		88				88			88		
12:00 PM		87				87			87		
01:00 PM		65				65			65		
02:00 PM		74				74			74		
03:00 PM		96				96			96		
04:00 PM		91				91			91		
05:00 PM		91				91			91		
06:00 PM		78				78			78		
07:00 PM		42				42			42		
08:00 PM		28				28			28		
09:00 PM		15				15			15		
10:00 PM		13				13			13		
11:00 PM		4				4			4		
Day Total		1038				1038			1038		
% Weekday Average		100%									
% Week Average		100%				100%					
AM Peak Volume		11:00 AM 88				11:00 AM 88			11:00 AM 88		
PM Peak Volume		3:00 PM 96				3:00 PM 96			3:00 PM 96		
Comments:											

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: NE Evans St north of NE 3rd St										QC JOB #: 16348629	
SPECIFIC LOCATION:										DIRECTION: NB, SB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		3 Oct 23				Hourly Traffic			Hourly Traffic		
12:00 AM		6				6			6		
01:00 AM		2				2			2		
02:00 AM		1				1			1		
03:00 AM		1				1			1		
04:00 AM		4				4			4		
05:00 AM		6				6			6		
06:00 AM		8				8			8		
07:00 AM		72				72			72		
08:00 AM		112				112			112		
09:00 AM		91				91			91		
10:00 AM		127				127			127		
11:00 AM		135				135			135		
12:00 PM		155				155			155		
01:00 PM		114				114			114		
02:00 PM		134				134			134		
03:00 PM		166				166			166		
04:00 PM		142				142			142		
05:00 PM		146				146			146		
06:00 PM		124				124			124		
07:00 PM		60				60			60		
08:00 PM		48				48			48		
09:00 PM		28				28			28		
10:00 PM		18				18			18		
11:00 PM		7				7			7		
Day Total		1707				1707			1707		
% Weekday Average		100%									
% Week Average		100%				100%					
AM Peak Volume		11:00 AM 135				11:00 AM 135			11:00 AM 135		
PM Peak Volume		3:00 PM 166				3:00 PM 166			3:00 PM 166		
Comments:											

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: NE 3rd St east of NE Evans St							QC JOB #: 16348630			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: McMinnville, OR							DATE: Oct 3 2023 - Oct 3 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		3 Oct 23				Hourly Traffic			Hourly Traffic	
12:00 AM		2				2			2	
01:00 AM		0				0			0	
02:00 AM		2				2			2	
03:00 AM		1				1			1	
04:00 AM		3				3			3	
05:00 AM		4				4			4	
06:00 AM		11				11			11	
07:00 AM		55				55			55	
08:00 AM		79				79			79	
09:00 AM		61				61			61	
10:00 AM		83				83			83	
11:00 AM		95				95			95	
12:00 PM		99				99			99	
01:00 PM		86				86			86	
02:00 PM		93				93			93	
03:00 PM		94				94			94	
04:00 PM		120				120			120	
05:00 PM		91				91			91	
06:00 PM		93				93			93	
07:00 PM		52				52			52	
08:00 PM		25				25			25	
09:00 PM		15				15			15	
10:00 PM		14				14			14	
11:00 PM		3				3			3	
Day Total		1181				1181			1181	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		11:00 AM 95				11:00 AM 95			11:00 AM 95	
PM Peak Volume		4:00 PM 120				4:00 PM 120			4:00 PM 120	
Comments:										

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: NE 3rd St east of NE Evans St							QC JOB #: 16348630			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: McMinnville, OR							DATE: Oct 3 2023 - Oct 3 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		3 Oct 23				Hourly Traffic			Hourly Traffic	
12:00 AM		8				8			8	
01:00 AM		6				6			6	
02:00 AM		7				7			7	
03:00 AM		4				4			4	
04:00 AM		6				6			6	
05:00 AM		6				6			6	
06:00 AM		15				15			15	
07:00 AM		55				55			55	
08:00 AM		70				70			70	
09:00 AM		104				104			104	
10:00 AM		134				134			134	
11:00 AM		145				145			145	
12:00 PM		145				145			145	
01:00 PM		150				150			150	
02:00 PM		138				138			138	
03:00 PM		129				129			129	
04:00 PM		151				151			151	
05:00 PM		143				143			143	
06:00 PM		129				129			129	
07:00 PM		90				90			90	
08:00 PM		60				60			60	
09:00 PM		54				54			54	
10:00 PM		17				17			17	
11:00 PM		17				17			17	
Day Total	1783					1783			1783	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak Volume	11:00 AM 145					11:00 AM 145			11:00 AM 145	
PM Peak Volume	4:00 PM 151					4:00 PM 151			4:00 PM 151	
Comments:										

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: NE 3rd St east of NE Evans St										QC JOB #: 16348630	
SPECIFIC LOCATION:										DIRECTION: EB, WB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		3 Oct 23				Hourly Traffic			Hourly Traffic		
12:00 AM		10				10			10		
01:00 AM		6				6			6		
02:00 AM		9				9			9		
03:00 AM		5				5			5		
04:00 AM		9				9			9		
05:00 AM		10				10			10		
06:00 AM		26				26			26		
07:00 AM		110				110			110		
08:00 AM		149				149			149		
09:00 AM		165				165			165		
10:00 AM		217				217			217		
11:00 AM		240				240			240		
12:00 PM		244				244			244		
01:00 PM		236				236			236		
02:00 PM		231				231			231		
03:00 PM		223				223			223		
04:00 PM		271				271			271		
05:00 PM		234				234			234		
06:00 PM		222				222			222		
07:00 PM		142				142			142		
08:00 PM		85				85			85		
09:00 PM		69				69			69		
10:00 PM		31				31			31		
11:00 PM		20				20			20		
Day Total	2964					2964			2964		
% Weekday Average	100%										
% Week Average	100%					100%					
AM Peak Volume	11:00 AM 240					11:00 AM 240			11:00 AM 240		
PM Peak Volume	4:00 PM 271					4:00 PM 271			4:00 PM 271		
Comments:											

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: NE Evans St south of NE 3rd St							QC JOB #: 16348631			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: McMinnville, OR							DATE: Oct 3 2023 - Oct 3 2023			
Start Time	Mon 3 Oct 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	1					1			1	
01:00 AM	0					0			0	
02:00 AM	0					0			0	
03:00 AM	0					0			0	
04:00 AM	2					2			2	
05:00 AM	1					1			1	
06:00 AM	4					4			4	
07:00 AM	35					35			35	
08:00 AM	30					30			30	
09:00 AM	19					19			19	
10:00 AM	23					23			23	
11:00 AM	25					25			25	
12:00 PM	48					48			48	
01:00 PM	28					28			28	
02:00 PM	36					36			36	
03:00 PM	44					44			44	
04:00 PM	33					33			33	
05:00 PM	40					40			40	
06:00 PM	30					30			30	
07:00 PM	18					18			18	
08:00 PM	11					11			11	
09:00 PM	7					7			7	
10:00 PM	5					5			5	
11:00 PM	1					1			1	
Day Total	441					441			441	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak Volume	7:00 AM 35					7:00 AM 35			7:00 AM 35	
PM Peak Volume	12:00 PM 48					12:00 PM 48			12:00 PM 48	
Comments:										

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

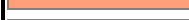
Type of report: Tube Count - Volume Data

LOCATION: NE Evans St south of NE 3rd St										QC JOB #: 16348631	
SPECIFIC LOCATION:										DIRECTION: SB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		3 Oct 23				Hourly Traffic			Hourly Traffic		
12:00 AM		3				3			3		
01:00 AM		1				1			1		
02:00 AM		0				0			0		
03:00 AM		0				0			0		
04:00 AM		2				2			2		
05:00 AM		1				1			1		
06:00 AM		1				1			1		
07:00 AM		32				32			32		
08:00 AM		46				46			46		
09:00 AM		46				46			46		
10:00 AM		55				55			55		
11:00 AM		57				57			57		
12:00 PM		74				74			74		
01:00 PM		57				57			57		
02:00 PM		56				56			56		
03:00 PM		72				72			72		
04:00 PM		61				61			61		
05:00 PM		71				71			71		
06:00 PM		60				60			60		
07:00 PM		24				24			24		
08:00 PM		8				8			8		
09:00 PM		3				3			3		
10:00 PM		4				4			4		
11:00 PM		3				3			3		
Day Total		737				737			737		
% Weekday Average		100%									
% Week Average		100%				100%					
AM Peak Volume		11:00 AM 57				11:00 AM 57			11:00 AM 57		
PM Peak Volume		12:00 PM 74				12:00 PM 74			12:00 PM 74		
Comments:											

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

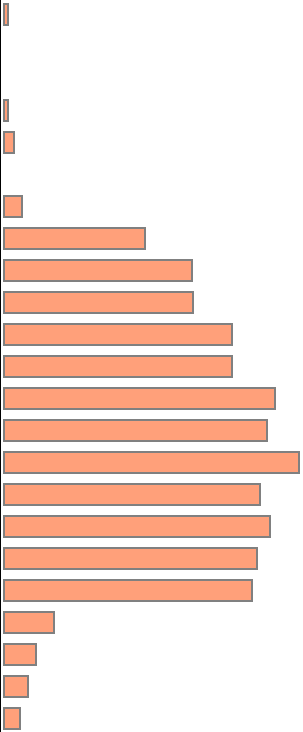
Type of report: Tube Count - Volume Data

LOCATION: NE Evans St south of NE 3rd St										QC JOB #: 16348631	
SPECIFIC LOCATION:										DIRECTION: NB, SB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		3 Oct 23				Hourly Traffic			Hourly Traffic		
12:00 AM		4				4			4		
01:00 AM		1				1			1		
02:00 AM		0				0			0		
03:00 AM		0				0			0		
04:00 AM		4				4			4		
05:00 AM		2				2			2		
06:00 AM		5				5			5		
07:00 AM		67				67			67		
08:00 AM		76				76			76		
09:00 AM		65				65			65		
10:00 AM		78				78			78		
11:00 AM		82				82			82		
12:00 PM		122				122			122		
01:00 PM		85				85			85		
02:00 PM		92				92			92		
03:00 PM		116				116			116		
04:00 PM		94				94			94		
05:00 PM		111				111			111		
06:00 PM		90				90			90		
07:00 PM		42				42			42		
08:00 PM		19				19			19		
09:00 PM		10				10			10		
10:00 PM		9				9			9		
11:00 PM		4				4			4		
Day Total		1178				1178			1178		
% Weekday Average		100%									
% Week Average		100%				100%					
AM Peak Volume		11:00 AM 82				11:00 AM 82			11:00 AM 82		
PM Peak Volume		12:00 PM 122				12:00 PM 122			12:00 PM 122		
Comments:											

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: NE 3rd St west of NE Evans St										QC JOB #: 16348632
SPECIFIC LOCATION:										DIRECTION: EB
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023
Start Time	Mon 3 Oct 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
01:00 AM		0				0			0	
02:00 AM		0				0			0	
03:00 AM		1				1			1	
04:00 AM		3				3			3	
05:00 AM		0				0			0	
06:00 AM		6				6			6	
07:00 AM		48				48			48	
08:00 AM		64				64			64	
09:00 AM		65				65			65	
10:00 AM		78				78			78	
11:00 AM		78				78			78	
12:00 PM		93				93			93	
01:00 PM		90				90			90	
02:00 PM		101				101			101	
03:00 PM		88				88			88	
04:00 PM		91				91			91	
05:00 PM		87				87			87	
06:00 PM		85				85			85	
07:00 PM		17				17			17	
08:00 PM		11				11			11	
09:00 PM		8				8			8	
10:00 PM		5				5			5	
11:00 PM		0				0			0	
Day Total		1020				1020			1020	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		10:00 AM 78				10:00 AM 78			10:00 AM 78	
PM Peak Volume		2:00 PM 101				2:00 PM 101			2:00 PM 101	
Comments:										

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: NE 3rd St west of NE Evans St										QC JOB #: 16348632	
SPECIFIC LOCATION:										DIRECTION: WB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		3 Oct 23				Hourly Traffic			Hourly Traffic		
12:00 AM		7				7			7		
01:00 AM		3				3			3		
02:00 AM		4				4			4		
03:00 AM		2				2			2		
04:00 AM		4				4			4		
05:00 AM		3				3			3		
06:00 AM		10				10			10		
07:00 AM		46				46			46		
08:00 AM		77				77			77		
09:00 AM		98				98			98		
10:00 AM		138				138			138		
11:00 AM		137				137			137		
12:00 PM		132				132			132		
01:00 PM		141				141			141		
02:00 PM		140				140			140		
03:00 PM		120				120			120		
04:00 PM		135				135			135		
05:00 PM		141				141			141		
06:00 PM		124				124			124		
07:00 PM		71				71			71		
08:00 PM		35				35			35		
09:00 PM		38				38			38		
10:00 PM		16				16			16		
11:00 PM		12				12			12		
Day Total	1634					1634			1634		
% Weekday Average	100%										
% Week Average	100%					100%					
AM Peak Volume	10:00 AM 138					10:00 AM 138			10:00 AM 138		
PM Peak Volume	1:00 PM 141					1:00 PM 141			1:00 PM 141		
Comments:											

Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: NE 3rd St west of NE Evans St										QC JOB #: 16348632	
SPECIFIC LOCATION:										DIRECTION: EB, WB	
CITY/STATE: McMinnville, OR										DATE: Oct 3 2023 - Oct 3 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		3 Oct 23				Hourly Traffic			Hourly Traffic		
12:00 AM		8				8			8		
01:00 AM		3				3			3		
02:00 AM		4				4			4		
03:00 AM		3				3			3		
04:00 AM		7				7			7		
05:00 AM		3				3			3		
06:00 AM		16				16			16		
07:00 AM		94				94			94		
08:00 AM		141				141			141		
09:00 AM		163				163			163		
10:00 AM		216				216			216		
11:00 AM		215				215			215		
12:00 PM		225				225			225		
01:00 PM		231				231			231		
02:00 PM		241				241			241		
03:00 PM		208				208			208		
04:00 PM		226				226			226		
05:00 PM		228				228			228		
06:00 PM		209				209			209		
07:00 PM		88				88			88		
08:00 PM		46				46			46		
09:00 PM		46				46			46		
10:00 PM		21				21			21		
11:00 PM		12				12			12		
Day Total		2654				2654			2654		
% Weekday Average		100%									
% Week Average		100%				100%					
AM Peak Volume		10:00 AM 216				10:00 AM 216			10:00 AM 216		
PM Peak Volume		2:00 PM 241				2:00 PM 241			2:00 PM 241		
Comments:											

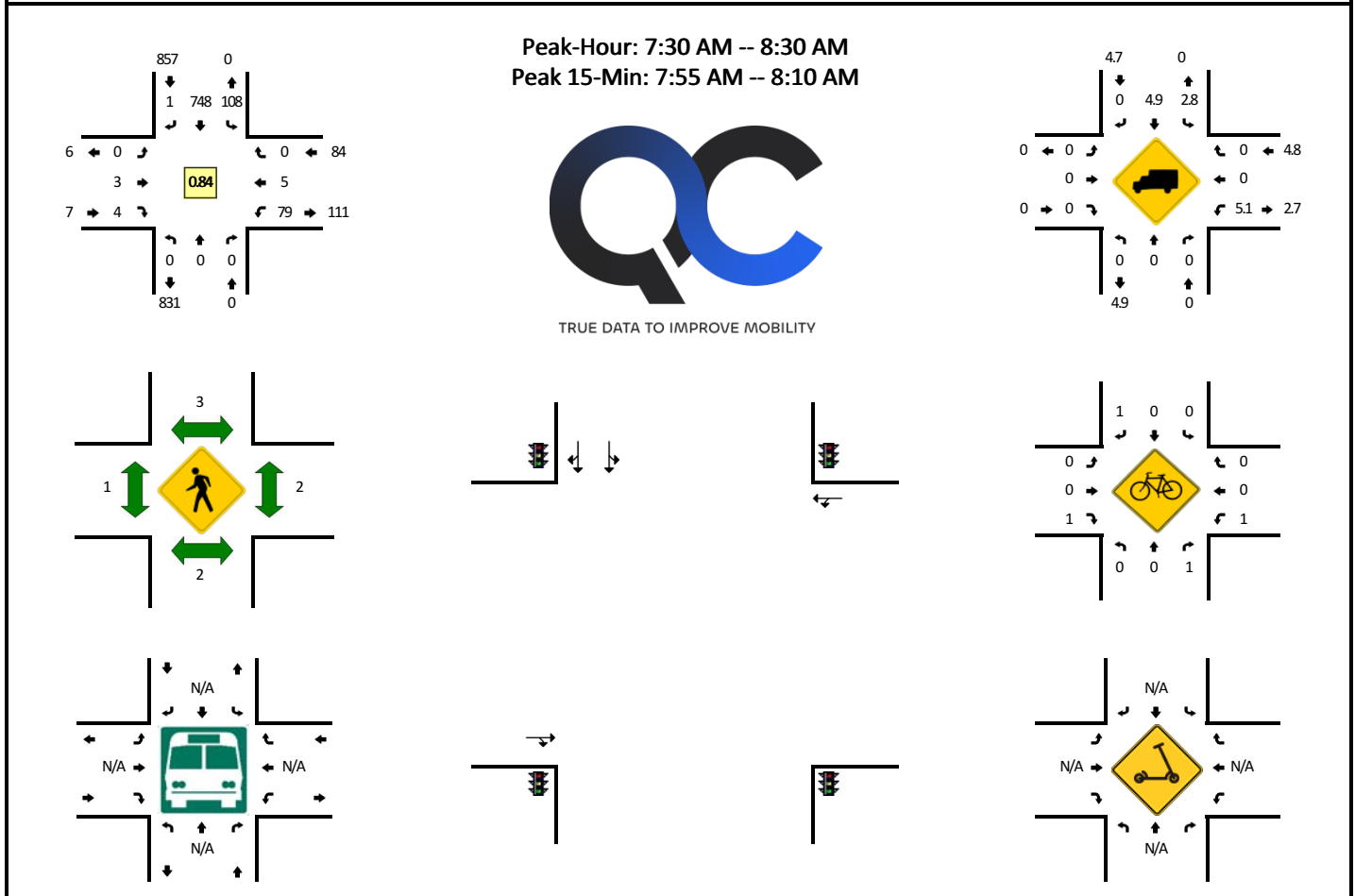
Report generated on 12/12/2023 11:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Attachment B: Intersection Turning Movement Counts

LOCATION: NE Adams St -- NE 5th St
CITY/STATE: McMinnville, OR

QC JOB #: 16348601
DATE: Tue, Oct 3 2023

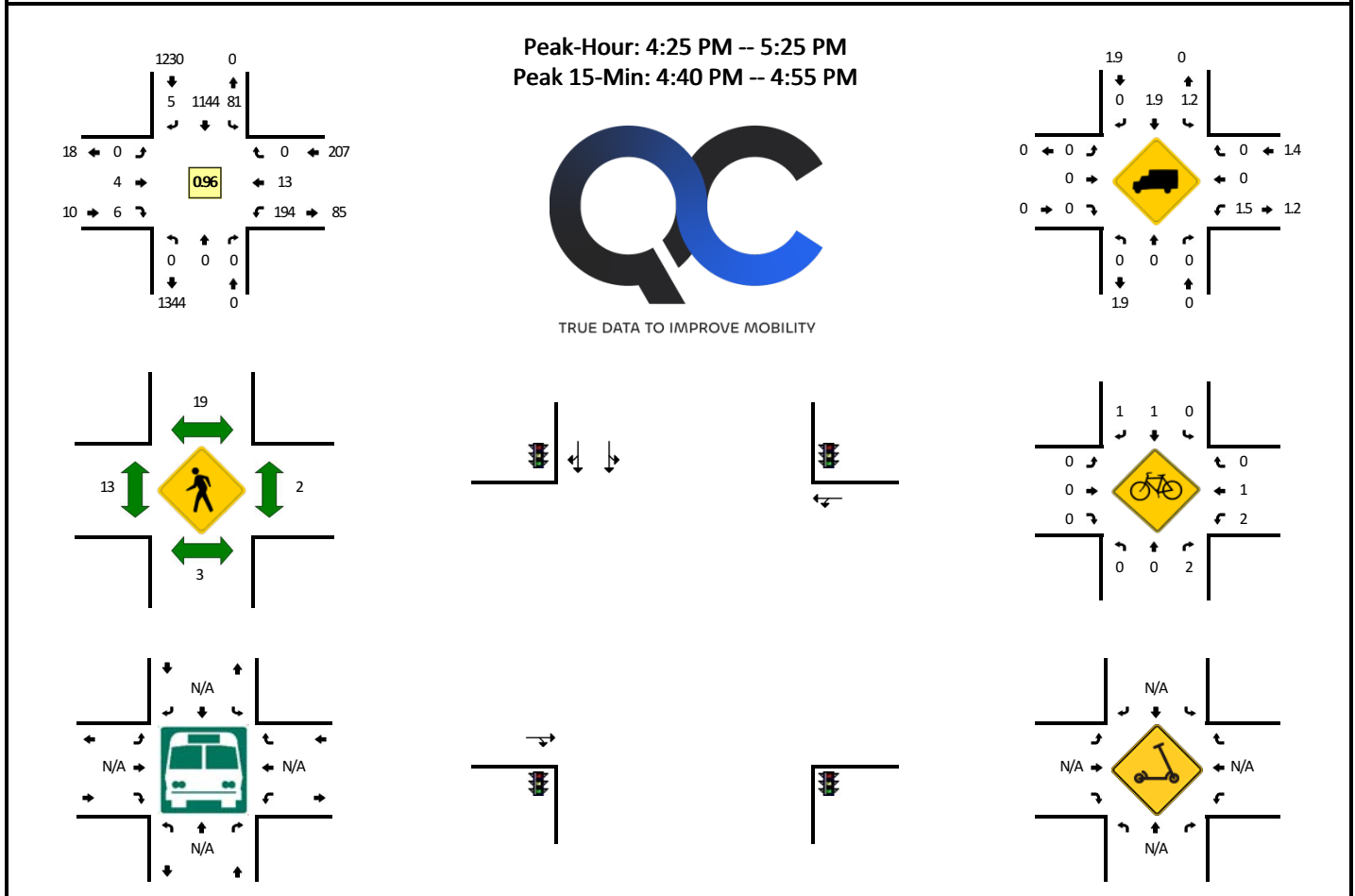


5-Min Count Period Beginning At	NE Adams St (Northbound)				NE Adams St (Southbound)				NE 5th St (Eastbound)				NE 5th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	2	26	1	0	0	0	0	0	3	0	0	0	32	
7:05 AM	0	0	0	0	3	42	0	0	0	1	0	0	2	0	0	0	48	
7:10 AM	0	0	0	0	3	39	0	0	0	0	0	0	5	0	0	0	47	
7:15 AM	0	0	0	0	3	37	0	0	0	0	0	0	2	0	0	0	42	
7:20 AM	0	0	0	0	6	41	0	0	0	0	1	0	1	0	0	0	49	
7:25 AM	0	0	0	0	9	49	0	0	0	1	1	0	3	0	0	0	63	
7:30 AM	0	0	0	0	4	42	0	0	0	1	1	0	10	0	0	0	58	
7:35 AM	0	0	0	0	6	64	0	0	0	1	0	0	6	0	0	0	77	
7:40 AM	0	0	0	0	9	63	0	0	0	0	0	0	4	1	0	0	77	
7:45 AM	0	0	0	0	5	64	0	0	0	0	0	0	4	1	0	0	74	
7:50 AM	0	0	0	0	11	64	0	0	0	0	1	0	4	0	0	0	80	
7:55 AM	0	0	0	0	11	66	0	0	0	0	0	0	7	1	0	0	85	732
8:00 AM	0	0	0	0	20	70	0	0	0	0	1	0	10	1	0	0	102	802
8:05 AM	0	0	0	0	12	79	0	0	0	0	0	0	5	0	0	0	96	850
8:10 AM	0	0	0	0	5	55	0	0	0	0	0	0	4	0	0	0	64	867
8:15 AM	0	0	0	0	5	64	0	0	0	0	0	0	9	1	0	0	79	904
8:20 AM	0	0	0	0	12	61	0	0	0	0	0	0	6	0	0	0	79	934
8:25 AM	0	0	0	0	8	56	1	0	0	1	1	0	10	0	0	0	77	948
8:30 AM	0	0	0	0	3	53	0	0	0	0	0	0	4	0	0	0	60	950
8:35 AM	0	0	0	0	2	44	0	0	0	0	0	0	6	1	0	0	53	926
8:40 AM	0	0	0	0	4	63	0	0	0	0	0	0	7	0	0	0	74	923
8:45 AM	0	0	0	0	7	44	0	0	0	1	1	0	6	2	0	0	61	910
8:50 AM	0	0	0	0	5	47	1	0	0	0	3	0	8	0	0	0	64	894
8:55 AM	0	0	0	0	9	50	0	0	0	1	0	0	5	0	0	0	65	874
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	172	860	0	0	0	0	4	0	88	8	0	0	1132	
Heavy Trucks	0	0	0	0	0	48	0	0	0	0	0	0	4	0	0	0	52	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: NE Adams St -- NE 5th St
CITY/STATE: McMinnville, OR

QC JOB #: 16348602
DATE: Tue, Oct 3 2023

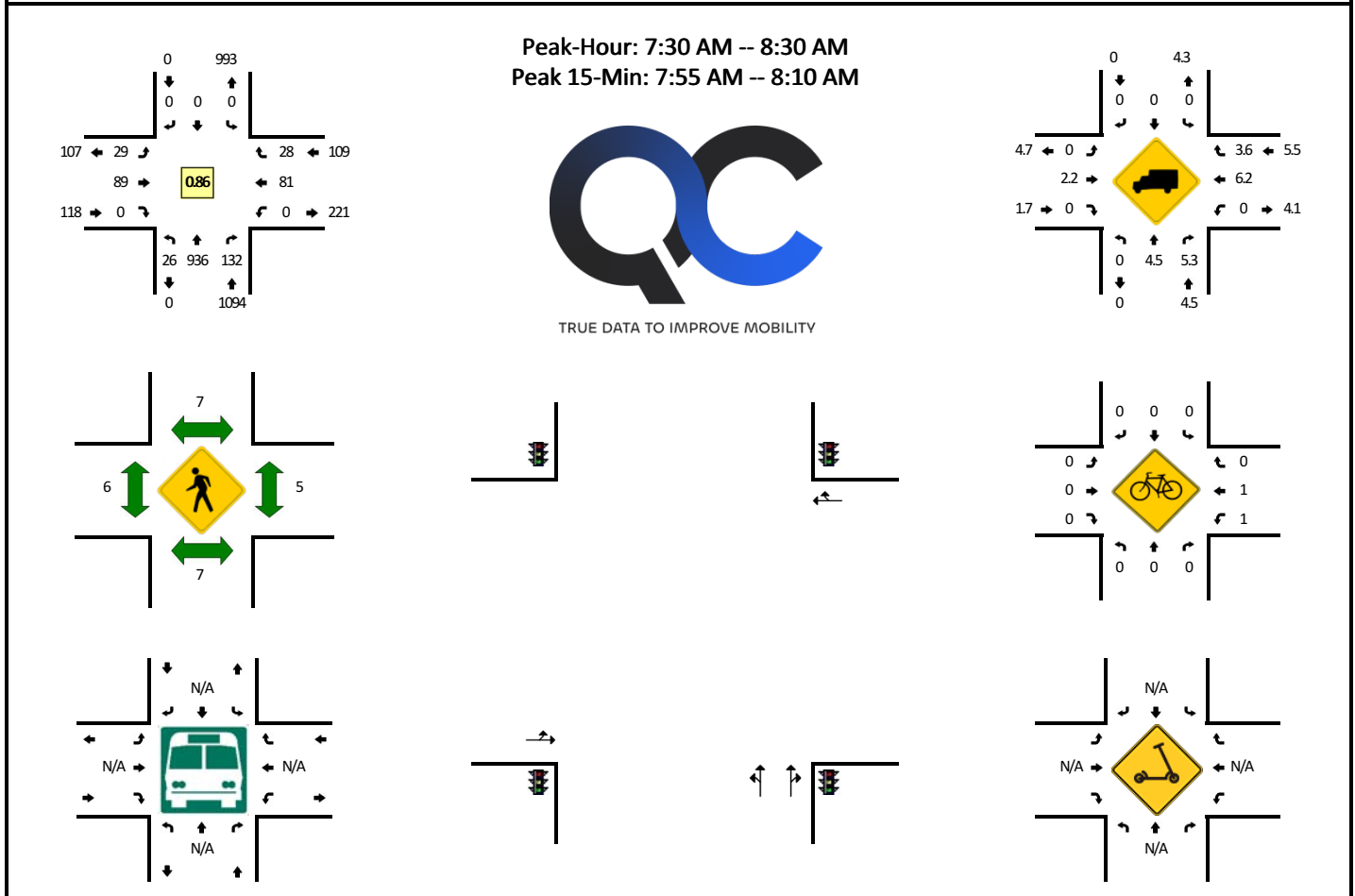


5-Min Count Period Beginning At	NE Adams St (Northbound)				NE Adams St (Southbound)				NE 5th St (Eastbound)				NE 5th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	4	99	1	0	0	0	0	0	17	1	0	0	122	
4:05 PM	0	0	0	0	9	99	0	0	0	0	0	0	18	2	0	0	128	
4:10 PM	0	0	0	0	6	111	0	0	0	0	0	0	14	0	0	0	131	
4:15 PM	0	0	0	0	6	85	0	0	0	2	1	0	14	0	0	0	108	
4:20 PM	0	0	0	0	6	78	1	0	0	0	1	0	10	0	0	0	96	
4:25 PM	0	0	0	0	7	91	0	0	0	0	1	0	10	1	0	0	110	
4:30 PM	0	0	0	0	8	102	0	0	0	1	0	0	17	2	0	0	130	
4:35 PM	0	0	0	0	5	82	0	0	0	0	0	0	10	0	0	0	97	
4:40 PM	0	0	0	0	12	113	0	0	0	0	1	0	15	0	0	0	141	
4:45 PM	0	0	0	0	6	105	0	0	0	1	0	0	11	2	0	0	125	
4:50 PM	0	0	0	0	4	87	0	0	0	0	0	0	18	2	0	0	111	
4:55 PM	0	0	0	0	9	110	3	0	0	1	1	0	3	1	0	0	128	1427
5:00 PM	0	0	0	0	7	80	0	0	0	1	2	0	29	2	0	0	121	1426
5:05 PM	0	0	0	0	4	79	0	0	0	0	0	0	27	2	0	0	112	1410
5:10 PM	0	0	0	0	6	116	0	0	0	0	0	0	13	0	0	0	135	1414
5:15 PM	0	0	0	0	5	94	1	0	0	0	1	0	28	0	0	0	129	1435
5:20 PM	0	0	0	0	8	85	1	0	0	0	0	0	13	1	0	0	108	1447
5:25 PM	0	0	0	0	5	87	0	0	0	0	0	0	11	1	0	0	104	1441
5:30 PM	0	0	0	0	5	84	0	0	0	1	0	0	15	0	0	0	105	1416
5:35 PM	0	0	0	0	4	84	1	0	0	0	1	0	13	0	0	0	103	1422
5:40 PM	0	0	0	0	5	102	1	0	0	0	0	0	8	0	0	0	116	1397
5:45 PM	0	0	0	0	4	88	1	0	0	0	0	0	12	1	0	0	106	1378
5:50 PM	0	0	0	0	5	75	1	0	0	0	0	0	10	0	0	0	91	1358
5:55 PM	0	0	0	0	3	100	0	0	0	2	1	0	11	0	0	0	117	1347
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	88	1220	0	0	0	4	4	0	176	16	0	0	1508	
Heavy Trucks	0	0	0	0	0	32	0	0	0	0	0	0	4	0	0	0	36	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	16	0	0	0	12	0	0	0	4	0	0	0	32	
Bicycles	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	8	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: NE Baker St -- NE 5th St
CITY/STATE: McMinnville, OR

QC JOB #: 16348603
DATE: Tue, Oct 3 2023

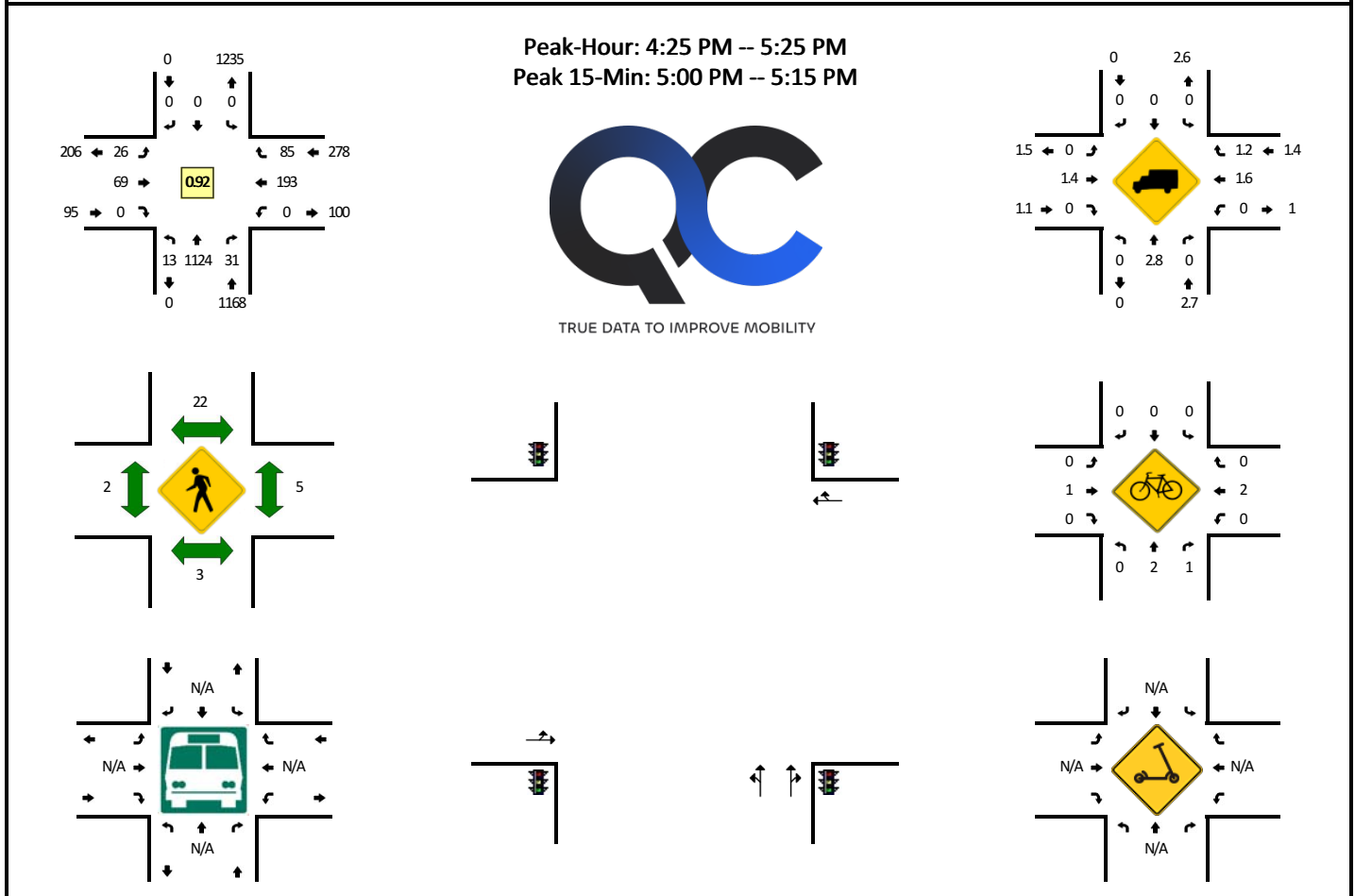


5-Min Count Period Beginning At	NE Baker St (Northbound)				NE Baker St (Southbound)				NE 5th St (Eastbound)				NE 5th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	39	6	0	0	0	0	0	2	0	0	0	0	2	0	0	50	
7:05 AM	1	46	6	0	0	0	0	0	2	3	0	0	0	2	0	0	60	
7:10 AM	1	45	4	0	0	0	0	0	2	3	0	0	0	6	3	0	64	
7:15 AM	1	52	9	0	0	0	0	0	0	2	0	0	0	4	0	0	68	
7:20 AM	3	53	5	0	0	0	0	0	2	8	0	0	0	1	2	0	74	
7:25 AM	2	74	9	0	0	0	0	0	1	8	0	0	0	2	1	0	97	
7:30 AM	4	77	13	0	0	0	0	0	1	5	0	0	0	5	0	0	105	
7:35 AM	2	62	8	0	0	0	0	0	5	5	0	0	0	6	1	0	89	
7:40 AM	2	80	18	0	0	0	0	0	2	5	0	0	0	7	2	0	116	
7:45 AM	3	102	6	0	0	0	0	0	1	6	0	0	0	2	3	0	123	
7:50 AM	1	64	17	0	0	0	0	0	2	11	0	0	0	5	1	0	101	
7:55 AM	1	77	14	0	0	0	0	0	2	10	0	0	0	8	1	0	113	1060
8:00 AM	2	86	12	0	0	0	0	0	2	15	0	0	0	12	1	0	130	1140
8:05 AM	1	101	16	0	0	0	0	0	3	11	0	0	0	7	4	0	143	1223
8:10 AM	3	77	4	0	0	0	0	0	0	3	0	0	0	5	5	0	97	1256
8:15 AM	3	86	12	0	0	0	0	0	3	4	0	0	0	10	3	0	121	1309
8:20 AM	2	74	5	0	0	0	0	0	7	7	0	0	0	5	4	0	104	1339
8:25 AM	2	50	7	0	0	0	0	0	1	7	0	0	0	9	3	0	79	1321
8:30 AM	1	57	8	0	0	0	0	0	2	3	0	0	0	4	3	0	78	1294
8:35 AM	0	58	5	0	0	0	0	0	1	2	0	0	0	7	2	0	75	1280
8:40 AM	3	62	8	0	0	0	0	0	2	5	0	0	0	9	2	0	91	1255
8:45 AM	1	40	8	0	0	0	0	0	2	4	0	0	0	4	2	0	61	1193
8:50 AM	2	70	7	0	0	0	0	0	0	4	0	0	0	9	2	0	94	1186
8:55 AM	3	53	9	0	0	0	0	0	2	8	0	0	0	6	2	0	83	1156
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	1056	168	0	0	0	0	0	28	144	0	0	0	108	24	0	1544	
Heavy Trucks	0	48	8	0	0	0	0	0	0	0	0	0	0	8	4	0	68	
Buses																		
Pedestrians		8				4				0				8			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: NE Baker St -- NE 5th St
CITY/STATE: McMinnville, OR

QC JOB #: 16348604
DATE: Tue, Oct 3 2023

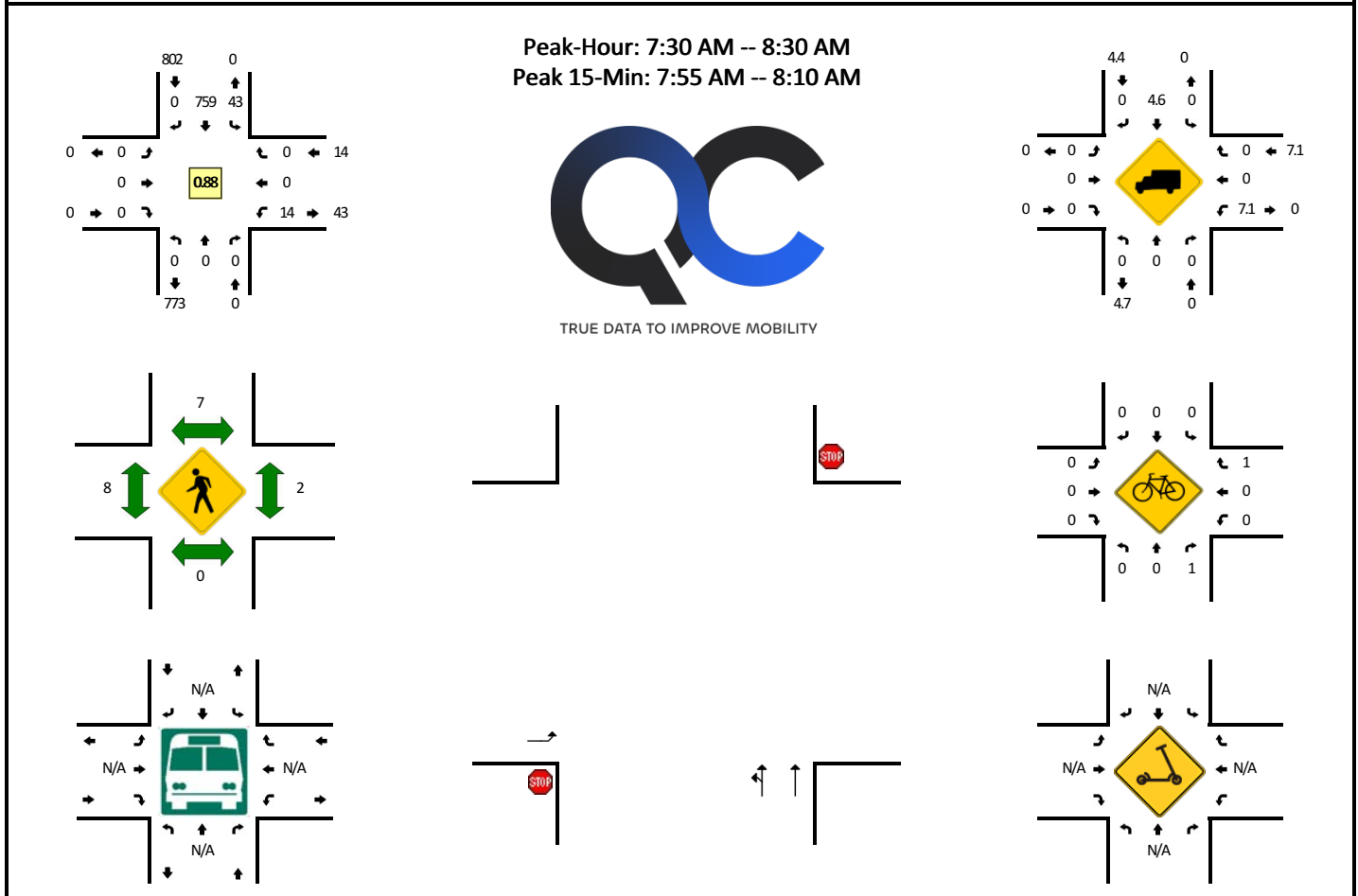


5-Min Count Period Beginning At	NE Baker St (Northbound)				NE Baker St (Southbound)				NE 5th St (Eastbound)				NE 5th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	84	3	0	0	0	0	0	1	2	0	0	0	16	8	0	116	
4:05 PM	1	100	2	0	0	0	0	0	1	4	0	0	0	24	6	0	138	
4:10 PM	2	94	4	0	0	0	0	0	1	6	0	0	0	7	1	0	115	
4:15 PM	4	81	6	0	0	0	0	0	3	5	0	0	0	9	5	0	113	
4:20 PM	1	105	5	0	0	0	0	0	2	3	0	0	0	8	2	0	126	
4:25 PM	1	97	5	0	0	0	0	0	2	5	0	0	0	14	7	0	131	
4:30 PM	0	83	2	0	0	0	0	0	2	10	0	0	0	18	8	0	123	
4:35 PM	2	93	3	0	0	0	0	0	2	5	0	0	0	10	10	0	125	
4:40 PM	0	111	2	0	0	0	0	0	2	9	0	0	0	13	3	0	140	
4:45 PM	1	91	3	0	0	0	0	0	4	7	0	0	0	12	8	0	126	
4:50 PM	2	92	4	0	0	0	0	0	1	1	0	0	0	15	5	0	120	
4:55 PM	2	88	2	0	0	0	0	0	5	7	0	0	0	6	3	0	113	1486
5:00 PM	3	90	1	0	0	0	0	0	2	8	0	0	0	35	13	0	152	1522
5:05 PM	0	104	0	0	0	0	0	0	1	3	0	0	0	20	9	0	137	1521
5:10 PM	0	98	3	0	0	0	0	0	1	4	0	0	0	14	8	0	128	1534
5:15 PM	1	72	2	0	0	0	0	0	2	5	0	0	0	23	9	0	114	1535
5:20 PM	1	105	4	0	0	0	0	0	2	5	0	0	0	13	2	0	132	1541
5:25 PM	0	70	3	0	0	0	0	0	0	4	0	0	0	15	3	0	95	1505
5:30 PM	1	78	6	0	0	0	0	0	1	8	0	0	0	10	3	0	107	1489
5:35 PM	2	94	1	0	0	0	0	0	2	5	0	0	0	12	3	0	119	1483
5:40 PM	0	71	1	0	0	0	0	0	1	4	0	0	0	14	5	0	96	1439
5:45 PM	0	77	1	0	0	0	0	0	0	2	0	0	0	8	4	0	92	1405
5:50 PM	4	100	7	0	0	0	0	0	1	2	0	0	0	10	2	0	126	1411
5:55 PM	2	86	1	0	0	0	0	0	0	3	0	0	0	5	1	0	98	1396
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	1168	16	0	0	0	0	0	16	60	0	0	0	276	120	0	1668	
Heavy Trucks	0	28	0	0	0	0	0	0	0	0	0	0	0	4	0	0	32	
Buses																		
Pedestrians	0	0			0				0				0				0	
Bicycles	0	8	0		0	0	0		0	0	0		0	0	0		8	
Scooters																		

Comments:

LOCATION: NE Adams St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348607
DATE: Tue, Oct 3 2023

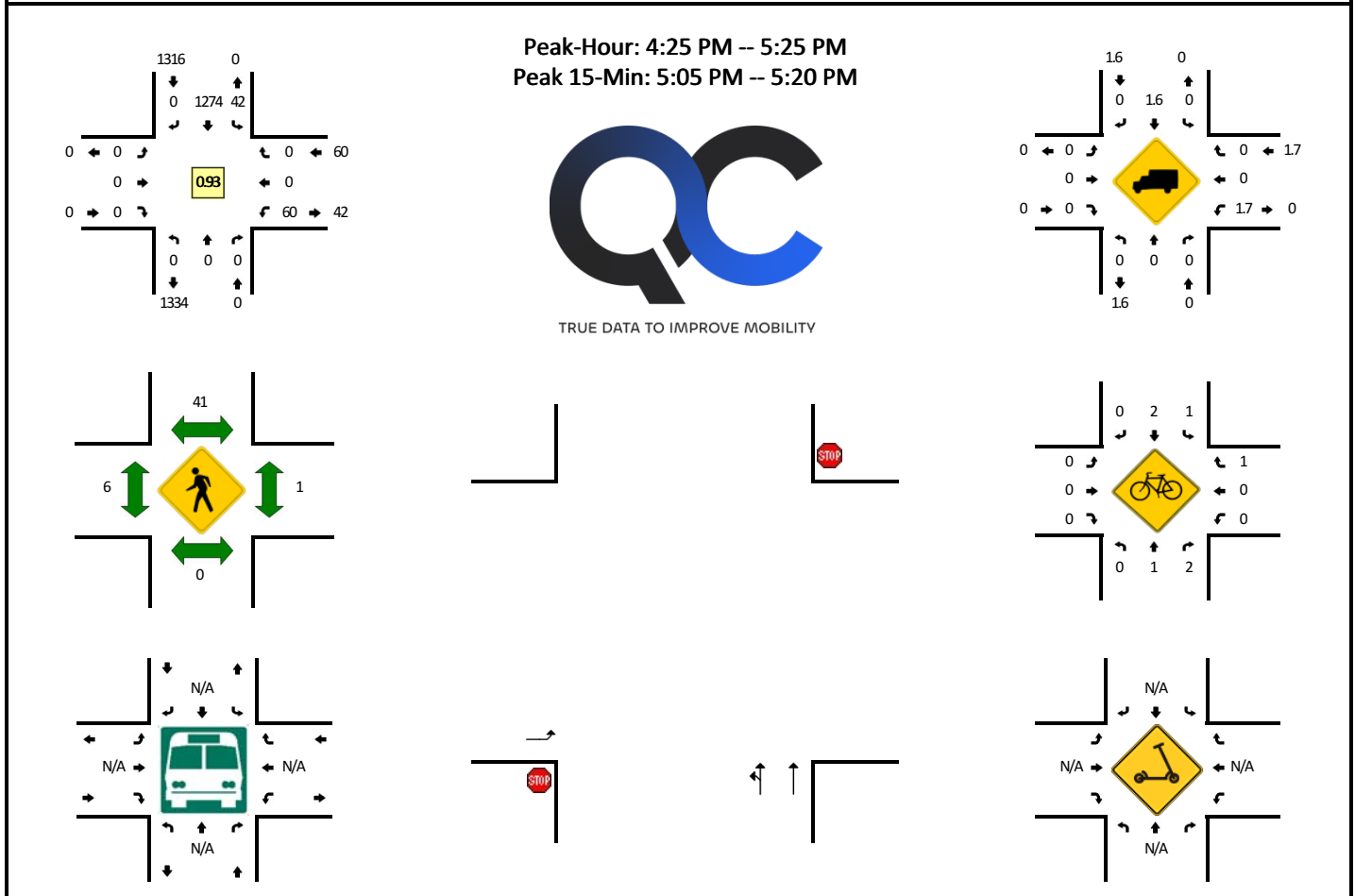


5-Min Count Period Beginning At	NE Adams St (Northbound)				NE Adams St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	30	0	0	0	0	0	0	0	0	0	0	31	
7:05 AM	0	0	0	0	2	39	0	0	0	0	0	0	0	0	0	0	44	
7:10 AM	0	0	0	0	1	45	0	0	0	0	0	0	0	0	0	0	49	
7:15 AM	0	0	0	0	2	38	0	0	0	0	0	0	0	0	0	0	41	
7:20 AM	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	42	
7:25 AM	0	0	0	0	1	48	0	0	0	0	0	0	0	0	0	0	50	
7:30 AM	0	0	0	0	2	49	0	0	0	0	0	0	0	0	0	0	53	
7:35 AM	0	0	0	0	4	67	0	0	0	0	0	0	0	0	0	0	72	
7:40 AM	0	0	0	0	4	57	0	0	0	0	0	0	0	0	0	0	61	
7:45 AM	0	0	0	0	1	60	0	0	0	0	0	0	0	0	0	0	63	
7:50 AM	0	0	0	0	5	63	0	0	0	0	0	0	0	0	0	0	69	
7:55 AM	0	0	0	0	5	65	0	0	0	0	0	0	0	0	0	0	72	647
8:00 AM	0	0	0	0	3	68	0	0	0	0	0	0	0	0	0	0	71	687
8:05 AM	0	0	0	0	4	83	0	0	0	0	0	0	0	0	0	0	88	731
8:10 AM	0	0	0	0	3	55	0	0	0	0	0	0	0	0	0	0	59	741
8:15 AM	0	0	0	0	3	73	0	0	0	0	0	0	0	0	0	0	78	778
8:20 AM	0	0	0	0	4	60	0	0	0	0	0	0	0	0	0	0	65	801
8:25 AM	0	0	0	0	5	59	0	0	0	0	0	0	0	0	0	0	65	816
8:30 AM	0	0	0	0	3	51	0	0	0	0	0	0	0	0	0	0	58	821
8:35 AM	0	0	0	0	1	49	0	0	0	0	0	0	0	0	0	0	54	803
8:40 AM	0	0	0	0	5	51	0	0	0	0	0	0	0	0	0	0	56	798
8:45 AM	0	0	0	0	2	54	0	0	0	0	0	0	0	0	0	0	59	794
8:50 AM	0	0	0	0	5	54	0	0	0	0	0	0	0	0	0	0	62	787
8:55 AM	0	0	0	0	4	47	0	0	0	0	0	0	0	0	0	0	51	766
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	48	864	0	0	0	0	0	0	12	0	0	0	924	
Heavy Trucks	0	0	0	0	0	52	0	0	0	0	0	0	4	0	0	0	56	
Buses																		
Pedestrians	0	0	0	0	4	4	0	0	4	4	0	0	4	4	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters																		

Comments:

LOCATION: NE Adams St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348608
DATE: Tue, Oct 3 2023

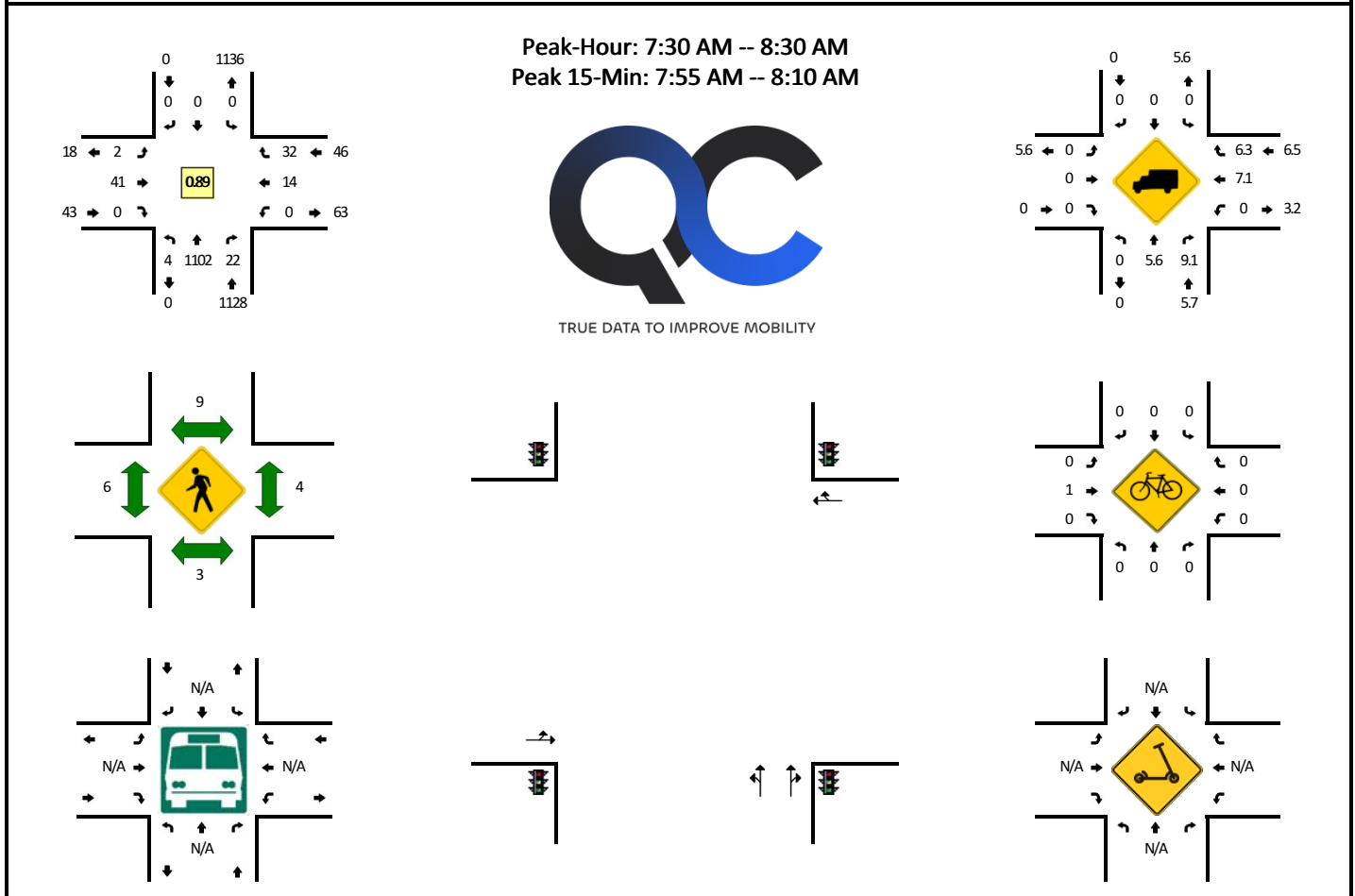


5-Min Count Period Beginning At	NE Adams St (Northbound)				NE Adams St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	4	116	0	0	0	0	0	0	5	0	0	0	125	
4:05 PM	0	0	0	0	7	121	0	0	0	0	0	0	1	0	0	0	129	
4:10 PM	0	0	0	0	2	103	0	0	0	0	0	0	5	0	0	0	110	
4:15 PM	0	0	0	0	4	106	0	0	0	0	0	0	5	0	0	0	115	
4:20 PM	0	0	0	0	3	94	0	0	0	0	0	0	4	0	0	0	101	
4:25 PM	0	0	0	0	5	78	0	0	0	0	0	0	8	0	0	0	91	
4:30 PM	0	0	0	0	4	120	0	0	0	0	0	0	3	0	0	0	127	
4:35 PM	0	0	0	0	2	96	0	0	0	0	0	0	3	0	0	0	101	
4:40 PM	0	0	0	0	5	98	0	0	0	0	0	0	6	0	0	0	109	
4:45 PM	0	0	0	0	7	106	0	0	0	0	0	0	4	0	0	0	117	
4:50 PM	0	0	0	0	2	122	0	0	0	0	0	0	5	0	0	0	129	
4:55 PM	0	0	0	0	3	101	0	0	0	0	0	0	5	0	0	0	109	
5:00 PM	0	0	0	0	3	99	0	0	0	0	0	0	8	0	0	0	110	1363
5:05 PM	0	0	0	0	5	117	0	0	0	0	0	0	7	0	0	0	129	1348
5:10 PM	0	0	0	0	3	107	0	0	0	0	0	0	7	0	0	0	117	1355
5:15 PM	0	0	0	0	1	122	0	0	0	0	0	0	2	0	0	0	125	1365
5:20 PM	0	0	0	0	2	108	0	0	0	0	0	0	2	0	0	0	112	1376
5:25 PM	0	0	0	0	2	92	0	0	0	0	0	0	4	0	0	0	98	1383
5:30 PM	0	0	0	0	3	84	0	0	0	0	0	0	2	0	0	0	89	1345
5:35 PM	0	0	0	0	3	112	0	0	0	0	0	0	6	0	0	0	121	1365
5:40 PM	0	0	0	0	3	95	0	0	0	0	0	0	5	0	0	0	103	1359
5:45 PM	0	0	0	0	4	104	0	0	0	0	0	0	5	0	0	0	113	1355
5:50 PM	0	0	0	0	1	91	0	0	0	0	0	0	4	0	0	0	96	1322
5:55 PM	0	0	0	0	2	97	0	0	0	0	0	0	3	0	0	0	102	1315
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	36	1384	0	0	0	0	0	0	64	0	0	0	1484	
Heavy Trucks	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	20	
Buses																		
Pedestrians	0	0	0	0	36	0	0	0	8	0	0	0	0	0	0	0	44	
Bicycles	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	8	
Scooters																		

Comments:

LOCATION: NE Baker St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348609
DATE: Tue, Oct 3 2023

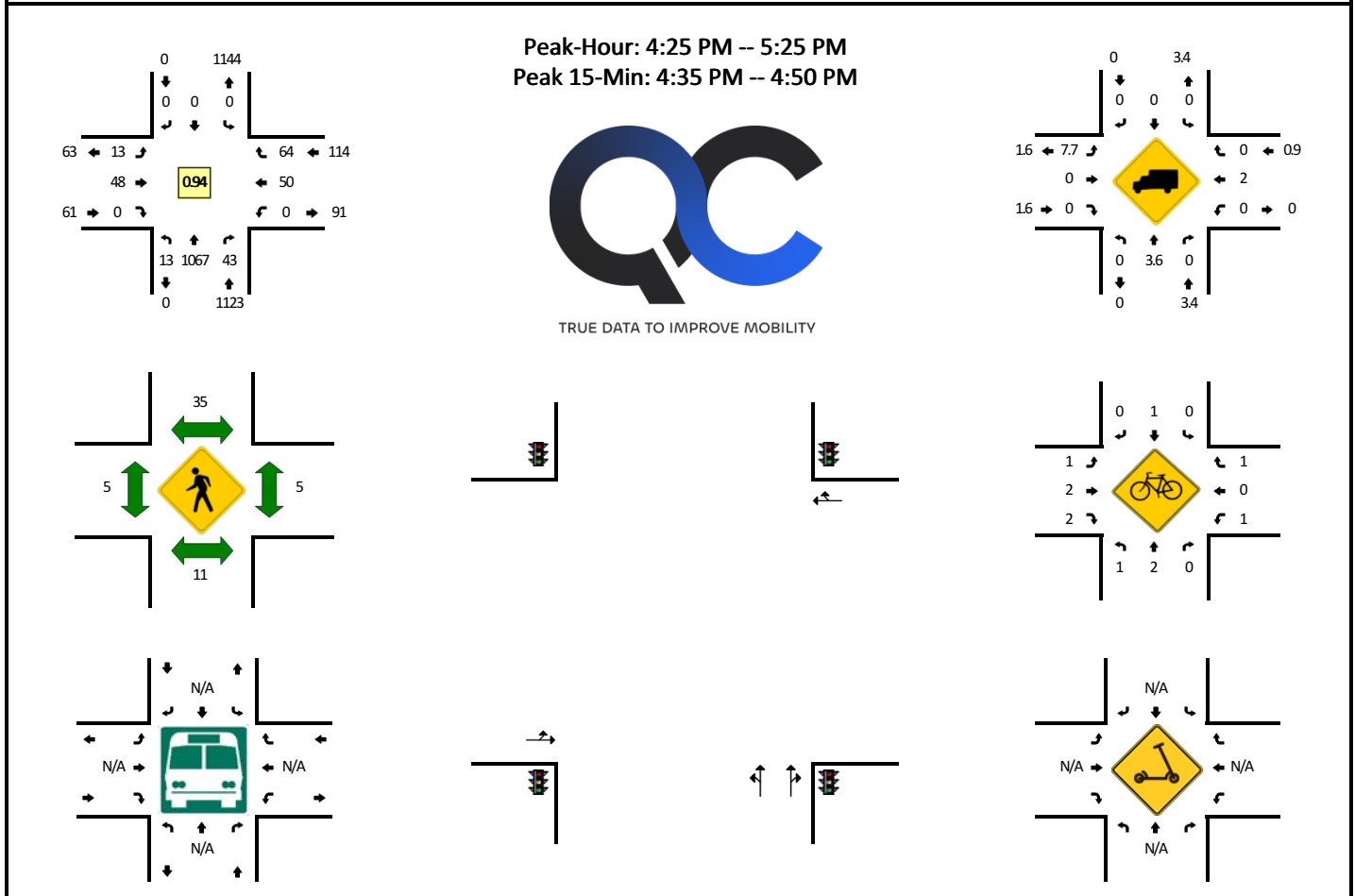


5-Min Count Period Beginning At	NE Baker St (Northbound)				NE Baker St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	55	2	0	0	0	0	0	1	2	0	0	0	0	1	0	62	
7:05 AM	0	43	0	0	0	0	0	0	1	3	0	0	0	3	2	0	52	
7:10 AM	0	50	1	0	0	0	0	0	0	1	0	0	0	3	2	0	57	
7:15 AM	0	63	0	0	0	0	0	0	0	3	0	0	0	1	0	0	67	
7:20 AM	0	72	2	0	0	0	0	0	0	0	0	0	0	0	1	0	75	
7:25 AM	1	80	2	0	0	0	0	0	1	1	0	0	0	2	1	0	88	
7:30 AM	0	87	1	0	0	0	0	0	0	2	0	0	0	1	2	0	93	
7:35 AM	0	89	2	0	0	0	0	0	0	4	0	0	0	1	1	0	97	
7:40 AM	0	104	1	0	0	0	0	0	0	4	0	0	0	1	3	0	113	
7:45 AM	0	102	2	0	0	0	0	0	1	1	0	0	0	3	3	0	112	
7:50 AM	1	89	2	0	0	0	0	0	0	5	0	0	0	0	0	0	97	
7:55 AM	0	110	1	0	0	0	0	0	0	5	0	0	0	1	2	0	119	1032
8:00 AM	0	104	1	0	0	0	0	0	0	3	0	0	0	0	7	0	115	1085
8:05 AM	1	95	3	0	0	0	0	0	0	4	0	0	0	1	5	0	109	1142
8:10 AM	1	90	2	0	0	0	0	0	0	3	0	0	0	1	4	0	101	1186
8:15 AM	1	103	2	0	0	0	0	0	1	2	0	0	0	2	1	0	112	1231
8:20 AM	0	69	1	0	0	0	0	0	0	4	0	0	0	1	2	0	77	1233
8:25 AM	0	60	4	0	0	0	0	0	0	4	0	0	0	2	2	0	72	1217
8:30 AM	1	72	2	0	0	0	0	0	0	3	0	0	0	2	2	0	82	1206
8:35 AM	1	52	0	0	0	0	0	0	0	1	0	0	0	4	2	0	60	1169
8:40 AM	0	68	4	0	0	0	0	0	1	4	0	0	0	0	4	0	81	1137
8:45 AM	2	50	2	0	0	0	0	0	1	2	0	0	0	1	3	0	61	1086
8:50 AM	0	72	7	0	0	0	0	0	2	3	0	0	0	2	3	0	89	1078
8:55 AM	0	62	2	0	0	0	0	0	1	4	0	0	0	2	2	0	73	1032
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	1236	20	0	0	0	0	0	0	48	0	0	0	8	56	0	1372	
Heavy Trucks	0	56	0	0	0	0	0	0	0	0	0	0	0	0	4	0	60	
Buses																		
Pedestrians		12				4				8				0			24	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: NE Baker St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348610
DATE: Tue, Oct 3 2023

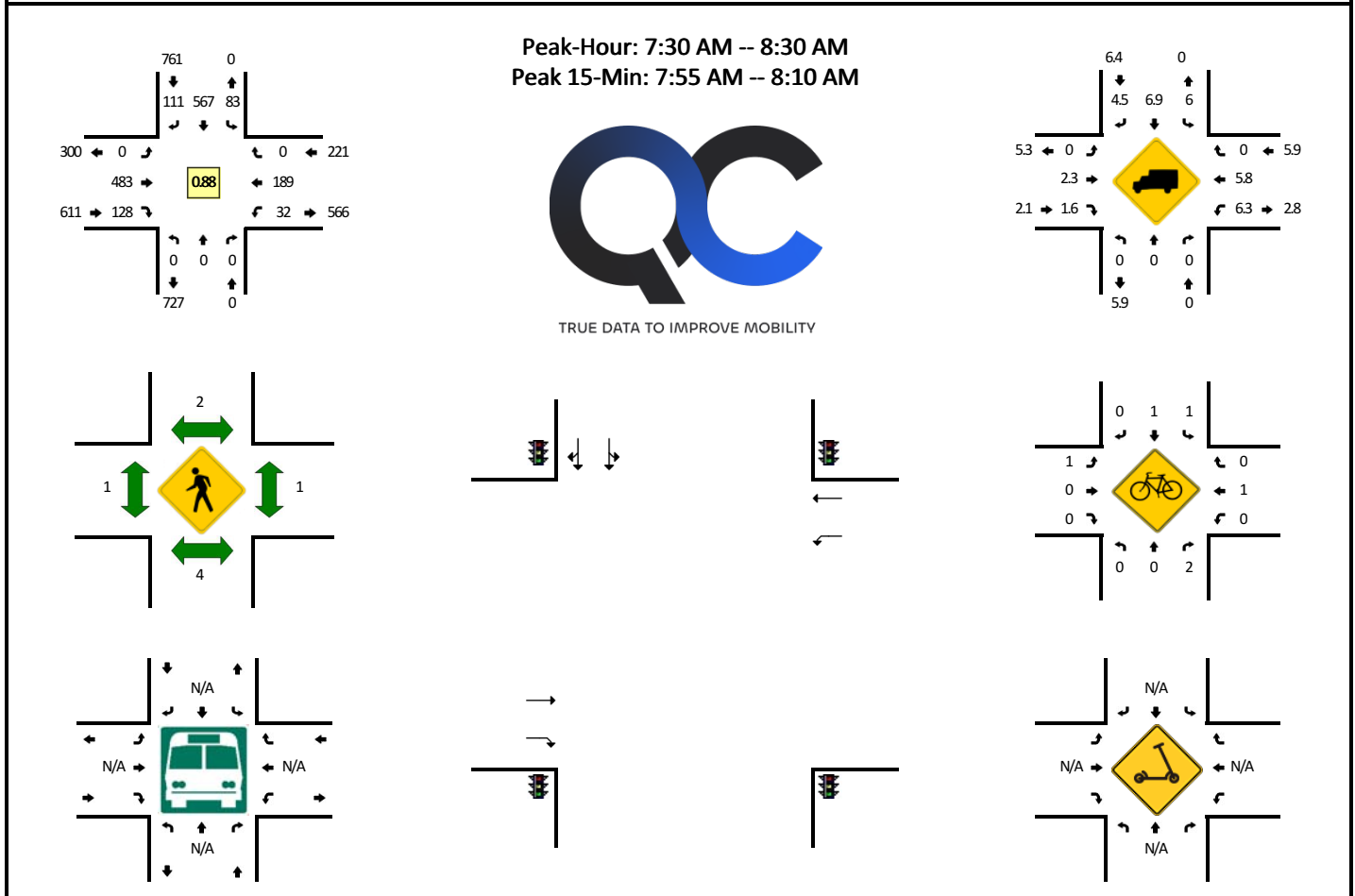


5-Min Count Period Beginning At	NE Baker St (Northbound)				NE Baker St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	92	3	0	0	0	0	0	1	3	0	0	0	4	3	0	107	
4:05 PM	0	96	1	0	0	0	0	0	2	6	0	0	0	1	4	0	110	
4:10 PM	0	80	3	0	0	0	0	0	1	2	0	0	0	5	9	0	100	
4:15 PM	2	94	0	0	0	0	0	0	1	4	0	0	0	2	8	0	111	
4:20 PM	1	101	3	0	0	0	0	0	2	1	0	0	0	3	2	0	113	
4:25 PM	1	83	1	0	0	0	0	0	2	4	0	0	0	6	6	0	103	
4:30 PM	1	89	5	0	0	0	0	0	0	3	0	0	0	2	6	0	106	
4:35 PM	2	97	5	0	0	0	0	0	4	3	0	0	0	2	4	0	117	
4:40 PM	1	90	3	0	0	0	0	0	1	4	0	0	0	5	7	0	111	
4:45 PM	1	101	3	0	0	0	0	0	0	6	0	0	0	4	1	0	116	
4:50 PM	2	87	4	0	0	0	0	0	1	2	0	0	0	5	8	0	109	
4:55 PM	1	85	3	0	0	0	0	0	0	3	0	0	0	3	6	0	101	1304
5:00 PM	1	94	6	0	0	0	0	0	1	4	0	0	0	7	7	0	120	1317
5:05 PM	1	90	1	0	0	0	0	0	1	8	0	0	0	4	4	0	109	1316
5:10 PM	0	79	4	0	0	0	0	0	1	7	0	0	0	8	6	0	105	1321
5:15 PM	2	79	5	0	0	0	0	0	2	2	0	0	0	2	7	0	99	1309
5:20 PM	0	93	3	0	0	0	0	0	0	2	0	0	0	2	2	0	102	1298
5:25 PM	0	64	3	0	0	0	0	0	0	2	0	0	0	3	5	0	77	1272
5:30 PM	3	91	4	0	0	0	0	0	2	3	0	0	0	1	8	0	112	1278
5:35 PM	2	76	5	0	0	0	0	0	1	2	0	0	0	4	6	0	96	1257
5:40 PM	1	60	2	0	0	0	0	0	1	3	0	0	0	4	2	0	73	1219
5:45 PM	1	84	2	0	0	0	0	0	0	4	0	0	0	5	4	0	100	1203
5:50 PM	0	98	2	0	0	0	0	0	0	1	0	0	0	3	5	0	109	1203
5:55 PM	0	81	4	0	0	0	0	0	0	1	0	0	0	4	5	0	95	1197
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	1152	44	0	0	0	0	0	20	52	0	0	0	44	48	0	1376	
Heavy Trucks	0	72	0	0	0	0	0	0	4	0	0	0	0	0	0	0	76	
Buses																		
Pedestrians		8				20				4				12			44	
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: NE Adams St -- SW 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348613
DATE: Tue, Oct 3 2023

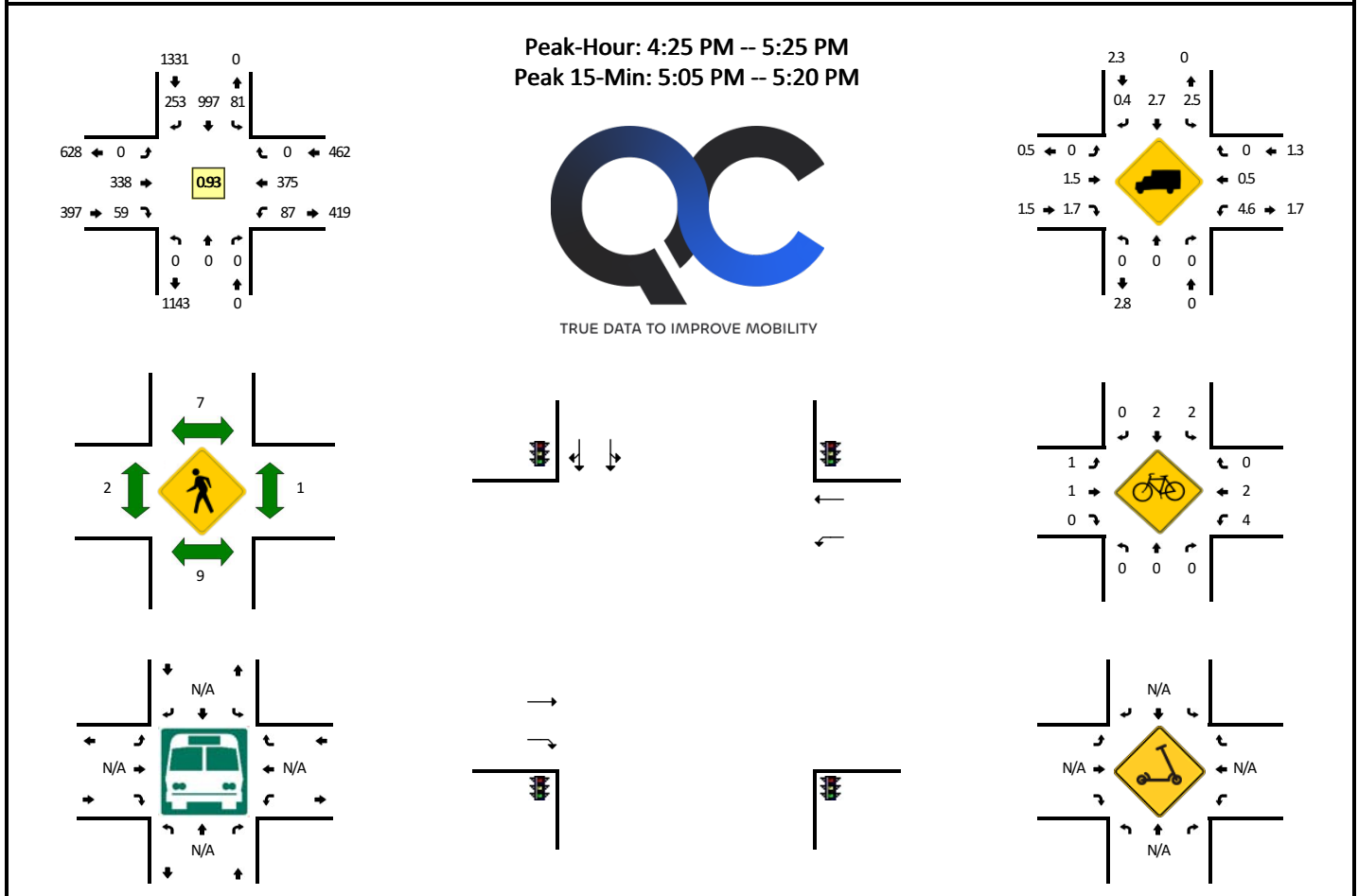


5-Min Count Period Beginning At	NE Adams St (Northbound)				NE Adams St (Southbound)				SW 2nd St (Eastbound)				SW 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	3	27	1	0	0	30	10	0	4	9	0	0	84	
7:05 AM	0	0	0	0	1	41	3	0	0	26	6	0	3	3	0	0	83	
7:10 AM	0	0	0	0	3	37	4	0	0	24	5	0	4	11	0	0	88	
7:15 AM	0	0	0	0	3	31	6	0	0	18	4	0	1	3	0	0	66	
7:20 AM	0	0	0	0	8	31	5	0	0	32	8	0	2	12	0	0	98	
7:25 AM	0	0	0	0	2	39	5	0	0	22	4	0	1	15	0	0	88	
7:30 AM	0	0	0	0	3	34	8	0	0	30	7	0	0	16	0	0	98	
7:35 AM	0	0	0	0	11	54	6	0	0	34	12	0	2	14	0	0	133	
7:40 AM	0	0	0	0	8	45	9	0	0	38	10	0	4	14	0	0	128	
7:45 AM	0	0	0	0	4	46	9	0	0	48	7	0	1	17	0	0	132	
7:50 AM	0	0	0	0	7	46	11	0	0	45	7	0	3	22	0	0	141	
7:55 AM	0	0	0	0	9	54	10	0	0	36	21	0	3	17	0	0	150	1289
8:00 AM	0	0	0	0	6	48	9	0	0	46	14	0	2	23	0	0	148	1353
8:05 AM	0	0	0	0	12	52	10	0	0	45	12	0	4	22	0	0	157	1427
8:10 AM	0	0	0	0	9	51	4	0	0	47	7	0	1	12	0	0	131	1470
8:15 AM	0	0	0	0	6	54	12	0	0	42	16	0	4	12	0	0	146	1550
8:20 AM	0	0	0	0	5	39	11	0	0	45	8	0	2	9	0	0	119	1571
8:25 AM	0	0	0	0	3	44	12	0	0	27	7	0	6	11	0	0	110	1593
8:30 AM	0	0	0	0	5	48	10	0	0	30	4	0	3	12	0	0	112	1607
8:35 AM	0	0	0	0	7	36	10	0	0	24	2	0	3	9	0	0	91	1565
8:40 AM	0	0	0	0	3	36	9	0	0	26	6	0	0	6	0	0	86	1523
8:45 AM	0	0	0	0	0	46	9	0	0	21	6	0	2	13	0	0	97	1488
8:50 AM	0	0	0	0	5	45	8	0	0	20	8	0	3	8	0	0	97	1444
8:55 AM	0	0	0	0	3	33	11	0	0	28	5	0	4	9	0	0	93	1387
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	108	616	116	0	0	508	188	0	36	248	0	0	1820	
Heavy Trucks	0	0	0	0	16	60	4	0	0	20	0	0	8	12	0	0	120	
Buses																		
Pedestrians	0	0	0	0	4	4	0	0	4	4	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	4	4	0	0	4	0	0	0	0	0	0	0	16	
Scooters																		

Comments:

LOCATION: NE Adams St -- SW 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348614
DATE: Tue, Oct 3 2023

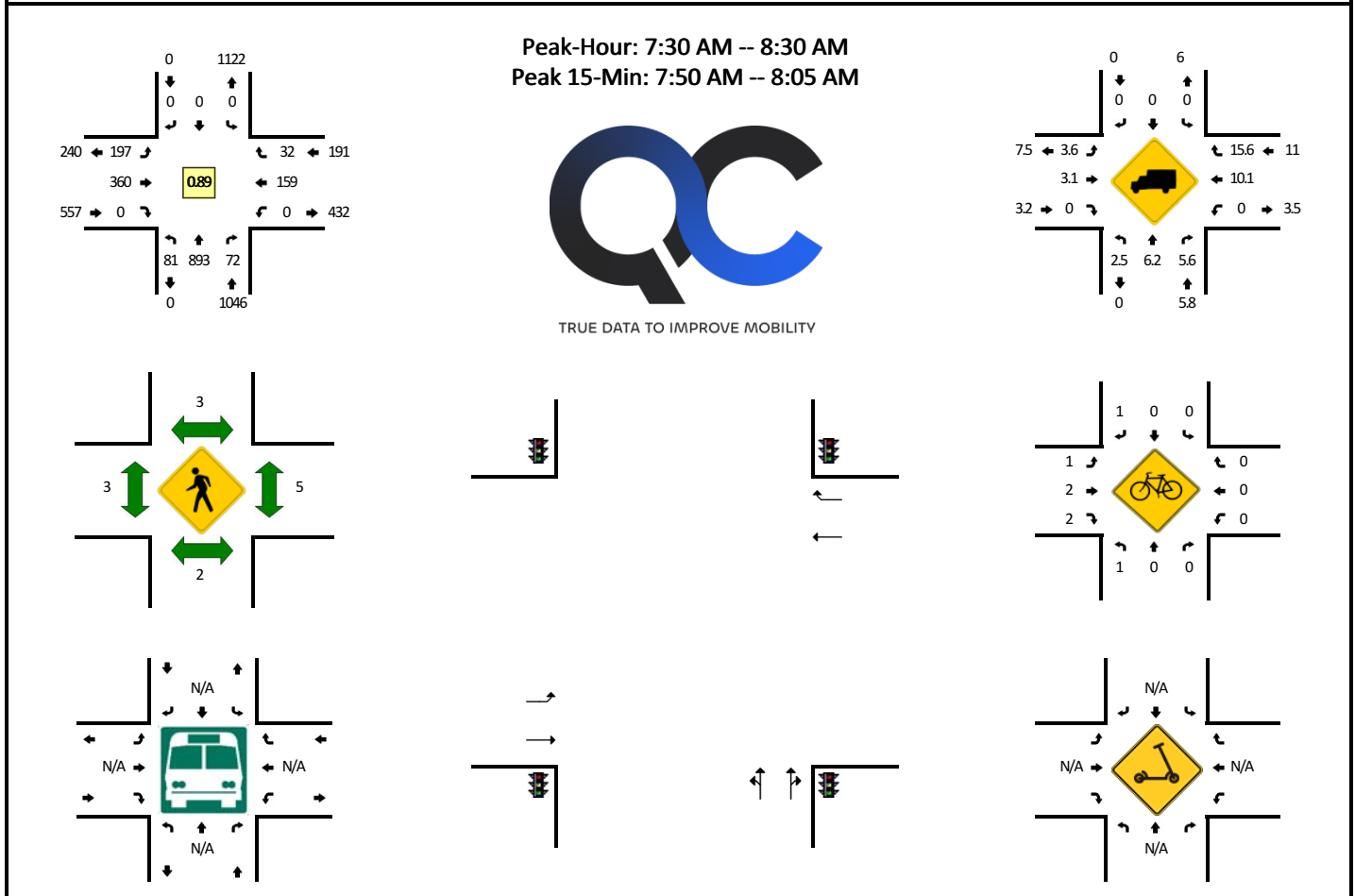


5-Min Count Period Beginning At	NE Adams St (Northbound)				NE Adams St (Southbound)				SW 2nd St (Eastbound)				SW 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	5	97	26	0	0	24	7	0	9	29	0	0	197	
4:05 PM	0	0	0	0	8	82	25	0	0	25	8	0	8	27	0	0	183	
4:10 PM	0	0	0	0	4	80	17	0	0	35	8	0	11	34	0	0	189	
4:15 PM	0	0	0	0	3	102	19	0	0	24	8	0	10	25	0	0	191	
4:20 PM	0	0	0	0	12	58	22	0	0	29	2	0	4	20	0	0	147	
4:25 PM	0	0	0	0	6	58	10	0	0	24	4	0	7	30	0	0	139	
4:30 PM	0	0	0	0	10	105	19	0	0	30	5	0	6	29	0	0	204	
4:35 PM	0	0	0	0	7	73	23	0	0	29	1	0	9	27	0	0	169	
4:40 PM	0	0	0	0	7	64	18	0	0	33	4	0	11	31	0	0	168	
4:45 PM	0	0	0	0	5	85	29	0	0	30	1	0	7	26	0	0	183	
4:50 PM	0	0	0	0	7	105	11	0	0	24	6	0	9	33	0	0	195	
4:55 PM	0	0	0	0	6	72	21	0	0	33	7	0	6	32	0	0	177	2142
5:00 PM	0	0	0	0	7	81	25	0	0	27	5	0	5	20	0	0	170	2115
5:05 PM	0	0	0	0	9	87	29	0	0	27	8	0	5	38	0	0	203	2135
5:10 PM	0	0	0	0	1	79	24	0	0	27	7	0	5	44	0	0	187	2133
5:15 PM	0	0	0	0	9	95	25	0	0	26	2	0	9	34	0	0	200	2142
5:20 PM	0	0	0	0	7	93	19	0	0	28	9	0	8	31	0	0	195	2190
5:25 PM	0	0	0	0	5	64	12	0	0	33	17	0	11	42	0	0	184	2235
5:30 PM	0	0	0	0	3	69	20	0	0	32	15	0	4	32	0	0	175	2206
5:35 PM	0	0	0	0	8	88	26	0	0	29	6	0	8	24	0	0	189	2226
5:40 PM	0	0	0	0	5	69	15	0	0	33	8	0	6	35	0	0	171	2229
5:45 PM	0	0	0	0	1	89	25	0	0	22	4	0	6	20	0	0	167	2213
5:50 PM	0	0	0	0	5	72	23	0	0	22	4	0	3	28	0	0	157	2175
5:55 PM	0	0	0	0	4	71	15	0	0	29	3	0	3	32	0	0	157	2155
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	76	1044	312	0	0	320	68	0	76	464	0	0	2360	
Heavy Trucks	0	0	0	0	4	24	0	0	0	4	0	0	4	4	0	0	40	
Buses																		
Pedestrians		20				8				4				4			36	
Bicycles	0	0	0	0	8	0	0	0	4	4	0	0	8	0	0	0	24	
Scooters																		

Comments:

LOCATION: NE Baker St -- NE 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348615
DATE: Tue, Oct 3 2023

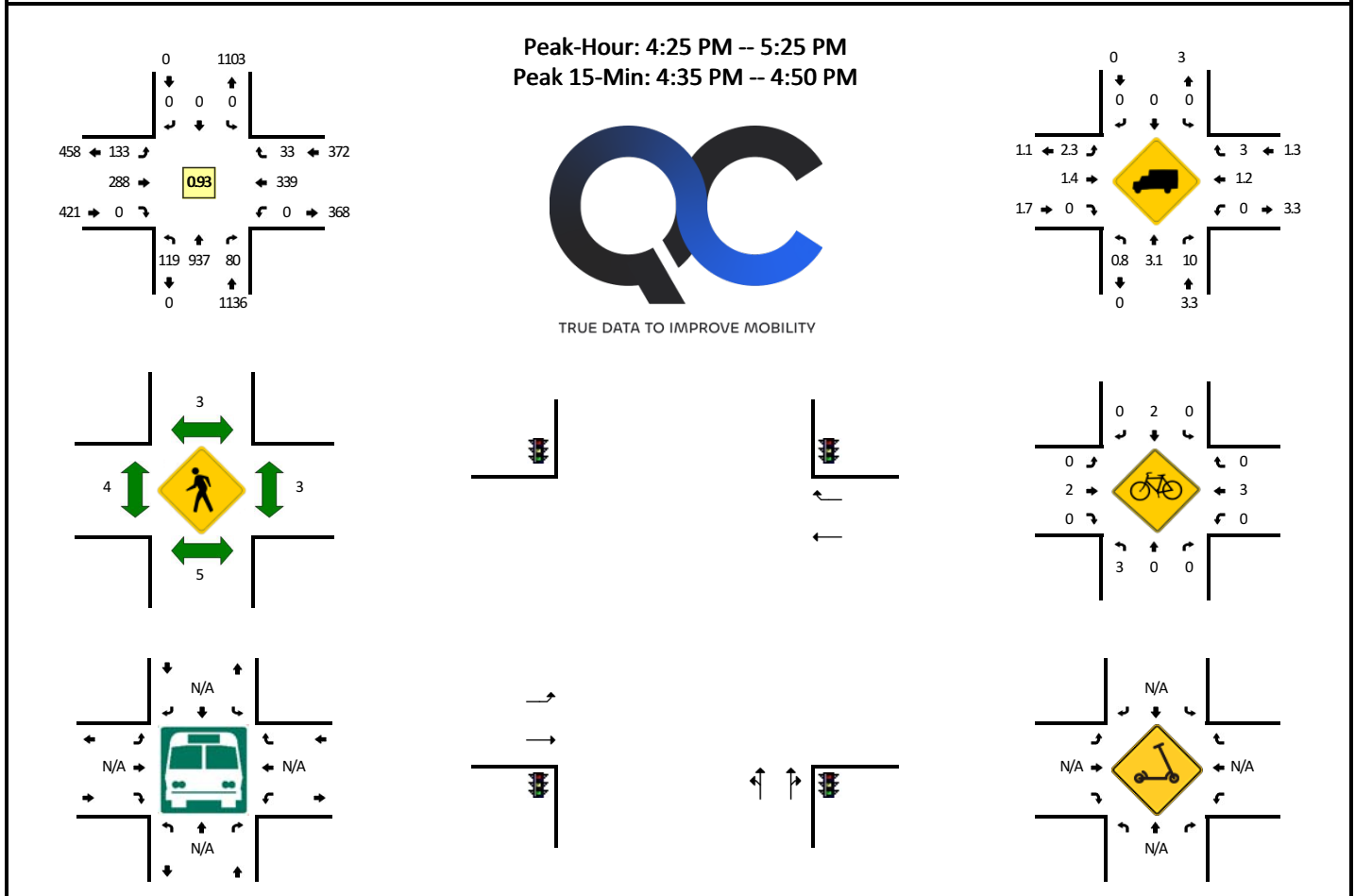


5-Min Count Period Beginning At	NE Baker St (Northbound)				NE Baker St (Southbound)				NE 2nd St (Eastbound)				NE 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	48	7	0	0	0	0	0	8	20	0	0	0	7	1	0	97	
7:05 AM	1	33	7	0	0	0	0	0	6	16	0	0	0	6	0	0	69	
7:10 AM	6	48	6	0	0	0	0	0	10	21	0	0	0	8	0	0	99	
7:15 AM	4	57	7	0	0	0	0	0	5	15	0	0	0	2	0	0	90	
7:20 AM	9	56	3	0	0	0	0	0	10	27	0	0	0	7	1	0	113	
7:25 AM	4	74	6	0	0	0	0	0	11	18	0	0	0	11	3	0	127	
7:30 AM	7	72	4	0	0	0	0	0	15	15	0	0	0	12	1	0	126	
7:35 AM	9	72	8	0	0	0	0	0	16	26	0	0	0	11	4	0	146	
7:40 AM	7	90	6	0	0	0	0	0	11	32	0	0	0	11	1	0	158	
7:45 AM	10	77	7	0	0	0	0	0	25	35	0	0	0	8	4	0	166	
7:50 AM	6	80	5	0	0	0	0	0	6	41	0	0	0	20	4	0	162	
7:55 AM	10	88	6	0	0	0	0	0	17	30	0	0	0	15	2	0	168	1521
8:00 AM	9	80	9	0	0	0	0	0	17	31	0	0	0	22	5	0	173	1597
8:05 AM	6	73	4	0	0	0	0	0	24	34	0	0	0	16	4	0	161	1689
8:10 AM	4	78	4	0	0	0	0	0	21	30	0	0	0	12	1	0	150	1740
8:15 AM	5	74	6	0	0	0	0	0	14	37	0	0	0	13	1	0	150	1800
8:20 AM	3	58	6	0	0	0	0	0	19	33	0	0	0	6	2	0	127	1814
8:25 AM	5	51	7	0	0	0	0	0	12	16	0	0	0	13	3	0	107	1794
8:30 AM	6	53	3	0	0	0	0	0	9	22	0	0	0	13	1	0	107	1775
8:35 AM	3	41	5	0	0	0	0	0	7	25	0	0	0	8	2	0	91	1720
8:40 AM	3	60	7	0	0	0	0	0	11	19	0	0	0	8	1	0	109	1671
8:45 AM	4	54	7	0	0	0	0	0	6	15	0	0	0	8	0	0	94	1599
8:50 AM	5	58	4	0	0	0	0	0	8	17	0	0	0	9	1	0	102	1539
8:55 AM	4	51	6	0	0	0	0	0	11	22	0	0	0	8	3	0	105	1476
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	100	992	80	0	0	0	0	0	160	408	0	0	0	228	44	0	2012	
Heavy Trucks	0	40	16		0	0	0		12	12	0		0	20	0		100	
Buses																		
Pedestrians		4				0				8				4			16	
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4	
Scooters																		

Comments:

LOCATION: NE Baker St -- NE 2nd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348616
DATE: Tue, Oct 3 2023

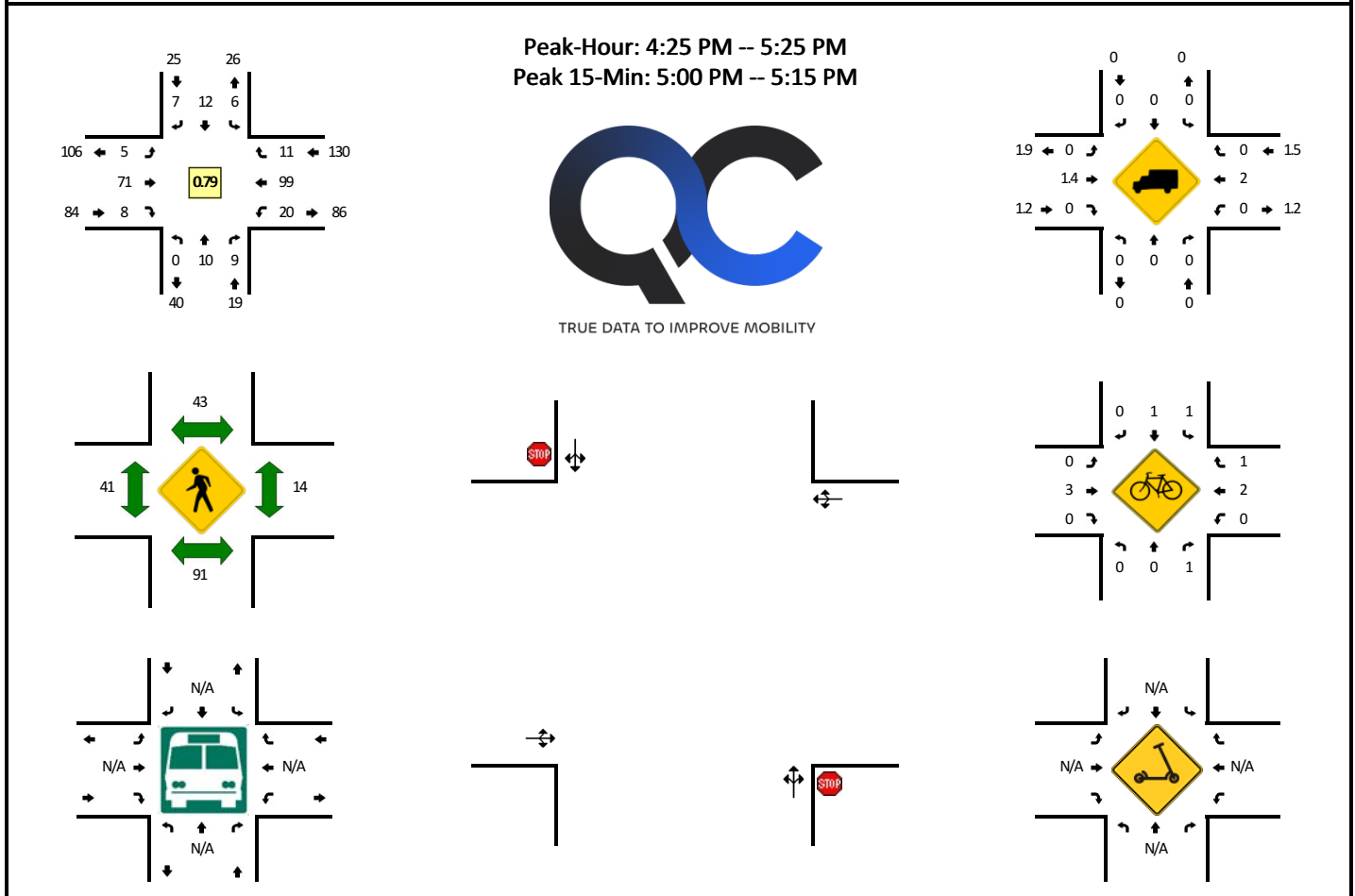


5-Min Count Period Beginning At	NE Baker St (Northbound)				NE Baker St (Southbound)				NE 2nd St (Eastbound)				NE 2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	85	5	0	0	0	0	0	4	23	0	0	0	34	3	0	162	
4:05 PM	14	79	7	0	0	0	0	0	10	21	0	0	0	25	4	0	160	
4:10 PM	9	63	7	0	0	0	0	0	16	26	0	0	0	31	10	0	162	
4:15 PM	14	72	6	0	0	0	0	0	13	11	0	0	0	24	5	0	145	
4:20 PM	9	78	5	0	0	0	0	0	15	28	0	0	0	17	6	0	158	
4:25 PM	5	70	6	0	0	0	0	0	12	17	0	0	0	31	5	0	146	
4:30 PM	12	77	7	0	0	0	0	0	12	28	0	0	0	22	5	0	163	
4:35 PM	4	82	12	0	0	0	0	0	15	21	0	0	0	36	5	0	175	
4:40 PM	9	80	4	0	0	0	0	0	15	30	0	0	0	30	1	0	169	
4:45 PM	8	100	9	0	0	0	0	0	6	27	0	0	0	26	1	0	177	
4:50 PM	10	75	5	0	0	0	0	0	6	25	0	0	0	34	0	0	155	
4:55 PM	6	72	8	0	0	0	0	0	18	27	0	0	0	30	2	0	163	1935
5:00 PM	11	87	11	0	0	0	0	0	9	22	0	0	0	16	5	0	161	1934
5:05 PM	20	68	3	0	0	0	0	0	10	22	0	0	0	22	3	0	148	1922
5:10 PM	9	75	6	0	0	0	0	0	10	22	0	0	0	38	1	0	161	1921
5:15 PM	12	75	7	0	0	0	0	0	9	22	0	0	0	25	3	0	153	1929
5:20 PM	13	76	2	0	0	0	0	0	11	25	0	0	0	29	2	0	158	1929
5:25 PM	9	61	8	0	0	0	0	0	11	27	0	0	0	38	1	0	155	1938
5:30 PM	12	72	6	0	0	0	0	0	13	20	0	0	0	24	4	0	151	1926
5:35 PM	8	64	3	0	0	0	0	0	14	23	0	0	0	27	1	0	140	1891
5:40 PM	5	53	2	0	0	0	0	0	17	29	0	0	0	33	1	0	140	1862
5:45 PM	6	72	3	0	0	0	0	0	11	18	0	0	0	21	2	0	133	1818
5:50 PM	8	85	5	0	0	0	0	0	7	22	0	0	0	28	2	0	157	1820
5:55 PM	8	62	3	0	0	0	0	0	19	20	0	0	0	22	4	0	138	1795
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	84	1048	100	0	0	0	0	0	144	312	0	0	0	368	28	0	2084	
Heavy Trucks	0	52	12	0	0	0	0	0	0	0	0	0	0	4	0	0	68	
Buses																		
Pedestrians		4				4				0				4			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: NE Cows St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348619
DATE: Wed, Oct 11 2023

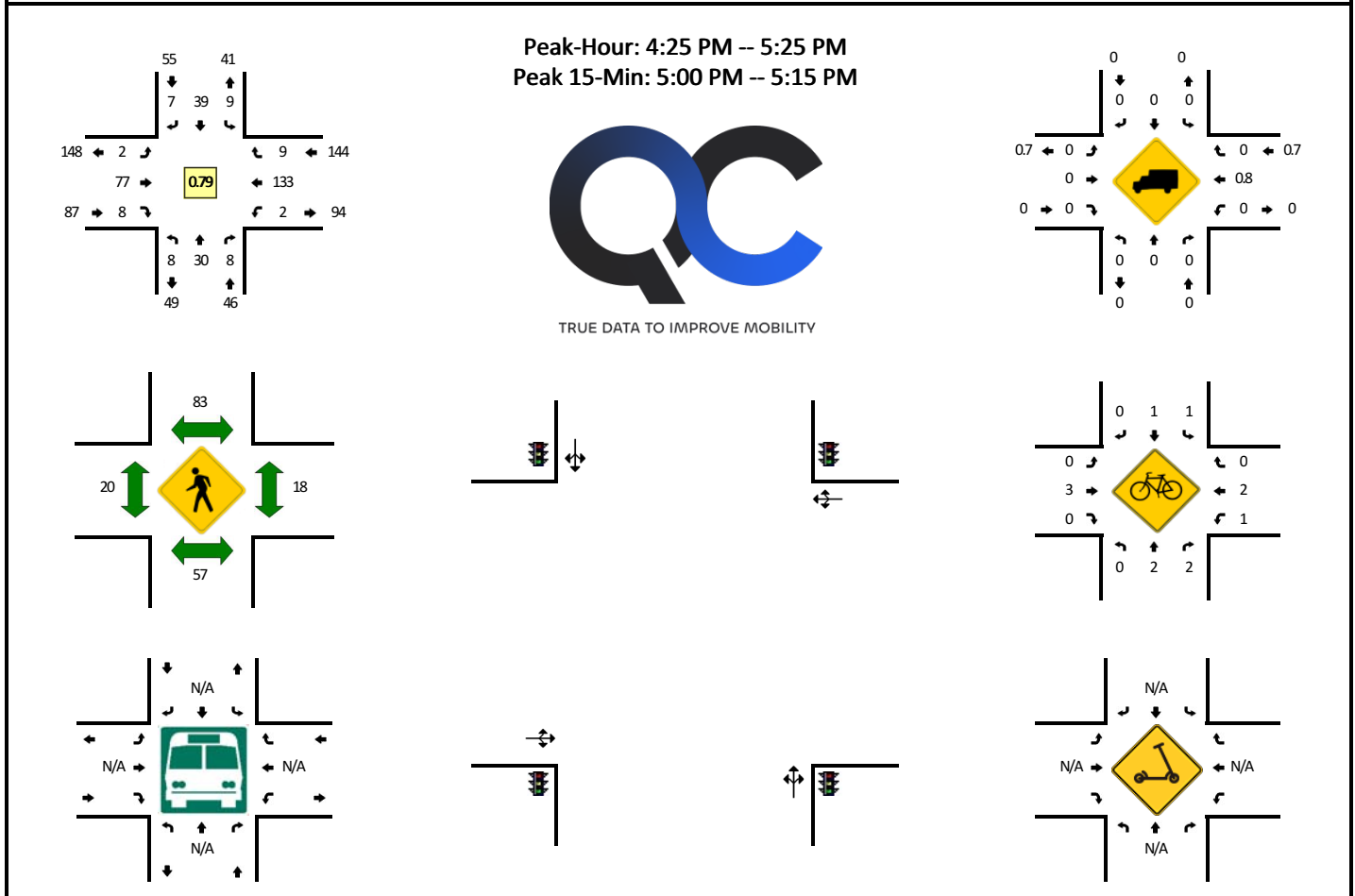


5-Min Count Period Beginning At	NE Cows St (Northbound)				NE Cows St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	1	0	1	0	1	0	1	5	2	0	2	11	3	0	29	
4:05 PM	0	0	2	0	1	0	0	0	2	7	0	0	2	9	2	0	25	
4:10 PM	0	0	1	0	1	1	0	0	1	7	0	0	1	10	3	0	25	
4:15 PM	0	0	0	0	0	0	1	0	0	11	0	0	1	5	1	0	19	
4:20 PM	0	2	1	0	0	0	0	0	2	4	0	0	1	4	1	0	15	
4:25 PM	0	0	0	0	1	2	0	0	1	5	0	0	1	6	1	0	17	
4:30 PM	0	0	1	0	1	0	1	0	0	5	0	0	4	6	0	0	18	
4:35 PM	0	0	1	0	0	0	1	0	2	4	0	0	2	9	1	0	20	
4:40 PM	0	1	0	0	0	0	0	0	0	7	0	0	0	7	0	0	15	
4:45 PM	0	0	2	0	0	1	1	0	1	4	0	0	0	6	0	0	15	
4:50 PM	0	0	0	0	0	1	1	0	0	3	0	0	2	9	5	0	21	
4:55 PM	0	2	1	0	0	2	1	0	0	7	2	0	2	10	0	0	27	246
5:00 PM	0	0	1	0	1	1	0	0	0	7	0	0	0	11	0	0	21	238
5:05 PM	0	1	2	0	1	3	1	0	1	6	3	0	0	7	2	0	27	240
5:10 PM	0	3	0	0	0	1	0	0	0	9	3	0	2	14	2	0	34	249
5:15 PM	0	3	0	0	2	0	1	0	0	4	0	0	5	5	0	0	20	250
5:20 PM	0	0	1	0	0	1	0	0	0	10	0	0	2	9	0	0	23	258
5:25 PM	1	0	1	0	1	1	0	0	0	6	1	0	0	7	1	0	19	260
5:30 PM	0	0	2	0	0	0	0	0	1	1	0	0	0	7	3	0	14	256
5:35 PM	0	0	1	0	0	0	0	0	0	6	1	0	3	6	0	0	17	253
5:40 PM	0	2	1	0	1	1	0	0	1	12	2	0	2	9	3	0	34	272
5:45 PM	1	1	1	0	0	3	0	0	0	4	1	0	1	3	1	0	16	273
5:50 PM	0	2	0	0	0	0	1	0	1	7	3	0	1	5	1	0	21	273
5:55 PM	0	2	3	0	0	0	0	0	2	5	1	0	1	6	0	0	20	266
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	16	12	0	8	20	4	0	4	88	24	0	8	128	16	0	328	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Buses																		
Pedestrians		52				32				44				32			160	
Bicycles	0	0	4		4	0	0		0	0	0		0	0	0		8	
Scooters																		

Comments:

LOCATION: NE Davis St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348620
DATE: Tue, Oct 3 2023

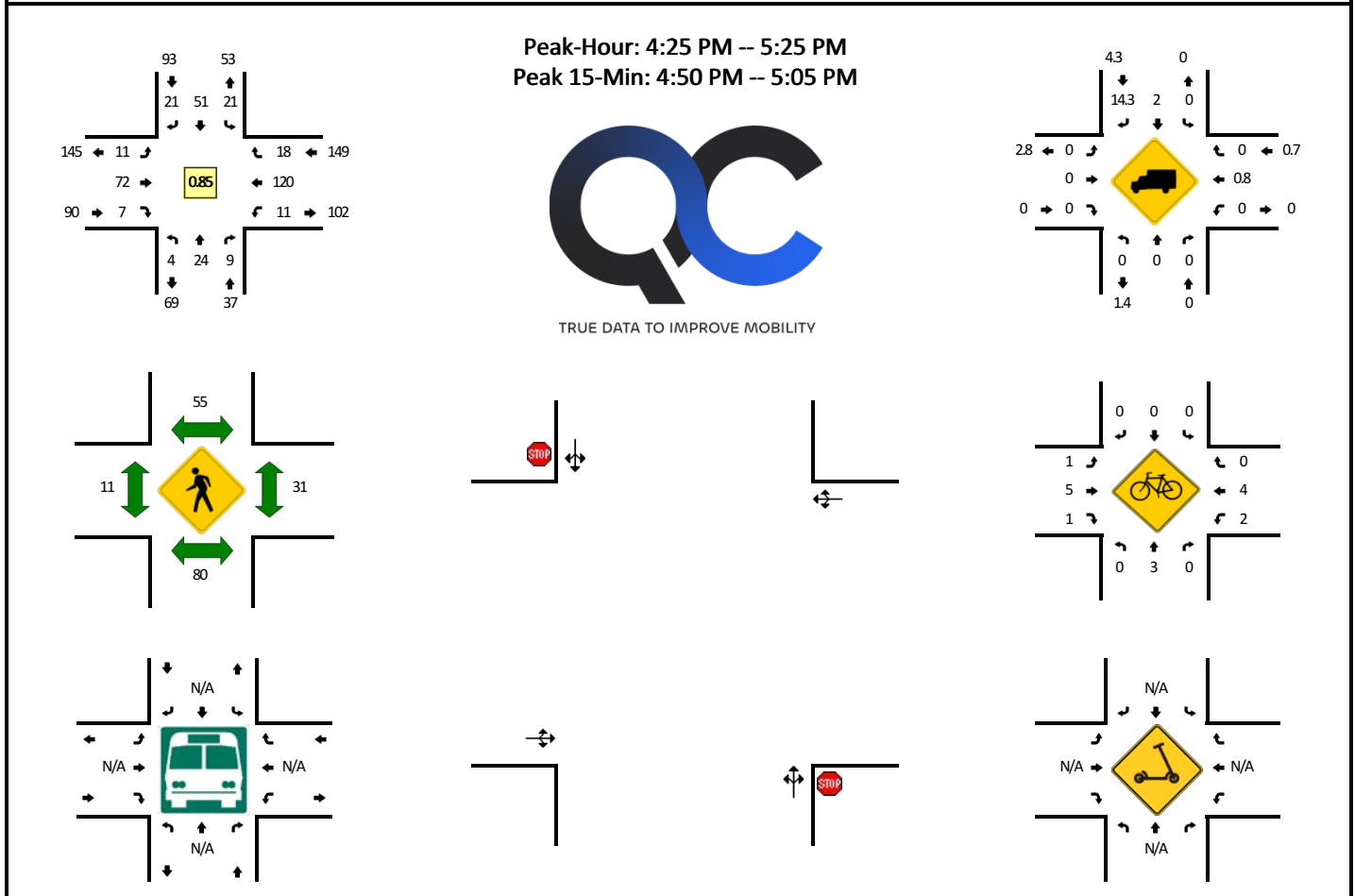


5-Min Count Period Beginning At	NE Davis St (Northbound)				NE Davis St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	1	0	0	1	5	0	0	0	7	1	0	0	9	0	0	25	
4:05 PM	0	3	1	0	1	3	0	0	0	5	2	0	0	7	2	0	24	
4:10 PM	0	2	1	0	1	3	0	0	0	6	0	0	0	11	1	0	25	
4:15 PM	0	2	1	0	1	8	1	0	0	4	1	0	0	7	2	0	27	
4:20 PM	0	2	1	0	1	3	1	0	0	4	0	0	0	11	1	0	24	
4:25 PM	1	6	1	0	1	1	0	0	0	5	1	0	0	15	2	0	33	
4:30 PM	0	3	0	0	0	3	0	0	0	6	0	0	1	10	0	0	23	
4:35 PM	0	1	2	0	1	3	1	0	0	7	2	0	0	9	0	0	26	
4:40 PM	0	3	0	0	1	5	0	0	0	8	1	0	0	12	2	0	32	
4:45 PM	1	2	1	0	1	3	0	0	0	9	0	0	1	3	1	0	22	
4:50 PM	2	2	0	0	0	2	2	0	0	8	0	0	0	13	0	0	29	
4:55 PM	0	1	1	0	0	2	0	0	0	5	0	0	0	11	1	0	21	311
5:00 PM	0	4	1	0	2	5	2	0	0	10	2	0	0	14	1	0	41	327
5:05 PM	2	3	1	0	1	4	0	0	0	5	0	0	0	14	1	0	31	334
5:10 PM	1	1	1	0	1	7	1	0	0	6	2	0	0	13	0	0	33	342
5:15 PM	1	2	0	0	0	4	1	0	0	7	0	0	0	10	1	0	26	341
5:20 PM	0	2	0	0	1	0	0	0	2	1	0	0	0	9	0	0	15	332
5:25 PM	1	2	4	0	4	3	1	0	1	6	1	0	0	11	2	0	36	335
5:30 PM	0	4	0	0	0	2	1	0	0	5	1	0	0	7	2	0	22	334
5:35 PM	1	1	0	0	0	1	0	0	0	3	1	0	1	11	1	0	20	328
5:40 PM	0	3	0	0	1	1	0	0	0	7	2	0	0	9	1	0	24	320
5:45 PM	0	0	0	0	2	0	3	0	0	4	1	0	0	10	0	0	20	318
5:50 PM	1	3	1	0	2	4	0	0	0	3	1	0	1	11	2	0	29	318
5:55 PM	0	1	1	0	1	5	2	0	0	5	0	0	0	8	0	0	23	320
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	32	12	0	16	64	12	0	0	84	16	0	0	164	8	0	420	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Buses																		
Pedestrians		56				76				12				16			160	
Bicycles	0	0	8		0	0	0		0	4	0		4	4	0		20	
Scooters																		

Comments:

LOCATION: NE Evans St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348621
DATE: Tue, Oct 3 2023

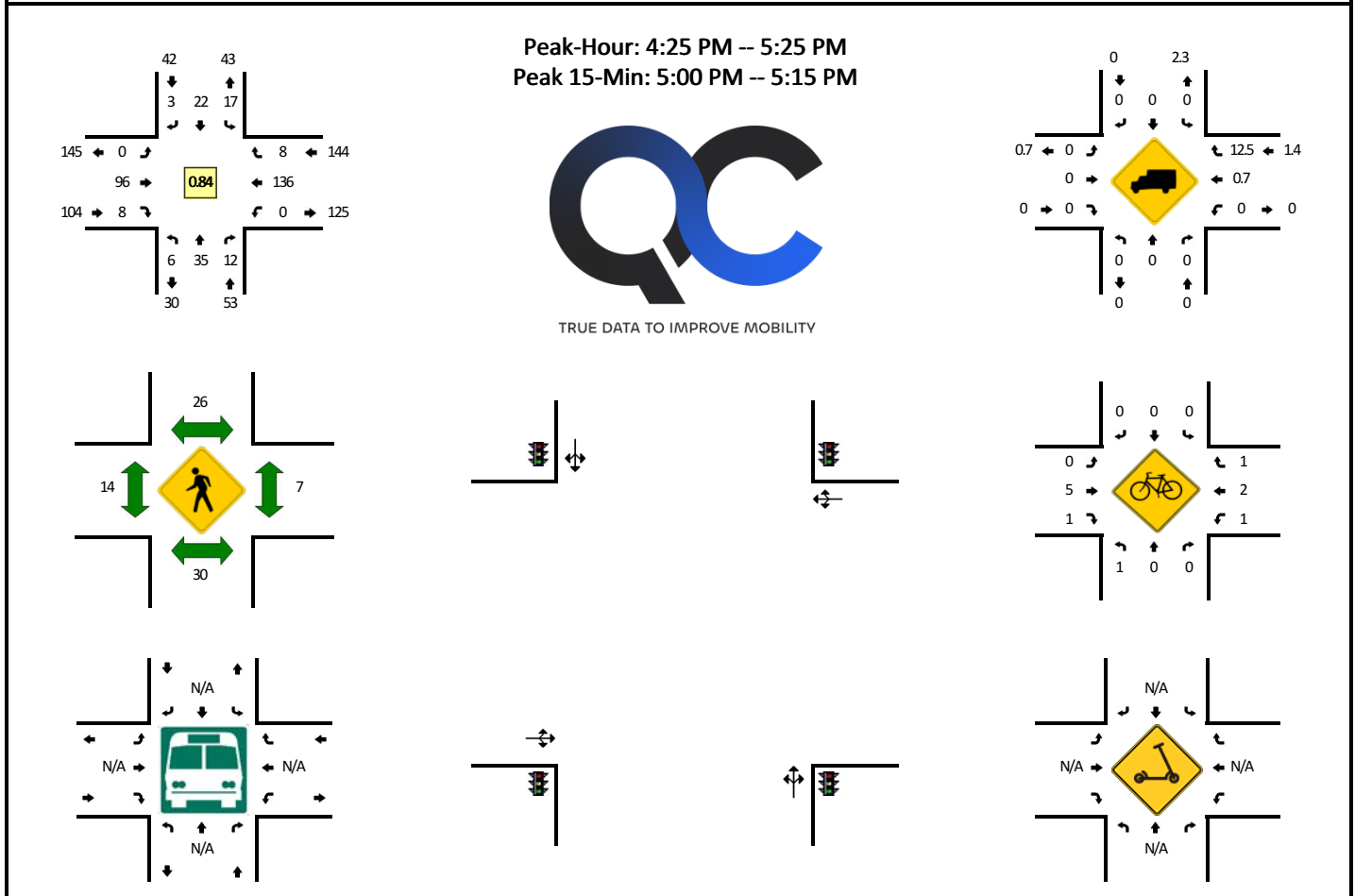


5-Min Count Period Beginning At	NE Evans St (Northbound)				NE Evans St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	1	0	5	4	1	0	2	9	0	0	2	9	3	0	39	
4:05 PM	0	0	0	0	1	3	1	0	0	7	1	0	0	7	4	0	24	
4:10 PM	0	2	0	0	2	2	0	0	0	7	0	0	1	13	2	0	29	
4:15 PM	0	0	1	0	5	7	1	0	0	6	0	0	1	11	0	0	32	
4:20 PM	1	2	2	0	2	3	0	0	1	5	0	0	1	8	1	0	26	
4:25 PM	1	3	0	0	4	2	3	0	2	6	0	0	4	14	1	0	40	
4:30 PM	1	1	2	0	1	7	3	0	1	5	1	0	1	6	1	0	30	
4:35 PM	0	0	2	0	2	3	1	0	0	8	0	0	2	9	1	0	28	
4:40 PM	0	0	1	0	1	4	2	0	2	5	1	0	0	12	1	0	29	
4:45 PM	0	2	1	0	2	3	1	0	0	8	0	0	1	3	2	0	23	
4:50 PM	0	3	1	0	2	6	1	0	1	7	0	0	1	12	3	0	37	
4:55 PM	0	3	1	0	4	1	2	0	2	4	0	0	0	12	2	0	31	368
5:00 PM	1	2	0	0	1	8	3	0	3	6	3	0	1	12	0	0	40	369
5:05 PM	1	5	1	0	1	3	1	0	0	8	1	0	0	12	1	0	34	379
5:10 PM	0	1	0	0	0	4	1	0	0	6	1	0	0	11	4	0	28	378
5:15 PM	0	1	0	0	0	5	3	0	0	8	0	0	0	8	1	0	26	372
5:20 PM	0	3	0	0	3	5	0	0	0	1	0	0	1	9	1	0	23	369
5:25 PM	0	4	1	0	1	2	3	0	1	13	0	0	0	10	1	0	36	365
5:30 PM	0	1	0	0	2	3	1	0	2	3	1	0	0	7	1	0	21	356
5:35 PM	1	4	0	0	0	2	3	0	0	2	1	0	2	10	2	0	27	355
5:40 PM	0	1	1	0	1	8	0	0	2	6	0	0	1	10	2	0	32	358
5:45 PM	0	3	1	0	4	3	2	0	0	5	1	0	2	8	2	0	31	366
5:50 PM	0	1	1	0	2	6	1	0	0	4	0	0	1	14	2	0	32	361
5:55 PM	1	3	1	0	3	5	1	0	1	6	1	0	0	6	0	0	28	358
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	32	8	0	28	60	24	0	24	68	12	0	8	144	20	0	432	
Heavy Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	8	
Buses																		
Pedestrians		100				40				8				36			184	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	4	8	0	0	12	
Scooters																		

Comments:

LOCATION: NE Ford St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348622
DATE: Tue, Oct 3 2023

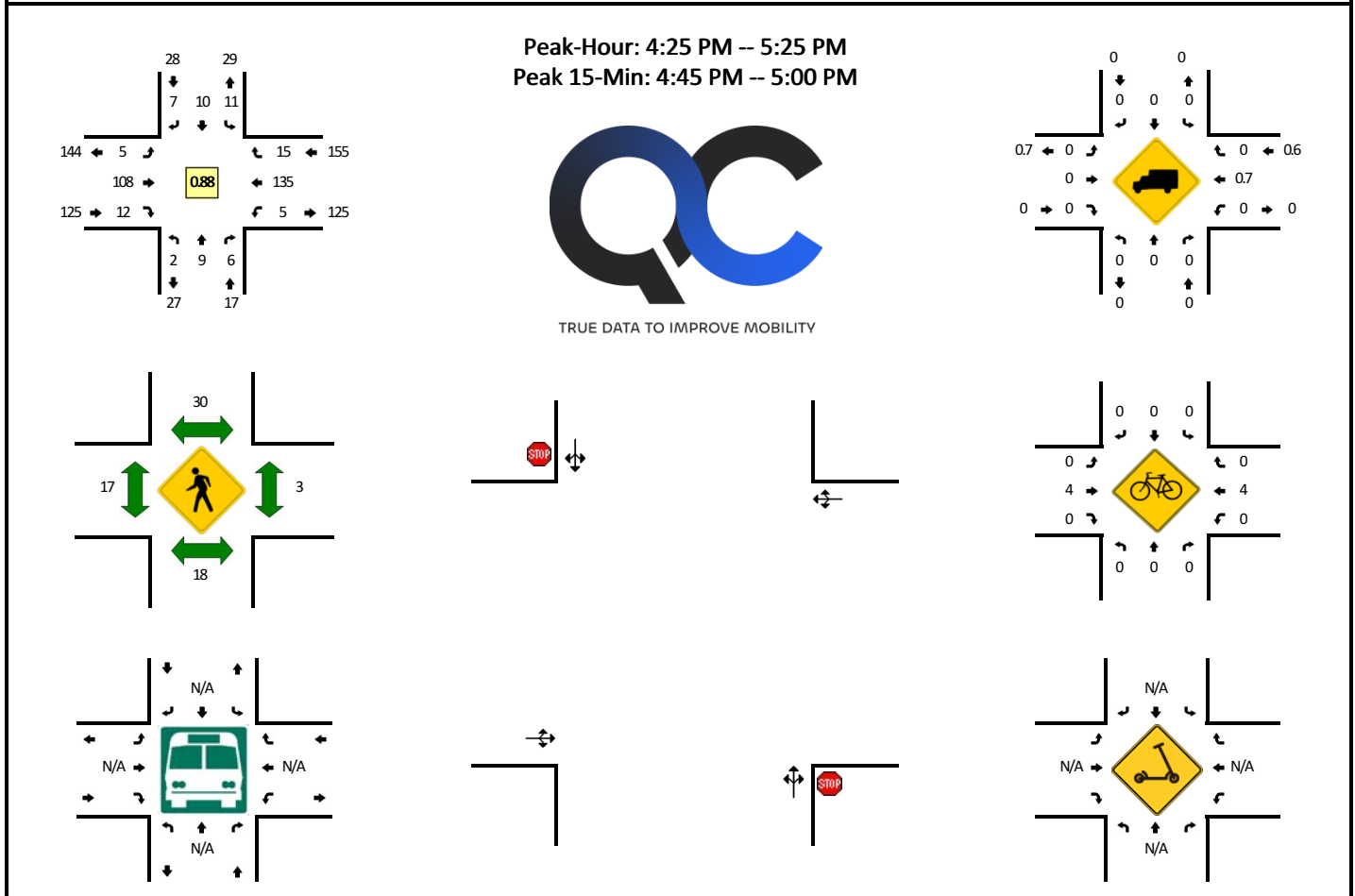


5-Min Count Period Beginning At	NE Ford St (Northbound)				NE Ford St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	0	0	0	5	0	0	0	13	1	0	0	16	0	0	37	
4:05 PM	1	1	1	0	1	2	0	0	0	9	2	0	0	9	1	0	27	
4:10 PM	1	2	1	0	0	0	1	0	0	7	0	0	0	14	0	0	26	
4:15 PM	1	2	1	0	1	0	0	0	0	12	1	0	0	11	0	0	29	
4:20 PM	0	4	0	0	0	1	1	0	0	7	0	0	0	12	1	0	26	
4:25 PM	0	2	2	0	0	3	1	0	0	10	2	0	0	13	1	0	34	
4:30 PM	0	1	0	0	0	2	0	0	0	7	0	0	0	8	1	0	19	
4:35 PM	0	0	2	0	0	2	0	0	0	9	0	0	0	11	0	0	24	
4:40 PM	0	4	0	0	2	1	0	0	0	8	2	0	0	14	2	0	33	
4:45 PM	0	2	0	0	1	1	1	0	0	11	2	0	0	5	0	0	23	
4:50 PM	0	4	0	0	0	1	0	0	0	8	0	0	0	20	1	0	34	
4:55 PM	0	3	2	0	3	1	0	0	0	9	0	0	0	11	2	0	31	343
5:00 PM	2	6	2	0	0	3	0	0	0	8	0	0	0	11	0	0	32	338
5:05 PM	3	2	3	0	4	5	0	0	0	6	1	0	0	10	0	0	34	345
5:10 PM	1	8	0	0	4	2	1	0	0	8	1	0	0	11	0	0	36	355
5:15 PM	0	1	1	0	2	0	0	0	0	8	0	0	0	12	1	0	25	351
5:20 PM	0	2	0	0	1	1	0	0	0	4	0	0	0	10	0	0	18	343
5:25 PM	1	0	1	0	1	2	0	0	1	10	3	0	0	11	2	0	32	341
5:30 PM	1	4	1	0	0	3	0	0	0	4	1	0	0	10	0	0	24	346
5:35 PM	0	1	1	0	0	1	1	0	0	2	1	0	0	9	0	0	16	338
5:40 PM	0	3	1	0	1	0	0	0	0	5	2	0	0	13	1	0	26	331
5:45 PM	4	2	1	0	0	3	1	0	0	8	3	0	0	10	2	0	34	342
5:50 PM	0	5	1	0	0	2	0	0	0	5	0	0	0	15	0	0	28	336
5:55 PM	0	0	1	0	0	1	1	0	0	8	1	0	0	6	3	0	21	326
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	64	20	0	32	40	4	0	0	88	8	0	0	128	0	0	408	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Buses																		
Pedestrians		20				32				20				4			76	
Bicycles	0	0	0	0	0	0	0	0	0	12	0	0	4	4	0	0	20	
Scooters																		

Comments:

LOCATION: NE Galloway St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348623
DATE: Tue, Oct 3 2023

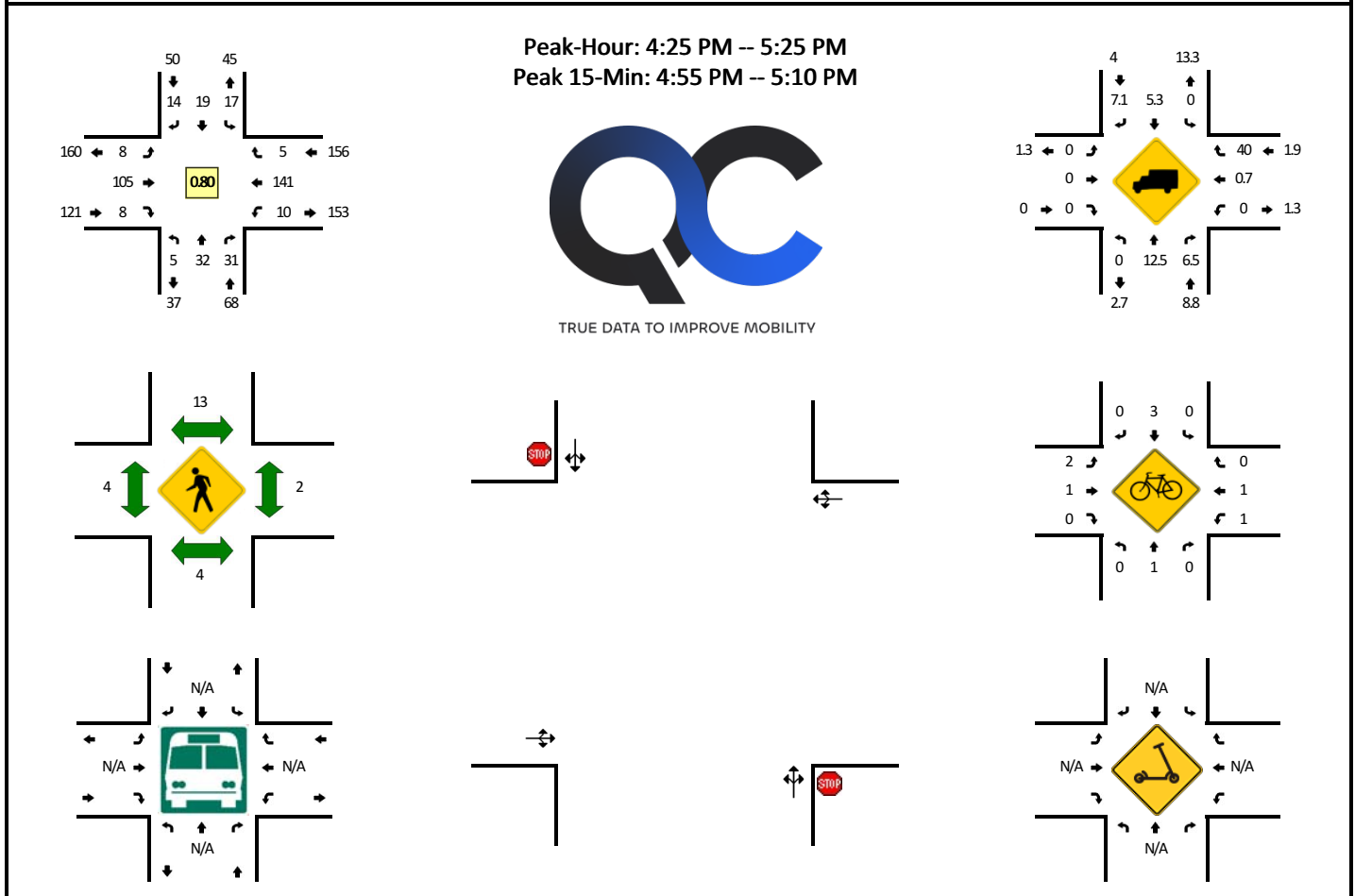


5-Min Count Period Beginning At	NE Galloway St (Northbound)				NE Galloway St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	0	0	0	0	0	0	1	11	0	0	1	16	0	0	30	
4:05 PM	1	2	0	0	1	0	0	0	0	10	1	0	1	8	2	0	26	
4:10 PM	0	0	0	0	3	1	0	0	0	8	0	0	1	15	0	0	28	
4:15 PM	0	0	3	0	2	1	0	0	1	11	0	0	1	10	1	0	30	
4:20 PM	0	0	2	0	0	1	0	0	0	6	1	0	1	13	1	0	25	
4:25 PM	2	1	0	0	0	1	2	0	0	13	0	0	1	12	1	0	33	
4:30 PM	0	2	1	0	2	0	0	0	0	6	0	0	0	7	1	0	19	
4:35 PM	0	0	0	0	1	0	0	0	2	10	0	0	0	12	1	0	26	
4:40 PM	0	0	0	0	0	0	0	0	1	9	0	0	1	15	1	0	27	
4:45 PM	0	2	0	0	2	1	1	0	0	10	1	0	0	7	3	0	27	
4:50 PM	0	1	1	0	2	2	0	0	0	7	1	0	1	19	1	0	35	
4:55 PM	0	1	0	0	0	0	1	0	1	11	3	0	0	13	0	0	30	336
5:00 PM	0	0	2	0	0	2	1	0	1	8	1	0	0	11	0	0	26	332
5:05 PM	0	0	0	0	0	1	0	0	0	10	1	0	0	11	1	0	24	330
5:10 PM	0	1	0	0	4	2	0	0	0	10	3	0	1	8	1	0	30	332
5:15 PM	0	0	1	0	0	1	1	0	0	10	2	0	0	12	2	0	29	331
5:20 PM	0	1	1	0	0	0	1	0	0	4	0	0	1	8	3	0	19	325
5:25 PM	0	0	2	0	0	0	0	0	1	7	2	0	0	12	0	0	24	316
5:30 PM	2	0	1	0	1	1	1	0	0	7	0	0	1	9	0	0	23	320
5:35 PM	1	1	0	0	1	2	0	0	0	3	0	0	0	8	0	0	16	310
5:40 PM	0	1	0	0	1	3	0	0	1	6	0	0	0	14	0	0	26	309
5:45 PM	0	0	0	0	0	0	1	0	0	7	1	0	0	11	0	0	20	302
5:50 PM	1	0	1	0	2	0	0	0	1	5	0	0	0	15	0	0	25	292
5:55 PM	1	0	0	0	0	2	1	0	1	7	2	0	0	8	3	0	25	287
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	16	4	0	16	12	8	0	4	112	20	0	4	156	16	0	368	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		16				8				12				0			36	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scooters																		

Comments:

LOCATION: NE Irvine St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348624
DATE: Tue, Oct 3 2023

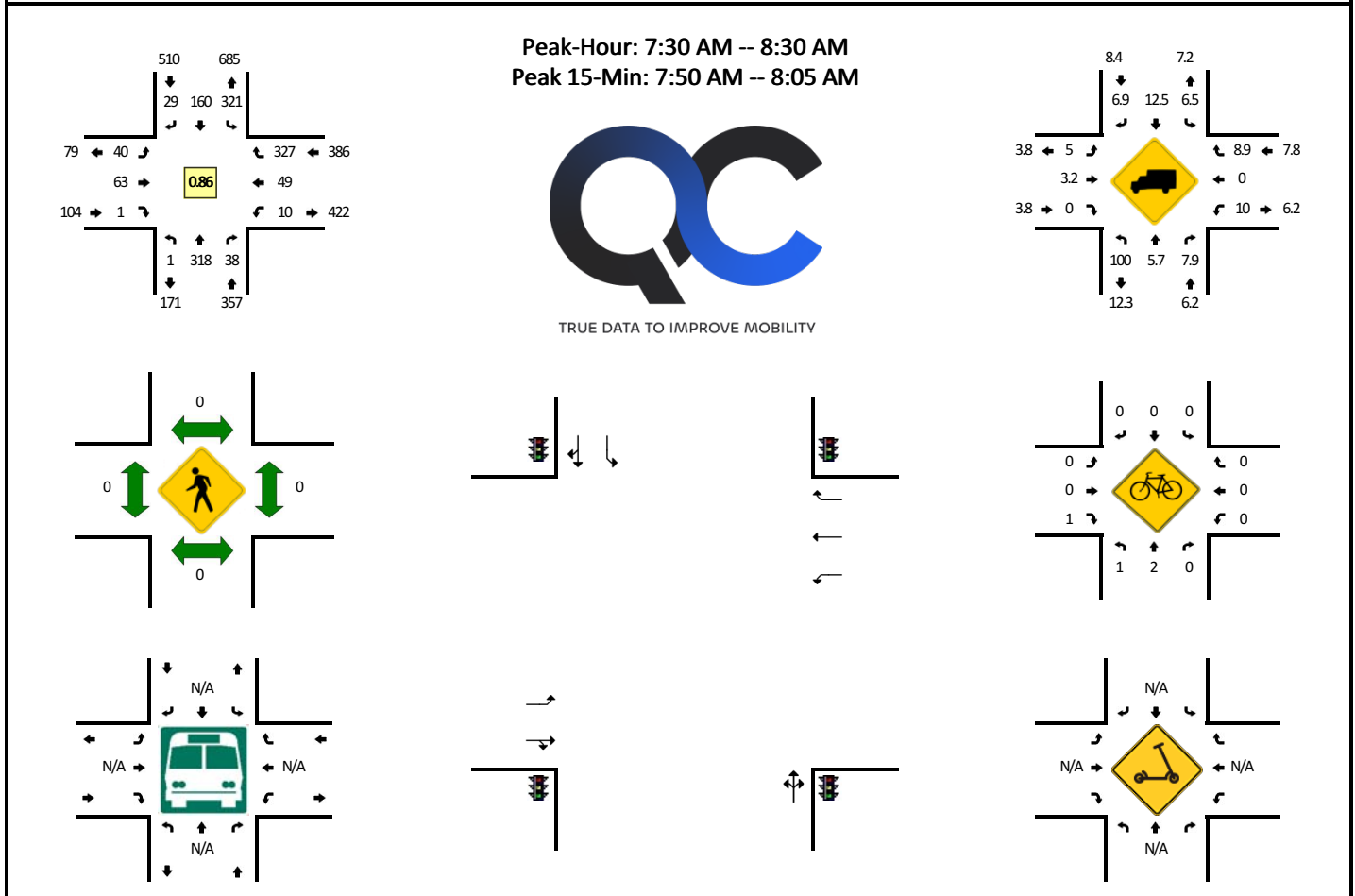


5-Min Count Period Beginning At	NE Irvine St (Northbound)				NE Irvine St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	4	5	0	1	1	2	0	1	9	0	0	1	10	0	0	38	
4:05 PM	1	1	3	0	2	1	1	0	0	10	1	0	0	13	1	0	34	
4:10 PM	0	1	2	0	3	1	2	0	0	12	1	0	1	12	0	0	35	
4:15 PM	1	4	2	0	1	0	1	0	0	13	0	0	1	14	0	0	37	
4:20 PM	2	1	1	0	1	2	0	0	1	10	0	0	1	14	0	0	33	
4:25 PM	0	0	1	0	1	0	0	0	0	8	2	0	0	13	0	0	25	
4:30 PM	0	5	2	0	0	2	1	0	0	8	1	0	2	6	0	0	27	
4:35 PM	1	1	2	0	1	1	1	0	1	9	0	0	1	12	1	0	31	
4:40 PM	0	2	3	0	2	1	1	0	0	8	0	0	0	15	0	0	32	
4:45 PM	2	5	2	0	1	2	1	0	1	9	0	0	0	7	0	0	30	
4:50 PM	0	3	2	0	0	0	1	0	0	10	2	0	0	17	0	0	35	
4:55 PM	0	2	3	0	3	2	1	0	2	9	1	0	2	13	1	0	39	396
5:00 PM	0	5	2	0	2	3	0	0	0	12	0	0	0	16	3	0	43	401
5:05 PM	1	2	5	0	2	3	3	0	1	11	1	0	2	10	0	0	41	408
5:10 PM	0	4	4	0	3	1	3	0	0	8	0	0	1	9	0	0	33	406
5:15 PM	1	2	2	0	0	1	1	0	1	11	1	0	0	11	0	0	31	400
5:20 PM	0	1	3	0	2	3	1	0	2	2	0	0	2	12	0	0	28	395
5:25 PM	2	1	4	0	0	2	1	0	1	7	2	0	3	12	0	0	35	405
5:30 PM	0	1	2	0	0	3	1	0	0	12	0	0	2	7	0	0	28	406
5:35 PM	1	3	0	0	2	0	0	0	0	2	0	0	2	14	0	0	24	399
5:40 PM	1	2	0	0	0	3	1	0	0	5	0	0	0	6	1	0	19	386
5:45 PM	0	1	0	0	2	1	1	0	0	5	0	0	2	11	1	0	24	380
5:50 PM	1	2	3	0	1	0	1	0	1	7	1	0	0	14	0	0	31	376
5:55 PM	1	1	1	0	0	0	3	0	3	4	0	0	1	9	0	0	23	360
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	36	40	0	28	32	16	0	12	128	8	0	16	156	16	0	492	
Heavy Trucks	0	4	4		0	0	0		0	0	0		0	4	8		20	
Buses																		
Pedestrians	0	0			8				4				4				16	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: NE Johnson St -- NE 3rd St
CITY/STATE: McMinnville, OR

QC JOB #: 16348611
DATE: Tue, Oct 3 2023

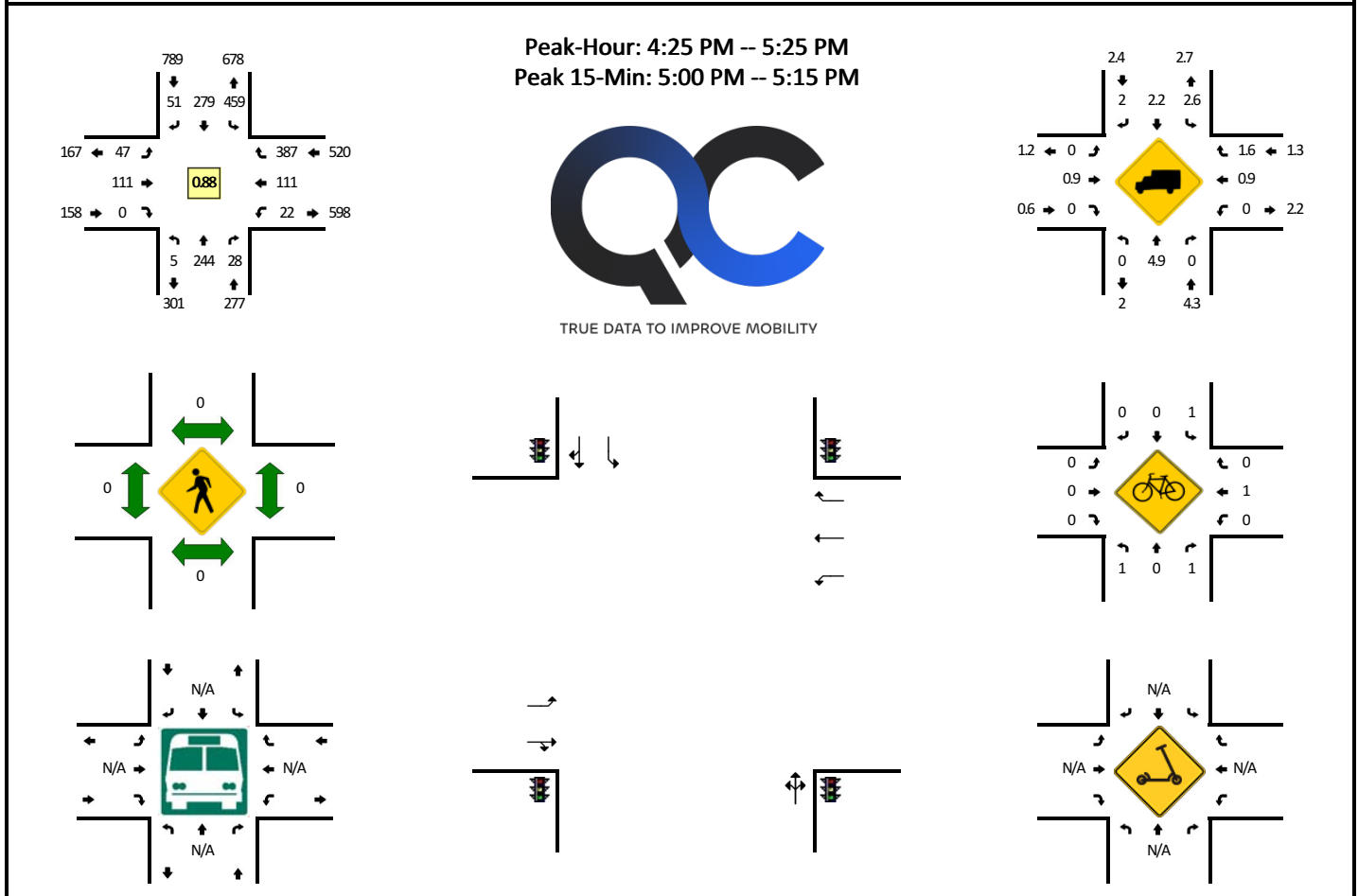


5-Min Count Period Beginning At	NE Johnson St (Northbound)				NE Johnson St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	17	5	0	18	7	3	0	2	1	0	0	0	4	14	0	71	
7:05 AM	0	19	6	0	17	12	1	0	1	4	0	0	0	6	20	0	86	
7:10 AM	0	19	4	0	16	6	3	0	0	3	0	0	0	2	19	0	72	
7:15 AM	0	18	3	0	22	6	1	0	4	3	0	0	0	3	14	0	74	
7:20 AM	0	19	2	0	18	8	0	0	1	3	0	0	0	3	11	0	65	
7:25 AM	0	16	2	0	20	7	2	0	1	8	0	0	0	3	22	0	81	
7:30 AM	0	22	1	0	23	9	0	0	1	2	0	0	0	2	7	0	67	
7:35 AM	0	28	3	0	30	13	3	0	1	3	0	0	1	6	23	0	111	
7:40 AM	0	19	4	0	21	9	5	0	2	6	0	0	1	3	23	0	93	
7:45 AM	0	33	4	0	21	16	4	0	4	0	0	0	0	2	26	0	110	
7:50 AM	0	25	3	0	30	18	0	0	5	7	0	0	3	6	36	0	133	
7:55 AM	0	35	1	0	25	18	1	0	2	4	0	0	2	5	35	0	128	1091
8:00 AM	0	35	2	0	31	16	4	0	5	6	0	0	0	7	29	0	135	1155
8:05 AM	0	25	4	0	29	17	2	0	4	8	0	0	0	3	36	0	128	1197
8:10 AM	1	28	1	0	32	13	4	0	2	7	1	0	1	3	30	0	123	1248
8:15 AM	0	24	6	0	34	8	0	0	3	6	0	0	0	2	28	0	111	1285
8:20 AM	0	20	8	0	25	11	6	0	8	5	0	0	1	3	23	0	110	1330
8:25 AM	0	24	1	0	20	12	0	0	3	9	0	0	1	7	31	0	108	1357
8:30 AM	0	20	3	0	17	5	4	0	3	6	0	0	1	8	20	0	87	1377
8:35 AM	0	18	1	0	18	7	1	0	2	5	0	0	0	9	25	0	86	1352
8:40 AM	0	10	1	0	20	13	0	0	1	3	0	0	1	4	13	0	66	1325
8:45 AM	0	15	4	0	22	7	3	0	4	5	0	0	0	5	21	0	86	1301
8:50 AM	0	12	1	0	26	12	4	0	2	4	0	0	0	3	26	0	90	1258
8:55 AM	0	22	3	0	23	8	3	0	6	6	0	0	1	3	16	0	91	1221
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	380	24	0	344	208	20	0	48	68	0	0	20	72	400	0	1584	
Heavy Trucks	0	36	0	0	36	20	0	0	4	4	0	0	4	0	16	0	120	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: NE Johnson St -- NE 3rd St
CITY/STATE: McMinnville, OR

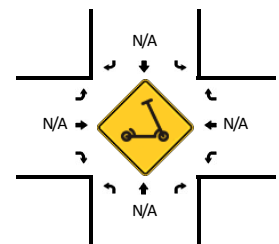
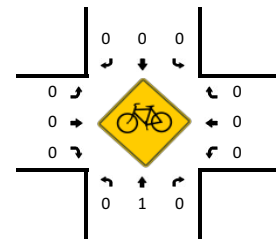
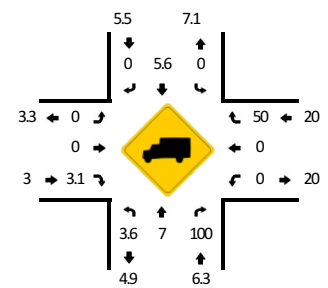
QC JOB #: 16348612
DATE: Tue, Oct 3 2023



5-Min Count Period Beginning At	NE Johnson St (Northbound)				NE Johnson St (Southbound)				NE 3rd St (Eastbound)				NE 3rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	23	1	0	24	19	3	0	6	12	0	0	0	10	35	0	133	
4:05 PM	0	14	4	0	35	19	5	0	2	12	0	0	2	10	32	0	135	
4:10 PM	0	14	3	0	37	16	0	0	4	10	1	0	3	12	23	0	123	
4:15 PM	0	16	1	0	32	29	3	0	5	12	0	0	0	11	34	0	143	
4:20 PM	0	9	2	0	43	23	4	0	3	9	0	0	3	11	31	0	138	
4:25 PM	1	20	2	0	28	20	6	0	5	7	0	0	1	6	31	0	127	
4:30 PM	1	16	2	0	36	19	4	0	4	6	0	0	5	6	30	0	129	
4:35 PM	0	25	2	0	36	28	2	0	2	10	0	0	4	12	32	0	153	
4:40 PM	1	18	1	0	42	21	6	0	5	9	0	0	1	9	35	0	148	
4:45 PM	1	21	4	0	31	29	4	0	2	11	0	0	2	4	27	0	136	
4:50 PM	0	18	2	0	42	24	4	0	3	10	0	0	2	13	31	0	149	
4:55 PM	0	16	1	0	22	20	5	0	3	10	0	0	0	11	30	0	118	1632
5:00 PM	1	19	1	0	44	24	6	0	9	8	0	0	1	13	34	0	160	1659
5:05 PM	0	30	1	0	49	23	3	0	5	13	0	0	0	8	32	0	164	1688
5:10 PM	0	24	4	0	45	26	1	0	3	10	0	0	4	9	46	0	172	1737
5:15 PM	0	23	4	0	42	25	4	0	3	11	0	0	1	8	37	0	158	1752
5:20 PM	0	14	4	0	42	20	6	0	3	6	0	0	1	12	22	0	130	1744
5:25 PM	0	10	2	0	27	20	7	0	4	6	0	0	2	7	36	0	121	1738
5:30 PM	0	13	1	0	36	25	4	0	8	8	0	0	4	4	30	0	133	1742
5:35 PM	1	24	2	0	29	18	9	0	3	3	0	0	3	8	23	0	123	1712
5:40 PM	0	23	0	0	34	27	3	0	0	4	0	0	0	5	22	0	118	1682
5:45 PM	0	21	2	0	34	23	9	0	1	5	0	0	0	4	33	0	132	1678
5:50 PM	0	12	0	0	29	15	6	0	5	6	0	0	5	9	27	0	114	1643
5:55 PM	1	18	1	0	24	16	3	0	0	4	0	0	2	7	21	0	97	1622
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	292	24	0	552	292	40	0	68	124	0	0	20	120	448	0	1984	
Heavy Trucks	0	12	0		20	12	4		0	4	0		0	0	4		56	
Buses																		
Pedestrians	0	0			0				0				0				0	
Bicycles	0	0	0		4	0	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

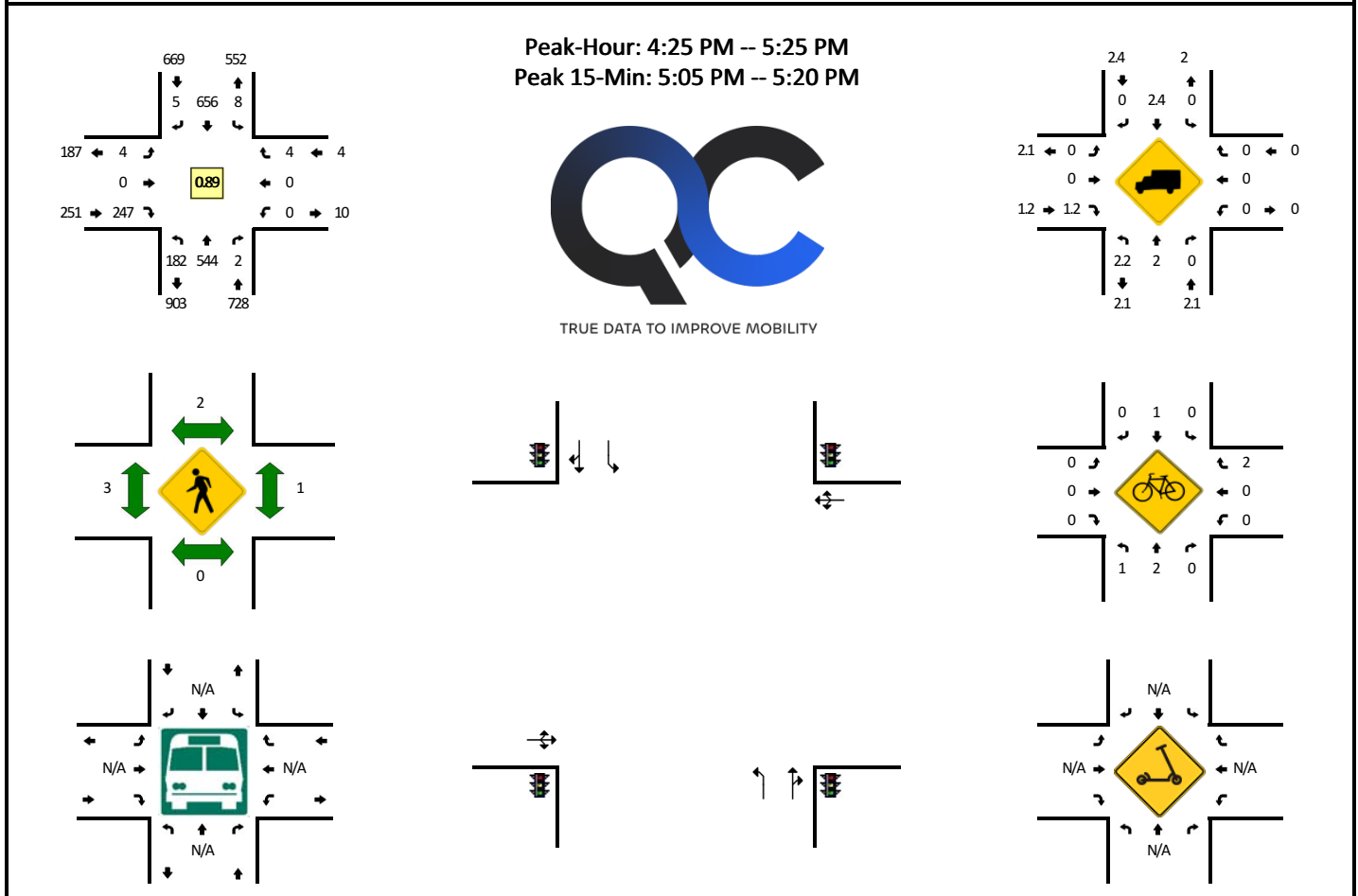
QC JOB #: 16348617
DATE: Tue, Oct 3 2023



Comments:

LOCATION: NE Three Mile Ln -- SE 1st St
CITY/STATE: McMinnville, OR

QC JOB #: 16348618
DATE: Tue, Oct 3 2023

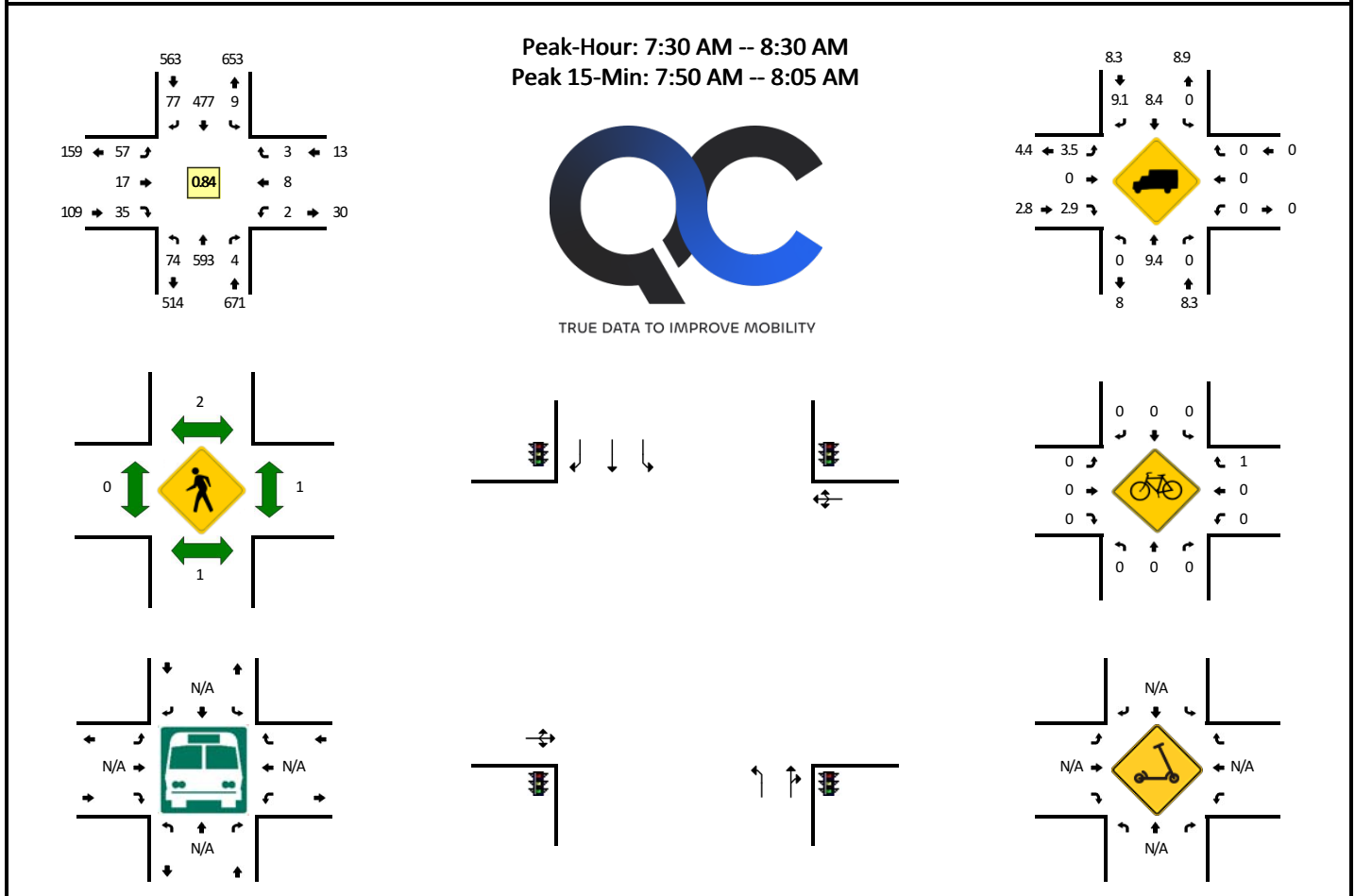


5-Min Count Period Beginning At	NE Three Mile Ln (Northbound)				NE Three Mile Ln (Southbound)				SE 1st St (Eastbound)				SE 1st St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	41	0	0	1	38	0	0	1	0	9	0	0	0	0	0	103	
4:05 PM	15	45	0	0	2	43	0	0	0	0	9	0	0	0	0	0	114	
4:10 PM	13	35	0	0	0	57	0	0	0	0	13	0	0	0	1	0	119	
4:15 PM	15	48	0	0	0	42	0	0	0	0	13	0	0	0	1	0	119	
4:20 PM	18	46	1	0	0	54	0	0	0	0	11	0	0	0	0	0	130	
4:25 PM	11	37	0	0	1	42	2	0	0	0	14	0	0	0	1	0	108	
4:30 PM	20	50	0	0	0	48	0	0	1	0	16	0	0	0	0	0	135	
4:35 PM	14	48	0	0	0	49	0	0	0	0	22	0	0	0	0	0	133	
4:40 PM	12	39	0	0	0	59	0	0	1	0	30	0	0	0	0	0	141	
4:45 PM	20	41	0	0	1	44	0	0	0	0	26	0	0	0	0	0	132	
4:50 PM	19	47	0	0	2	67	0	0	0	0	15	0	0	0	1	0	151	
4:55 PM	8	50	0	0	0	44	0	0	1	0	20	0	0	0	1	0	124	
5:00 PM	12	37	0	0	0	57	1	0	0	0	24	0	0	0	0	0	131	1509
5:05 PM	26	50	2	0	0	66	1	0	0	0	23	0	0	0	0	0	168	1591
5:10 PM	13	56	0	0	1	61	0	0	0	0	20	0	0	0	0	0	151	1623
5:15 PM	15	44	0	0	2	66	0	0	0	0	17	0	0	0	1	0	145	1649
5:20 PM	12	45	0	0	1	53	1	0	1	0	20	0	0	0	0	0	133	1652
5:25 PM	18	41	1	0	2	37	0	0	0	0	25	0	0	0	0	0	124	1668
5:30 PM	16	36	0	0	0	48	1	0	1	0	13	0	0	0	0	0	115	1648
5:35 PM	15	36	0	0	0	40	0	0	0	0	21	0	0	0	0	0	112	1627
5:40 PM	15	25	0	0	0	45	0	0	0	0	11	0	0	0	0	0	96	1582
5:45 PM	16	48	0	0	1	44	1	0	0	0	14	0	0	1	0	0	125	1575
5:50 PM	20	35	0	0	0	34	0	0	0	0	12	0	0	1	0	0	102	1526
5:55 PM	18	28	0	0	0	33	0	0	1	0	9	0	0	0	1	0	90	1492
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	216	600	8	0	12	772	4	0	0	0	240	0	0	0	4	0	1856	
Heavy Trucks	0	16	0	0	0	24	0	0	0	0	4	0	0	0	0	0	44	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: NE Lafayette Ave -- NE 5th St
CITY/STATE: McMinnville, OR

QC JOB #: 16348605
DATE: Tue, Oct 3 2023

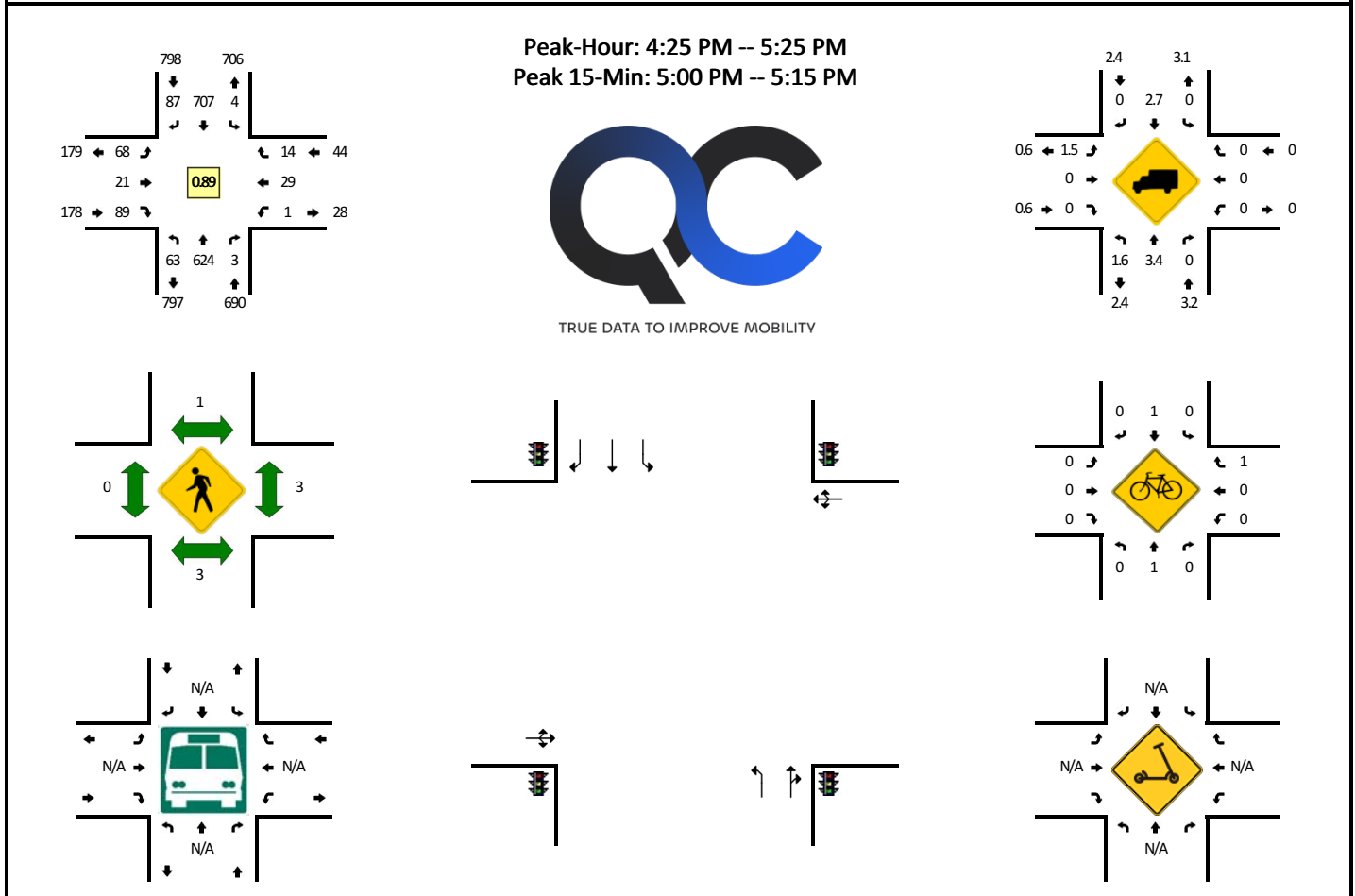


5-Min Count Period Beginning At	NE Lafayette Ave (Northbound)				NE Lafayette Ave (Southbound)				NE 5th St (Eastbound)				NE 5th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	29	0	0	0	29	4	0	2	0	0	0	0	0	0	0	67	
7:05 AM	4	37	0	0	1	26	6	0	2	1	3	0	0	0	0	0	80	
7:10 AM	4	32	0	0	0	23	4	0	1	0	1	0	1	1	0	0	68	
7:15 AM	3	33	1	0	1	29	2	0	3	1	0	0	0	0	0	0	73	
7:20 AM	2	31	0	0	1	26	5	0	3	2	0	0	0	1	0	0	71	
7:25 AM	9	29	1	0	0	28	4	0	4	3	2	0	0	1	1	0	82	
7:30 AM	0	26	0	0	3	33	7	0	3	4	2	0	0	0	0	0	78	
7:35 AM	4	42	3	0	0	39	4	0	4	3	3	0	0	0	0	0	102	
7:40 AM	2	45	0	0	0	38	3	0	5	1	2	0	0	0	0	0	96	
7:45 AM	9	55	1	0	0	37	5	0	2	1	3	0	0	1	2	0	116	
7:50 AM	8	56	0	0	2	45	8	0	5	1	2	0	0	1	0	0	128	
7:55 AM	14	53	0	0	0	50	11	0	3	1	3	0	0	0	0	0	135	1096
8:00 AM	10	64	0	0	2	40	7	0	7	2	4	0	0	4	0	0	140	1169
8:05 AM	9	53	0	0	0	45	6	0	6	0	7	0	1	1	0	0	128	1217
8:10 AM	4	57	0	0	1	45	9	0	6	2	1	0	1	0	0	0	126	1275
8:15 AM	5	51	0	0	0	38	9	0	5	0	1	0	0	0	0	0	109	1311
8:20 AM	4	44	0	0	1	37	3	0	6	2	5	0	0	1	0	0	103	1343
8:25 AM	5	47	0	0	0	30	5	0	5	0	2	0	0	0	1	0	95	1356
8:30 AM	7	34	2	0	1	25	4	0	3	1	3	0	1	0	0	0	81	1359
8:35 AM	7	43	1	0	0	24	8	0	7	0	3	0	0	0	0	0	93	1350
8:40 AM	2	21	0	0	0	28	5	0	2	1	4	0	1	0	0	0	64	1318
8:45 AM	2	35	0	0	0	34	3	0	5	0	2	0	1	1	0	0	83	1285
8:50 AM	5	35	0	0	1	37	7	0	5	0	3	0	0	2	1	0	96	1253
8:55 AM	4	41	2	0	3	28	6	0	1	0	4	0	0	0	0	0	89	1207
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	128	692	0	0	16	540	104	0	60	16	36	0	0	20	0	0	1612	
Heavy Trucks	0	68	0	0	0	48	12	0	4	0	0	0	0	0	0	0	132	
Buses																		
Pedestrians	0	4			0	4			0	0			0	4			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: NE Lafayette Ave -- NE 5th St
CITY/STATE: McMinnville, OR

QC JOB #: 16348606
DATE: Tue, Oct 3 2023



5-Min Count Period Beginning At	NE Lafayette Ave (Northbound)				NE Lafayette Ave (Southbound)				NE 5th St (Eastbound)				NE 5th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	55	1	0	1	35	6	0	9	2	7	0	0	2	2	0	123	
4:05 PM	4	51	0	0	1	50	12	0	4	1	6	0	1	4	2	0	136	
4:10 PM	2	39	0	0	1	55	10	0	7	1	3	0	0	0	1	0	119	
4:15 PM	8	44	0	0	0	61	6	0	7	0	4	0	0	0	0	0	130	
4:20 PM	2	42	0	0	2	64	4	0	7	1	6	0	0	1	2	0	131	
4:25 PM	7	50	0	0	0	48	5	0	9	0	3	0	0	3	0	0	125	
4:30 PM	3	49	1	0	1	56	9	0	5	2	6	0	0	2	1	0	135	
4:35 PM	7	52	0	0	0	60	4	0	7	2	13	0	0	5	0	0	150	
4:40 PM	8	48	0	0	0	59	8	0	3	2	8	0	0	1	3	0	140	
4:45 PM	4	52	0	0	1	71	4	0	5	1	4	0	0	1	0	0	143	
4:50 PM	5	42	0	0	2	55	6	0	13	0	6	0	0	3	0	0	132	
4:55 PM	5	49	1	0	0	49	7	0	3	2	5	0	0	2	1	0	124	1588
5:00 PM	1	56	0	0	0	65	8	0	5	3	6	0	1	4	2	0	151	1616
5:05 PM	5	63	1	0	0	58	10	0	9	3	12	0	0	2	3	0	166	1646
5:10 PM	7	69	0	0	0	62	10	0	2	2	9	0	0	2	2	0	165	1692
5:15 PM	8	54	0	0	0	64	6	0	1	2	11	0	0	3	1	0	150	1712
5:20 PM	3	40	0	0	0	60	10	0	6	2	6	0	0	1	1	0	129	1710
5:25 PM	5	42	0	0	2	45	5	0	7	1	7	0	0	0	0	0	114	1699
5:30 PM	1	46	0	0	0	57	3	0	2	0	8	0	0	0	2	0	119	1683
5:35 PM	5	52	0	0	0	53	8	0	3	0	5	0	0	1	0	0	127	1660
5:40 PM	2	38	0	0	0	56	6	0	6	0	5	0	0	0	1	0	114	1634
5:45 PM	2	54	0	0	0	66	3	0	4	0	5	0	0	0	0	0	134	1625
5:50 PM	2	41	0	0	1	43	10	0	4	2	4	0	0	0	1	0	108	1601
5:55 PM	2	35	0	0	0	40	11	0	7	0	5	0	0	0	0	0	100	1577
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	52	752	4	0	0	740	112	0	64	32	108	0	4	32	28	0	1928	
Heavy Trucks	0	16	0	0	0	24	0	0	0	0	0	0	0	0	0	0	40	
Buses																		
Pedestrians	0	4			0	4			0	0			0	4			12	
Bicycles																		
Scooters	0	4	0		0	4	0		0	0	0		0	0	0		8	

Comments:

Attachment C: Unbalanced
Seasonally-Adjusted Existing AM
and PM Peak Hour Volumes

**This sheet contains rounded AM volumes with seasonal adjustment.
Rounded per APM 5.6.2**

Seasonal Factors:	
All intersections but 3rd & Cows	1.039
Cows & 3rd Intersection	1.042

Sum all TEV: 12044
Compare to TMC: 3.8%

Rounding explanation: Per APM 5.6.2 volumes should be rounded to nearest 5 but volumes under 5 should say <5. That's why volumes under 5 are rounded to a whole number and volumes over 5 are rounded to

TEV: 978		886		0%		5%		3%		0		City: McMinnville	
		0		1		0		0		SB		State: OR	
				1		775		110					
6		EB		Kittelson & Associates, Inc.		NE Adams St		0		90		85	
0%		0		0		7:30 AM to 8:30 AM		0		0		0%	
0%		0		3		TEV: 978		1		0.84		0	
0%		1		4		2023		10		3		80	
7		WB		270		NE 5th St		80		WB		113	
3		0		0		0		0		0		0	
1		NB		0		0		1		0		180	
2		859		0%		0%		0%		0%		0	
2													

Notes: 5-Min Count Interval

Diff: -25

(Duch Bros and Chase parking in between
Diff: -7

TEV: 1370		0 ↓ 0% ↶ 0% ↓ 0% ↷ ↑ 1035						City: McMinnville		
		0 0 0 0 SB						State: OR		
		0 0 0								
110	↶	EB	Kittelson & Associates, Inc.	NE Baker St			0	90	↶	115
↶	0%	0	30	7:30 AM to 8:30 AM			30	0	4%	↷
↶	2%	0	90	TEV: 1370	2	0.86	85	1	6%	↶
↶	0%	0	0	2023	10	3	0	1	0%	↶
120	↶	↶	270	NE 5th St				WB	↶	225
				25 975 135			0			
		NB		0 0		0	↶	180		
		0		↓	↶	0%	↶	4%	↶	5%
				Notes: 5-Min Count Interval						

Diff: -47 (interesection in between)

TEV:		850													
		835	0%	5%	0%	0									
		0	0	0	0	0	SB								
				0	790	45									
0	EB	Kittelson & Associates, Inc.	NE Adams St			0	90	15							
0%	0	0	7:30 AM to 8:30 AM			0	1	0%							
0%	0	0	TEV: 850			3	0.88	0	0	0%					
0%	0	0	2023			10	3	15	0	7%					
0	270		NE 3rd St				WB	45							
7			0	0	0	0									
8		NB	0	0	1	180									
0		805	0%	0%	0%	0									
Notes: 5-Min Count Interval															

Diff: -4

(first federal driveway in between
Diff: -2

TEV: 1271													
		0	↓	0%	↓	0%	↓	0%	↓	1182			
		0		0		0		0		SB		City: McMinnville	
		0		0		0		0				State: OR	
				0		0		0					
19	EB	Kittelson & Associates, Inc.		NE Baker St				0	90	0	50		
0%	0	2		7:30 AM to 8:30 AM				35	0	6%	0		
0%	1	45		TEV: 1271	4	0.89		15	0	7%	0		
0%	0	0		2023	10	3		0	0	0%	0		
47	270			NE 3rd St					WB		70		
9				4	1145	25		0					
6				NB	0	0		0	180				
		0	↓	0%	6%	9%		1174					
3		Notes: 5-Min Count Interval											

Diff: 4 (two driveways in between)
(people can enter/exit driveway from a different street)

TEV:		0		0						0	City: McMinnville State: OR	
				θ	0					SB		
0		EB	Kittelson & Associates, Inc.	NE Cowls Street				0	90	θ		0
			0	X:00 to X:00 p.m.				0				0
			0	TEV: 0			phf	0				0
			0	yyyy		mm	dd	0				0
0		θ	270	NE 3rd Street					WB		0	
			NB	0				0	0			
	0							θ	180			
Notes												

TEV: 1655							
		790	5%	7%	6%	0	City: McMinnville State: OR
		0	0	1	1	SB	
		115	590	85			
310	EB	Kittelson & Associates, Inc.	NE Adams St			0	90
0%	1	0	7:30 AM to 8:30 AM			0	0%
2%	0	500	TEV: 1655	5	0.88	195	1
2%	0	135	2023	10	3	35	0
635	270	SW 2nd St					WB
			0	0	0	0	
		NB	0	0	2	180	
		760	0%	0%	0%	0	
		Notes: 5-Min Count Interval					

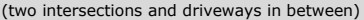
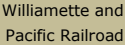
Diff: -20

(first federal driveway in between

Diff: -3

TEV: 1870		0 0% 0% 0% 1170				City: McMinnville	
		0 1 0 0 SB				State: OR	
		0 0 0					
250	EB	Kittelson & Associates, Inc.	NE Baker St		0	90	200
4%	1	205	7:30 AM to 8:30 AM		35	0	16%
3%	2	375	TEV: 1870	6 0.89	165	0	10%
0%	2	0	2023	10 3	0	0	0%
580	270	NE 2nd St				WB	450
3		85	930	75	0		
3		NB	1	0	0	180	
2		0	2%	6%	6%	1090	

Notes: 5-Min Count Interval



This sheet contains rounded PM volumes with seasonal adjustment.

Rounded per APM 5.6.2

Seasonal Factors:	
All intersections but 3rd & Cows	1.039
Cowls & 3rd Intersection	1.042

Sum all TEV: 17570
Compare to TMC: 3.8%

Rounding explanation: Per APM 5.6.2 volumes should be rounded to nearest 5 but volumes under 5 should say <5. That's why volumes under 5 are rounded to a whole number and volumes over 5 are rounded to

TEV: 1504	
1280	0%
0	1
1	1
0	0
20	0%
0	0%
0	0%
9	0%
19	0%
13	0%
3	0%

TEV: 1600	
0	0%
0	0%
0	0%
0	0%
215	0%
0	0%
0	0%
95	0%
22	0%
2	0%
3	0%

Diff: 0

Diff: -6

Diff: 25 (intersection in between)

Diff: 25 (intersection in between)

TEV: 1430	
1370	0%
0	0
0	2
1	1
0	0%
0	0%
0	0%
0	0%
0	0%
6	0%
0	0%

TEV: 1350	
0	0%
0	0%
0	0%
0	0%
65	0%
0	0%
0	0%
65	0%
35	0%
5	0%
11	0%

Diff: -5

(first federal driveway in between)

Diff: -20

Diff: 5

(people can enter/exit driveway from a

Diff: 5

Diff: 0 (two driveways in between)
(people can enter/exit driveway from a different street)

Diff: 20 (two driveways in between)
(people can enter/exit driveway from a different street)

TEV: 2275	
1385	0%
0	0
0	2
2	2
655	0%
1	0%
350	0%
60	0%
410	0%
7	0%
2	0%

TEV: 2010	
0	0%
0	0%
0	0%
0	0%
475	0%
0	0%
0	0%
440	0%
3	0%
4	0%
5	0%

Diff: 5

(first federal driveway in between)

Diff: -5

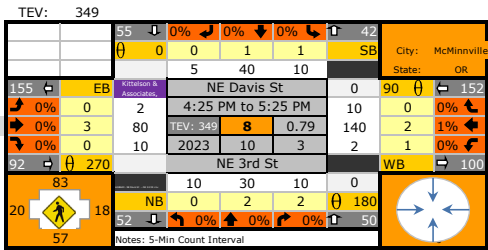
Note: this intsersection uses different seasonal factor as it was counted on a different day

TEV: 270	
25	0%
0	0
0	1
1	1
0	0%
0	0%
0	0%
0	0%
0	0%
41	0%
14	0%

Diff: -20

(parking in between)

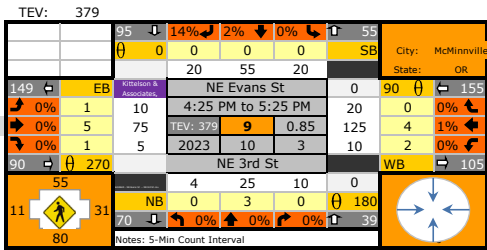
Diff: -2



Diff: 3

Diff: 10

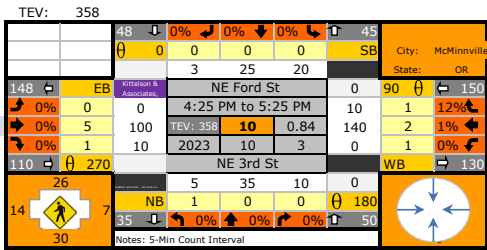
(parking in between)



Diff: 7

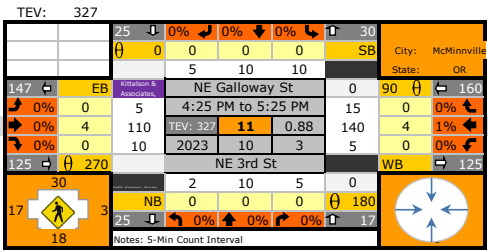
Diff: -5

(parking in between)

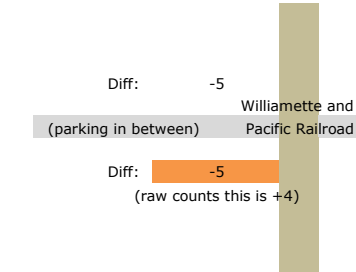


Diff: 3

Diff: 5



(parking in between)



TEV: 415											
				55	7%	5%	0%		50		
				0	0	3	0			SB	
					15	20	20				City: McMinnville
											State: OR
165		EB		Kittelson & Associates, Inc.				NE Irvine St	0	90	160
0%	0	2	10	4:25 PM to 5:25 PM				5	0	40%	
0%	0	1	110	TEV: 415				12	0.80	145	1
0%	0	0	10	2023				10	3	10	1
130			270	NE 3rd St						WB	160
13					5	35	30	0			
4			2	NB	0	1	0		180		
			40		0%	12%	6%		70		
Notes: 5-Min Count Interval											

(driveway in between)
(people can enter/exit driveway from a

Diff: -5

TEV: 1773												
			829	↓	0%	↓	3%	↓	0%	↑	735	City: McMinnville State: OR
			0	0	1	0					SB	
			90	735	4							
185	←	EB	Kittelson & Associates, Inc.				NE Lafayette Ave		0	90	⬆	46
1%	0	70	4:25 PM to 5:25 PM				15	1	0%	⬆		
0%	0	20	TEV: 1773		15	0.89	30	0	0%	⬆		
0%	0	90	2023		10	3	1	0	0%	⬆		
180	→	⬆	270	NE 5th St					WB	27		
1			65	650	3	0						
0		3	NB	0	1	0	⬆	180				
3			826	↓	2%	↑	3%	↑	0%	718		
Notes: 5-Min Count Interval												

Diff: 6
Diff: 13
(intersection and minor driveways in between)

TEV: 1815											
		820	↓	2%	↓	2%	↓	3%	↓	705	City: McMinnville State: OR
		0	0	0	0	1				SB	
				55	290	475					
175	←	EB	Kittelson & Associates, Inc.		NE Johnson St		0	90	⊕	540	City: McMinnville State: OR
0%	0	50	4:25 PM to 5:25 PM				400	0	2%	←	
1%	0	115	TEV: 1815		13	0.88	115	1	1%	←	City: McMinnville State: OR
0%	0	0	2023		10	3	25	0	0%	←	
165	→	⊕	270	NE 3rd St				WB	620		City: McMinnville State: OR
0			5	255	30	0					
0	⊕	0	NB		1	0	1	⊕	180		City: McMinnville State: OR
0			315	↓	0%	↑	5%	↑	0%	290	
Notes: 5-Min Count Interval											

Diff: -33
(two intersections and driveways in between)

Diff: -75

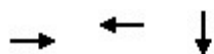
TEV: 1715												
			695	↓	0%	↓	2%	↓	0%	↓	573	
			0	0	0	1	0	0	0	0	SB	
			5			680			10			
			City: McMinnville									
			State: OR									
195	←	EB	NE Three Mile Ln			0	90	⊕	4			
0%	0		4	4:25 PM to 5:25 PM			4	2	0%	⬇	4	
0%	0		0	TEV: 1715			14	0.89	0	0	0%	⬇
1%	0		255	2023			10	3	0	0	0%	⬇
259	→	⊕	SE 1st St							WB	12	
2			190	565	2	0						
3	⬇	1	NB	1	2	0	⊕	180				
0			935	↓	2%	↑	2%	↑	0%	↑	757	
Notes: 5-Min Count Interval												

Attachment D: Synchro Worksheets for Existing Conditions Analysis

Queues

1: NE Adams St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	9	101	1055
v/c Ratio	0.04	0.66	0.44
Control Delay	18.5	52.7	6.4
Queue Delay	0.0	0.0	0.0
Total Delay	18.5	52.7	6.4
Queue Length 50th (ft)	2	47	86
Queue Length 95th (ft)	11	36	168
Internal Link Dist (ft)	316	215	253
Turn Bay Length (ft)			
Base Capacity (vph)	452	340	2382
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.30	0.44
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

1: NE Adams St & NE 5th St

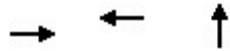
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	4	80	5	0	0	0	0	110	775	1
Future Volume (vph)	0	3	4	80	5	0	0	0	0	110	775	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0						7.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.93			1.00						1.00	
Flt Protected		1.00			0.96						0.99	
Satd. Flow (prot)		1744			1730						3252	
Flt Permitted		1.00			0.73						0.99	
Satd. Flow (perm)		1744			1326						3252	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	4	5	95	6	0	0	0	0	131	923	1
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	101	0	0	0	0	0	1055	0
Confl. Peds. (#/hr)	3		2	2		3	1		2	2		1
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	0%	0%	0%	3%	5%	0%
Parking (#/hr)											0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		9.9			9.9						52.1	
Effective Green, g (s)		6.9			6.9						49.1	
Actuated g/C Ratio		0.10			0.10						0.70	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		2.5			2.5						4.0	
Lane Grp Cap (vph)		171			130						2281	
v/s Ratio Prot		0.00										
v/s Ratio Perm					0.08						0.32	
v/c Ratio		0.03			0.78						0.46	
Uniform Delay, d1		28.5			30.8						4.6	
Progression Factor		1.00			1.18						1.00	
Incremental Delay, d2		0.0			23.3						0.7	
Delay (s)		28.6			59.8						5.3	
Level of Service		C			E						A	
Approach Delay (s)		28.6			59.8			0.0			5.3	
Approach LOS		C			E			A			A	
Intersection Summary												
HCM 2000 Control Delay			10.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			51.4%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: NE Baker St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	140	134	1320
v/c Ratio	0.54	0.41	0.54
Control Delay	37.5	22.2	1.7
Queue Delay	0.0	0.0	0.0
Total Delay	37.5	22.2	1.7
Queue Length 50th (ft)	67	41	41
Queue Length 95th (ft)	114	69	6
Internal Link Dist (ft)	215	223	465
Turn Bay Length (ft)			
Base Capacity (vph)	556	660	2431
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.25	0.20	0.54
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: NE Baker St & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	90	0	0	85	30	25	975	135	0	0	0
Future Volume (vph)	30	90	0	0	85	30	25	975	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1662			1729			3222				
Flt Permitted		0.89			1.00			1.00				
Satd. Flow (perm)		1498			1729			3222				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	35	105	0	0	99	35	29	1134	157	0	0	0
RTOR Reduction (vph)	0	0	0	0	24	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	140	0	0	110	0	0	1312	0	0	0	0
Confl. Peds. (#/hr)	7		7	7		7	6		5	5		6
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	2%	0%	0%	6%	4%	0%	4%	5%	0%	0%	0%
Parking (#/hr)		0						0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		10.9			10.9			51.1				
Effective Green, g (s)		10.9			10.9			51.1				
Actuated g/C Ratio		0.16			0.16			0.73				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.5			2.5			4.0				
Lane Grp Cap (vph)		233			269			2352				
v/s Ratio Prot					0.06							
v/s Ratio Perm		0.09						0.41				
v/c Ratio		0.60			0.41			0.56				
Uniform Delay, d1		27.5			26.6			4.3				
Progression Factor		1.22			1.00			0.21				
Incremental Delay, d2		3.4			0.7			0.6				
Delay (s)		37.0			27.4			1.5				
Level of Service		D			C			A				
Approach Delay (s)		37.0			27.4			1.5			0.0	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.8			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.57										
Actuated Cycle Length (s)		70.0			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		56.0%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th TWSC
3: NE Adams St & NE 3rd St

01/11/2024

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	0	0	0	45	790
Future Vol, veh/h	15	0	0	0	45	790
Conflicting Peds, #/hr	0	7	0	2	2	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	88	88	88	88	88	88
Heavy Vehicles, %	7	0	0	0	0	5
Mvmt Flow	17	0	0	0	51	898
Major/Minor	Minor1	Major2				
Conflicting Flow All	553	-		2	0	
Stage 1	2	-		-	-	
Stage 2	551	-		-	-	
Critical Hdwy	6.94	-		4.1	-	
Critical Hdwy Stg 1	-	-		-	-	
Critical Hdwy Stg 2	5.94	-		-	-	
Follow-up Hdwy	3.57	-		2.2	-	
Pot Cap-1 Maneuver	451	0		1634	-	
Stage 1	-	0		-	-	
Stage 2	527	0		-	-	
Platoon blocked, %						
Mov Cap-1 Maneuver	422	-		1631	-	
Mov Cap-2 Maneuver	422	-		-	-	
Stage 1	-	-		-	-	
Stage 2	494	-		-	-	
Approach	WB	SB				
HCM Control Delay, s	13.9			0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	WBLn1	SBL	SBT			
Capacity (veh/h)	422	1631	-			
HCM Lane V/C Ratio	0.04	0.031	-			
HCM Control Delay (s)	13.9	7.3	0.2			
HCM Lane LOS	B	A	A			
HCM 95th %tile Q(veh)	0.1	0.1	-			

Queues

4: NE Baker St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	53	56	1291	28
v/c Ratio	0.08	0.10	0.78	0.04
Control Delay	12.3	8.0	17.8	3.7
Queue Delay	0.0	0.0	48.9	0.0
Total Delay	12.3	8.0	66.7	3.7
Queue Length 50th (ft)	18	5	220	0
Queue Length 95th (ft)	m18	26	295	11
Internal Link Dist (ft)	203	235	165	
Turn Bay Length (ft)				
Base Capacity (vph)	632	557	1664	757
Starvation Cap Reductn	0	0	595	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.08	0.10	1.21	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

4: NE Baker St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (vph)	2	45	0	0	15	35	4	1145	25	0	0	0
Future Volume (vph)	2	45	0	0	15	35	4	1145	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			0.95	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.98			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.91			1.00	0.85			
Flt Protected		1.00			1.00			1.00	1.00			
Satd. Flow (prot)		1706			1438			3235	1446			
Flt Permitted		1.00			1.00			1.00	1.00			
Satd. Flow (perm)		1702			1438			3235	1446			
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	2	51	0	0	17	39	4	1287	28	0	0	0
RTOR Reduction (vph)	0	0	0	0	23	0	0	0	14	0	0	0
Lane Group Flow (vph)	0	53	0	0	33	0	0	1291	14	0	0	0
Confl. Peds. (#/hr)	9		3	3		9	6		4	4		6
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	0%	0%	0%	7%	6%	0%	6%	9%	0%	0%	0%
Parking (#/hr)		0			0			0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			6				
Permitted Phases	4						6		6			
Actuated Green, G (s)		26.0			26.0			36.0	36.0			
Effective Green, g (s)		26.0			26.0			36.0	36.0			
Actuated g/C Ratio		0.37			0.37			0.51	0.51			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		2.5			2.5			4.0	4.0			
Lane Grp Cap (vph)		632			534			1663	743			
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.03						0.40	0.01			
v/c Ratio		0.08			0.06			0.78	0.02			
Uniform Delay, d1		14.3			14.2			13.7	8.3			
Progression Factor		0.83			1.00			1.00	1.00			
Incremental Delay, d2		0.2			0.2			3.6	0.0			
Delay (s)		12.0			14.4			17.4	8.4			
Level of Service		B			B			B	A			
Approach Delay (s)		12.0			14.4			17.2			0.0	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			16.9				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			61.9%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: NE Adams St & SW 2nd St

01/11/2024

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	568	153	40	222	898
v/c Ratio	0.87	0.24	0.17	0.30	0.62
Control Delay	34.4	3.8	12.1	14.3	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	3.8	12.1	14.3	16.4
Queue Length 50th (ft)	171	0	12	69	113
Queue Length 95th (ft)	#331	29	m12	m44	#208
Internal Link Dist (ft)	318			210	164
Turn Bay Length (ft)					
Base Capacity (vph)	695	677	237	925	1441
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.82	0.23	0.17	0.24	0.62
Intersection Summary					
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.					
m Volume for 95th percentile queue is metered by upstream signal.					

HCM Signalized Intersection Capacity Analysis

5: NE Adams St & SW 2nd St

01/11/2024

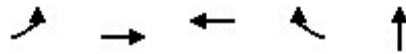
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	500	135	35	195	0	0	0	0	85	590	115
Future Volume (vph)	0	500	135	35	195	0	0	0	0	85	590	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	
Frt		1.00	0.85	1.00	1.00						0.98	
Flt Protected		1.00	1.00	0.95	1.00						0.99	
Satd. Flow (prot)		1863	1558	1703	1792						3119	
Flt Permitted		1.00	1.00	0.16	1.00						0.99	
Satd. Flow (perm)		1863	1558	287	1792						3119	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	568	153	40	222	0	0	0	0	97	670	131
RTOR Reduction (vph)	0	0	99	0	0	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	568	54	40	222	0	0	0	0	0	878	0
Confl. Peds. (#/hr)	2		4	4		2	1		1	1		1
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	0%	2%	2%	6%	6%	0%	0%	0%	0%	6%	7%	5%
Parking (#/hr)											0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		8		7	4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		21.0	21.0	27.0	27.0						25.0	
Effective Green, g (s)		21.0	21.0	27.0	27.0						25.0	
Actuated g/C Ratio		0.35	0.35	0.45	0.45						0.42	
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						4.0	
Lane Grp Cap (vph)		652	545	176	806						1299	
v/s Ratio Prot		c0.30		0.01	c0.12							
v/s Ratio Perm			0.03	0.09							0.28	
v/c Ratio		0.87	0.10	0.23	0.28						0.68	
Uniform Delay, d1		18.2	13.1	12.1	10.4						14.2	
Progression Factor		1.00	1.00	1.28	1.26						1.00	
Incremental Delay, d2		12.1	0.1	0.4	0.1						2.8	
Delay (s)		30.4	13.2	16.0	13.1						17.0	
Level of Service		C	B	B	B						B	
Approach Delay (s)		26.7			13.6			0.0			17.0	
Approach LOS		C			B			A			B	
Intersection Summary												
HCM 2000 Control Delay			20.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			62.9%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

Queues

6: NE Baker St & NE 2nd St

01/11/2024



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	230	421	185	39	1225
v/c Ratio	0.64	0.64	0.55	0.11	0.75
Control Delay	17.4	13.9	27.3	1.4	16.5
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	17.4	14.2	27.3	1.4	16.5
Queue Length 50th (ft)	22	41	62	0	158
Queue Length 95th (ft)	m55	m99	101	4	#323
Internal Link Dist (ft)		210	186		203
Turn Bay Length (ft)	230				
Base Capacity (vph)	359	799	489	453	1641
Starvation Cap Reductn	0	69	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.58	0.38	0.09	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

6: NE Baker St & NE 2nd St

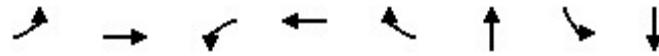
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	375	0	0	165	35	85	930	75	0	0	0
Future Volume (vph)	205	375	0	0	165	35	85	930	75	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1734	1845			1727	1371		3192				
Flt Permitted	0.42	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	758	1845			1727	1371		3192				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	230	421	0	0	185	39	96	1045	84	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	31	0	8	0	0	0	0
Lane Group Flow (vph)	230	421	0	0	185	8	0	1217	0	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	4%	3%	0%	0%	10%	16%	2%	6%	6%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	3	8			4			6				
Permitted Phases	8					4	6					
Actuated Green, G (s)	21.3	21.3			11.7	11.7		30.7				
Effective Green, g (s)	21.3	21.3			11.7	11.7		30.7				
Actuated g/C Ratio	0.36	0.36			0.19	0.19		0.51				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	360	654			336	267		1633				
v/s Ratio Prot	0.06	0.23			0.11							
v/s Ratio Perm	0.17					0.01		0.38				
v/c Ratio	0.64	0.64			0.55	0.03		0.75				
Uniform Delay, d1	14.9	16.2			21.8	19.5		11.6				
Progression Factor	0.84	0.69			1.00	1.00		1.00				
Incremental Delay, d2	1.9	1.1			1.6	0.0		3.1				
Delay (s)	14.4	12.3			23.3	19.6		14.7				
Level of Service	B	B			C	B		B				
Approach Delay (s)		13.0			22.7			14.7			0.0	
Approach LOS		B			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			15.0									
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			60.0									
Intersection Capacity Utilization			62.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

13: NE Johnson St & NE 3rd St

01/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	47	77	12	58	395	432	390	227
v/c Ratio	0.17	0.19	0.04	0.16	0.65	0.72	0.79	0.27
Control Delay	14.2	16.0	12.4	17.5	8.2	24.9	28.0	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	16.0	12.4	17.5	8.2	24.9	28.0	7.4
Queue Length 50th (ft)	10	17	3	13	0	81	35	16
Queue Length 95th (ft)	26	46	10	37	47	#270	#205	77
Internal Link Dist (ft)		231		615		193		426
Turn Bay Length (ft)	175		115		115		160	
Base Capacity (vph)	279	697	289	711	801	661	494	1036
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.11	0.04	0.08	0.49	0.65	0.79	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

13: NE Johnson St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	65	1	10	50	340	1	330	40	335	165	30
Future Volume (vph)	40	65	1	10	50	340	1	330	40	335	165	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1719	1842		1641	1900	1482		1754		1687	1669	
Flt Permitted	0.68	1.00		0.71	1.00	1.00		1.00		0.39	1.00	
Satd. Flow (perm)	1234	1842		1221	1900	1482		1754		693	1669	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	47	76	1	12	58	395	1	384	47	390	192	35
RTOR Reduction (vph)	0	1	0	0	0	322	0	7	0	0	9	0
Lane Group Flow (vph)	47	76	0	12	58	73	0	425	0	390	218	0
Confl. Bikes (#/hr)									2			
Heavy Vehicles (%)	5%	3%	0%	10%	0%	9%	100%	6%	8%	7%	12%	7%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	10.6	9.6		9.6	9.1	9.1		15.9		27.1	27.1	
Effective Green, g (s)	10.6	9.6		9.6	9.1	9.1		15.9		27.1	27.1	
Actuated g/C Ratio	0.22	0.20		0.20	0.18	0.18		0.32		0.55	0.55	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	2.5	3.0		2.5	3.0	3.0		4.0		3.5	4.3	
Lane Grp Cap (vph)	275	359		242	351	274		566		527	919	
v/s Ratio Prot	c0.00	0.04		0.00	0.03					c0.11	0.13	
v/s Ratio Perm	0.03			0.01		c0.05		0.24		c0.30		
v/c Ratio	0.17	0.21		0.05	0.17	0.27		0.75		0.74	0.24	
Uniform Delay, d1	15.6	16.6		16.1	16.9	17.2		14.9		13.4	5.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.3		0.1	0.2	0.5		5.9		5.7	0.2	
Delay (s)	15.8	16.9		16.1	17.1	17.7		20.8		19.1	5.9	
Level of Service	B	B		B	B	B		C		B	A	
Approach Delay (s)		16.5			17.6			20.8			14.2	
Approach LOS		B			B			C			B	
Intersection Summary												
HCM 2000 Control Delay			17.1				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			49.2				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			57.3%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
14: NE Three Mile Ln & SE 1st St

01/11/2024

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	4	2	200	2	1	2	145	405	1	2	460	10
Future Vol, veh/h	4	2	200	2	1	2	145	405	1	2	460	10
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	3	0	0	50	4	7	100	0	6	0
Mvmt Flow	5	2	227	2	1	2	165	460	1	2	523	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1330	1327	532	1438	1332	463	537	0	0	461	0	0
Stage 1	536	536	-	791	791	-	-	-	-	-	-	-
Stage 2	794	791	-	647	541	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.23	7.1	6.5	6.7	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.327	3.5	4	3.75	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	133	157	546	112	156	511	1021	-	-	1111	-	-
Stage 1	532	527	-	386	404	-	-	-	-	-	-	-
Stage 2	384	404	-	463	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	131	544	56	130	510	1018	-	-	1111	-	-
Mov Cap-2 Maneuver	115	131	-	56	130	-	-	-	-	-	-	-
Stage 1	445	524	-	323	339	-	-	-	-	-	-	-
Stage 2	319	339	-	268	521	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.7		40.9		2.4		0					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1018	-	-	493	106	1111	-	-				
HCM Lane V/C Ratio	0.162	-	-	0.475	0.054	0.002	-	-				
HCM Control Delay (s)	9.2	-	-	18.7	40.9	8.2	-	-				
HCM Lane LOS	A	-	-	C	E	A	-	-				
HCM 95th %tile Q(veh)	0.6	-	-	2.5	0.2	0	-	-				

Queues

15: NE Lafayette Ave & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	137	18	89	737	12	589	95
v/c Ratio	0.51	0.06	0.18	0.66	0.03	0.64	0.12
Control Delay	27.5	20.7	5.1	12.0	4.5	15.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.5	20.7	5.1	12.1	4.5	15.6	5.3
Queue Length 50th (ft)	32	4	8	114	1	140	7
Queue Length 95th (ft)	100	21	28	385	7	286	29
Internal Link Dist (ft)	231	206		426		263	
Turn Bay Length (ft)			110		125		50
Base Capacity (vph)	598	720	693	1496	700	1511	1280
Starvation Cap Reductn	0	0	0	43	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.03	0.13	0.51	0.02	0.39	0.07
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

15: NE Lafayette Ave & NE 5th St

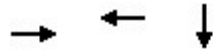
01/11/2024

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	60	20	35	2	10	3	75	615	4	10	495	80	
Future Volume (vph)	60	20	35	2	10	3	75	615	4	10	495	80	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00	
Frt		0.96			0.97		1.00	1.00		1.00	1.00	0.85	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		1539			1641		1805	1742		1805	1759	1482	
Flt Permitted		0.83			0.97		0.28	1.00		0.29	1.00	1.00	
Satd. Flow (perm)		1314			1605		531	1742		547	1759	1482	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	
Adj. Flow (vph)	71	24	42	2	12	4	89	732	5	12	589	95	
RTOR Reduction (vph)	0	17	0	0	3	0	0	0	0	0	0	24	
Lane Group Flow (vph)	0	120	0	0	15	0	89	737	0	12	589	71	
Confl. Peds. (#/hr)	2		1	1		2			1	1			
Heavy Vehicles (%)	4%	0%	3%	0%	0%	0%	0%	9%	0%	0%	8%	9%	
Parking (#/hr)		0			0								
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm	
Protected Phases		8			4		1	6		5	2		
Permitted Phases	8			4			6			2		2	
Actuated Green, G (s)		11.5			11.5		42.9	38.1		34.6	33.8	33.8	
Effective Green, g (s)		11.5			11.5		42.9	38.1		34.6	33.8	33.8	
Actuated g/C Ratio		0.18			0.18		0.69	0.61		0.55	0.54	0.54	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0	
Vehicle Extension (s)		2.5			2.5		2.5	4.0		2.5	4.0	4.0	
Lane Grp Cap (vph)		242			295		469	1063		319	952	802	
v/s Ratio Prot							c0.02	c0.42		0.00	0.33		
v/s Ratio Perm		c0.09			0.01		0.11			0.02		0.05	
v/c Ratio		0.50			0.05		0.19	0.69		0.04	0.62	0.09	
Uniform Delay, d1		22.8			21.0		4.9	8.2		6.8	9.9	6.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		1.2			0.1		0.1	2.1		0.0	1.4	0.1	
Delay (s)		24.0			21.0		5.1	10.3		6.9	11.2	6.9	
Level of Service		C			C		A	B		A	B	A	
Approach Delay (s)		24.0			21.0			9.8			10.6		
Approach LOS		C			C			A			B		
Intersection Summary													
HCM 2000 Control Delay			11.4									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.65										
Actuated Cycle Length (s)			62.4							12.0			
Intersection Capacity Utilization			59.2%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

Queues

1: NE Adams St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	9	224	1334
v/c Ratio	0.03	0.90	0.60
Control Delay	19.8	56.8	11.0
Queue Delay	0.0	0.4	0.0
Total Delay	19.8	57.2	11.0
Queue Length 50th (ft)	2	139	199
Queue Length 95th (ft)	13	210	333
Internal Link Dist (ft)	316	215	253
Turn Bay Length (ft)			
Base Capacity (vph)	452	352	2224
Starvation Cap Reductn	0	13	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.66	0.60
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

1: NE Adams St & NE 5th St

01/11/2024

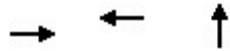
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	5	200	15	0	0	0	0	85	1190	5
Future Volume (vph)	0	4	5	200	15	0	0	0	0	85	1190	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0						7.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.93			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1742			1776						3350	
Flt Permitted		1.00			0.73						1.00	
Satd. Flow (perm)		1742			1366						3350	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	4	5	208	16	0	0	0	0	89	1240	5
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	5	0	0	224	0	0	0	0	0	1334	0
Confl. Peds. (#/hr)	19		3	3		19	13		2	2		13
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	1%	2%	0%
Parking (#/hr)											0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		19.4			19.4						62.6	
Effective Green, g (s)		16.4			16.4						59.6	
Actuated g/C Ratio		0.18			0.18						0.66	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		2.5			2.5						4.0	
Lane Grp Cap (vph)		317			248						2218	
v/s Ratio Prot		0.00										
v/s Ratio Perm					0.16						0.40	
v/c Ratio		0.02			0.90						0.60	
Uniform Delay, d1		30.2			36.0						8.5	
Progression Factor		1.00			0.68						1.00	
Incremental Delay, d2		0.0			29.6						1.2	
Delay (s)		30.2			54.0						9.7	
Level of Service		C			D						A	
Approach Delay (s)		30.2			54.0			0.0			9.7	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			16.2			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			69.0%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

Queues

2: NE Baker St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	103	315	1321
v/c Ratio	0.41	0.77	0.58
Control Delay	23.9	42.0	5.6
Queue Delay	0.0	0.3	0.0
Total Delay	23.9	42.3	5.7
Queue Length 50th (ft)	51	154	81
Queue Length 95th (ft)	m66	222	358
Internal Link Dist (ft)	215	223	465
Turn Bay Length (ft)			
Base Capacity (vph)	391	626	2291
Starvation Cap Reductn	0	0	58
Spillback Cap Reductn	0	51	74
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.55	0.60

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: NE Baker St & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	70	0	0	200	90	15	1170	30	0	0	0
Future Volume (vph)	25	70	0	0	200	90	15	1170	30	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			1.00				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1670			1767			3316				
Flt Permitted		0.67			1.00			1.00				
Satd. Flow (perm)		1137			1767			3316				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	76	0	0	217	98	16	1272	33	0	0	0
RTOR Reduction (vph)	0	0	0	0	22	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	103	0	0	293	0	0	1319	0	0	0	0
Confl. Peds. (#/hr)	22		3	3		22	2		5	5		2
Confl. Bikes (#/hr)			1			2			2			
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	3%	0%	0%	0%	0%
Parking (#/hr)		0						0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		19.8			19.8			62.2				
Effective Green, g (s)		19.8			19.8			62.2				
Actuated g/C Ratio		0.22			0.22			0.69				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.5			2.5			4.0				
Lane Grp Cap (vph)		250			388			2291				
v/s Ratio Prot					c0.17							
v/s Ratio Perm		0.09						0.40				
v/c Ratio		0.41			0.76			0.58				
Uniform Delay, d1		30.1			32.8			7.1				
Progression Factor		0.69			1.00			0.58				
Incremental Delay, d2		0.7			7.8			0.9				
Delay (s)		21.3			40.6			5.0				
Level of Service		C			D			A				
Approach Delay (s)		21.3			40.6			5.0			0.0	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.4			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			69.3%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th TWSC
3: NE Adams St & NE 3rd St

01/11/2024

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	0	0	0	45	1325
Future Vol, veh/h	60	0	0	0	45	1325
Conflicting Peds, #/hr	0	41	0	1	1	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	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	0	0	2
Mvmt Flow	65	0	0	0	48	1425
Major/Minor	Minor1	Major2				
Conflicting Flow All	810	-	1	0		
Stage 1	1	-	-	-		
Stage 2	809	-	-	-		
Critical Hdwy	6.84	-	4.1	-		
Critical Hdwy Stg 1	-	-	-	-		
Critical Hdwy Stg 2	5.84	-	-	-		
Follow-up Hdwy	3.52	-	2.2	-		
Pot Cap-1 Maneuver	318	0	1635	-		
Stage 1	-	0	-	-		
Stage 2	398	0	-	-		
Platoon blocked, %						
Mov Cap-1 Maneuver	273	-	1633	-		
Mov Cap-2 Maneuver	273	-	-	-		
Stage 1	-	-	-	-		
Stage 2	342	-	-	-		
Approach	WB	SB				
HCM Control Delay, s	22.2	0.7				
HCM LOS	C					
Minor Lane/Major Mvmt	WBLn1	SBL	SBT			
Capacity (veh/h)	273	1633	-			
HCM Lane V/C Ratio	0.236	0.03	-			
HCM Control Delay (s)	22.2	7.3	0.5			
HCM Lane LOS	C	A	A			
HCM 95th %tile Q(veh)	0.9	0.1	-			

Queues

4: NE Baker St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	69	122	1197	48
v/c Ratio	0.15	0.25	0.58	0.05
Control Delay	24.0	13.4	11.5	2.2
Queue Delay	0.0	0.0	47.1	0.0
Total Delay	24.0	13.4	58.6	2.2
Queue Length 50th (ft)	28	22	192	0
Queue Length 95th (ft)	m52	64	249	12
Internal Link Dist (ft)	203	235	165	
Turn Bay Length (ft)				
Base Capacity (vph)	451	489	2050	995
Starvation Cap Reductn	0	0	956	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.25	1.09	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

4: NE Baker St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	50	0	0	50	65	15	1110	45	0	0	0
Future Volume (vph)	15	50	0	0	50	65	15	1110	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			0.95	1.00			
Frpb, ped/bikes		1.00			0.97			1.00	0.97			
Flpb, ped/bikes		0.99			1.00			1.00	1.00			
Frt		1.00			0.92			1.00	0.85			
Flt Protected		0.99			1.00			1.00	1.00			
Satd. Flow (prot)		1647			1522			3297	1571			
Flt Permitted		0.94			1.00			1.00	1.00			
Satd. Flow (perm)		1563			1522			3297	1571			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	16	53	0	0	53	69	16	1181	48	0	0	0
RTOR Reduction (vph)	0	0	0	0	49	0	0	0	18	0	0	0
Lane Group Flow (vph)	0	69	0	0	73	0	0	1197	30	0	0	0
Confl. Peds. (#/hr)	35		11	11		35	5		5	5		5
Confl. Bikes (#/hr)			2						2			1
Heavy Vehicles (%)	8%	0%	0%	0%	2%	0%	0%	4%	0%	0%	0%	0%
Parking (#/hr)		0			0			0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			6				
Permitted Phases	4						6		6			
Actuated Green, G (s)		26.0			26.0			56.0	56.0			
Effective Green, g (s)		26.0			26.0			56.0	56.0			
Actuated g/C Ratio		0.29			0.29			0.62	0.62			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		2.5			2.5			4.0	4.0			
Lane Grp Cap (vph)		451			439			2051	977			
v/s Ratio Prot					c0.05							
v/s Ratio Perm		0.04						0.36	0.02			
v/c Ratio		0.15			0.17			0.58	0.03			
Uniform Delay, d1		23.8			23.9			10.1	6.5			
Progression Factor		0.96			1.00			1.00	1.00			
Incremental Delay, d2		0.7			0.8			1.2	0.1			
Delay (s)		23.5			24.7			11.3	6.6			
Level of Service		C			C			B	A			
Approach Delay (s)		23.5			24.7			11.1			0.0	
Approach LOS		C			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			12.9									
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			90.0									
Intersection Capacity Utilization			61.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: NE Adams St & SW 2nd St

01/11/2024

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	376	65	97	419	1489
v/c Ratio	0.82	0.15	0.42	0.63	0.87
Control Delay	39.8	4.5	18.3	21.4	22.2
Queue Delay	0.0	0.0	0.0	3.1	0.0
Total Delay	39.8	4.5	18.3	24.5	22.2
Queue Length 50th (ft)	137	0	24	124	269
Queue Length 95th (ft)	#260	19	51	204	#432
Internal Link Dist (ft)	318			210	164
Turn Bay Length (ft)					
Base Capacity (vph)	491	466	232	752	1715
Starvation Cap Reductn	0	0	0	230	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.14	0.42	0.80	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

5: NE Adams St & SW 2nd St

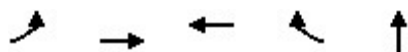
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	0	350	60	90	390	0	0	0	0	85	1035	265
Future Volume (vph)	0	350	60	90	390	0	0	0	0	85	1035	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	
Frt		1.00	0.85	1.00	1.00						0.97	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1881	1547	1718	1881						3228	
Flt Permitted		1.00	1.00	0.20	1.00						1.00	
Satd. Flow (perm)		1881	1547	365	1881						3228	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	376	65	97	419	0	0	0	0	91	1113	285
RTOR Reduction (vph)	0	0	49	0	0	0	0	0	0	0	29	0
Lane Group Flow (vph)	0	376	16	97	419	0	0	0	0	0	1460	0
Confl. Peds. (#/hr)	7		9	9		7	2			1	1	2
Confl. Bikes (#/hr)			1			2						2
Heavy Vehicles (%)	0%	1%	2%	5%	1%	0%	0%	0%	0%	2%	3%	0%
Parking (#/hr)											0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		8		7	4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		15.8	15.8	23.8	23.8						33.2	
Effective Green, g (s)		15.8	15.8	23.8	23.8						33.2	
Actuated g/C Ratio		0.24	0.24	0.37	0.37						0.51	
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						4.0	
Lane Grp Cap (vph)		457	376	216	688						1648	
v/s Ratio Prot		c0.20		0.03	c0.22							
v/s Ratio Perm			0.01	0.14							0.45	
v/c Ratio		0.82	0.04	0.45	0.61						0.89	
Uniform Delay, d1		23.3	18.8	15.3	16.8						14.2	
Progression Factor		1.00	1.00	1.00	1.00						1.00	
Incremental Delay, d2		11.2	0.0	1.1	1.3						7.4	
Delay (s)		34.4	18.8	16.3	18.1						21.6	
Level of Service		C	B	B	B						C	
Approach Delay (s)		32.1			17.8			0.0			21.6	
Approach LOS		C			B			A			C	
Intersection Summary												
HCM 2000 Control Delay			22.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			65.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			73.0%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

6: NE Baker St & NE 2nd St

01/11/2024



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	151	323	376	38	1273
v/c Ratio	0.58	0.46	0.79	0.08	0.79
Control Delay	20.7	15.5	34.0	0.9	19.2
Queue Delay	0.0	0.9	0.0	0.0	0.0
Total Delay	20.7	16.5	34.0	0.9	19.2
Queue Length 50th (ft)	32	76	121	0	208
Queue Length 95th (ft)	64	131	#229	4	#345
Internal Link Dist (ft)		210	186		203
Turn Bay Length (ft)	230				
Base Capacity (vph)	262	815	532	501	1615
Starvation Cap Reductn	0	264	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.59	0.71	0.08	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

6: NE Baker St & NE 2nd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	300	0	0	350	35	125	975	85	0	0	0
Future Volume (vph)	140	300	0	0	350	35	125	975	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		0.99				
Satd. Flow (prot)	1769	1881			1881	1540		3260				
Flt Permitted	0.21	1.00			1.00	1.00		0.99				
Satd. Flow (perm)	388	1881			1881	1540		3260				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	151	323	0	0	376	38	134	1048	91	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	28	0	9	0	0	0	0
Lane Group Flow (vph)	151	323	0	0	376	10	0	1264	0	0	0	0
Confl. Peds. (#/hr)	3		5	5		3	4		3	3		4
Confl. Bikes (#/hr)			2			3						2
Heavy Vehicles (%)	2%	1%	0%	0%	1%	3%	1%	3%	10%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	3	8			4			6				
Permitted Phases	8					4	6					
Actuated Green, G (s)	23.2	23.2			15.2	15.2		28.8				
Effective Green, g (s)	23.2	23.2			15.2	15.2		28.8				
Actuated g/C Ratio	0.39	0.39			0.25	0.25		0.48				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	242	727			476	390		1564				
v/s Ratio Prot	c0.04	0.17			c0.20							
v/s Ratio Perm	0.20					0.01		0.39				
v/c Ratio	0.62	0.44			0.79	0.02		0.81				
Uniform Delay, d1	13.7	13.6			20.9	16.8		13.3				
Progression Factor	1.00	1.00			1.00	1.00		1.00				
Incremental Delay, d2	4.3	0.3			8.2	0.0		4.6				
Delay (s)	18.0	13.9			29.1	16.8		17.9				
Level of Service	B	B			C	B		B				
Approach Delay (s)		15.2			28.0			17.9			0.0	
Approach LOS		B			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			19.2				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			73.0%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
7: NE Cows St & NE 3rd St

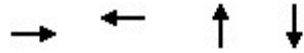
01/11/2024

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	75	10	25	110	15	5	10	10	5	15	5
Future Vol, veh/h	5	75	10	25	110	15	5	10	10	5	15	5
Conflicting Peds, #/hr	43	0	91	91	0	43	41	0	14	14	0	41
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	6	95	13	32	139	19	6	13	13	6	19	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	199	0	0	471	470	207	397	467	233
Stage 1	-	-	-	-	-	-	205	205	-	256	256	-
Stage 2	-	-	-	-	-	-	266	265	-	141	211	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1383	-	-	1385	-	-	506	495	839	567	496	811
Stage 1	-	-	-	-	-	-	802	736	-	753	699	-
Stage 2	-	-	-	-	-	-	744	693	-	867	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1326	-	-	1265	-	-	414	419	756	502	420	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	419	-	502	420	-
Stage 1	-	-	-	-	-	-	729	668	-	718	651	-
Stage 2	-	-	-	-	-	-	669	646	-	821	664	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.3			12.6			13.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	508	1326	-	-	1265	-	-	477				
HCM Lane V/C Ratio	0.062	0.005	-	-	0.025	-	-	0.066				
HCM Control Delay (s)	12.6	7.7	0	-	7.9	0	-	13.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2				

Queues

8: NE Davis St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	117	193	64	70
v/c Ratio	0.10	0.16	0.26	0.28
Control Delay	3.6	10.6	17.0	19.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	3.6	10.6	17.0	19.1
Queue Length 50th (ft)	6	48	14	18
Queue Length 95th (ft)	27	88	28	32
Internal Link Dist (ft)	216	222	171	182
Turn Bay Length (ft)				
Base Capacity (vph)	1231	1233	492	502
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.16	0.13	0.14
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

8: NE Davis St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	80	10	2	140	10	10	30	10	10	40	5
Future Volume (vph)	2	80	10	2	140	10	10	30	10	10	40	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			0.99			0.99	
Frt		0.98			0.99			0.97			0.99	
Flt Protected		1.00			1.00			0.99			0.99	
Satd. Flow (prot)		1664			1664			1618			1658	
Flt Permitted		1.00			1.00			0.92			0.93	
Satd. Flow (perm)		1660			1663			1509			1557	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	3	101	13	3	177	13	13	38	13	13	51	6
RTOR Reduction (vph)	0	4	0	0	3	0	0	11	0	0	5	0
Lane Group Flow (vph)	0	113	0	0	190	0	0	53	0	0	65	0
Confl. Peds. (#/hr)	83		57	57		83	20		18	18		20
Confl. Bikes (#/hr)			3			2			2			1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		0			0			0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		35.4			35.4			6.6			6.6	
Effective Green, g (s)		35.4			35.4			6.6			6.6	
Actuated g/C Ratio		0.71			0.71			0.13			0.13	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		0.2			0.2			0.2			0.2	
Lane Grp Cap (vph)		1175			1177			199			205	
v/s Ratio Prot												
v/s Ratio Perm		0.07			c0.11			0.03			c0.04	
v/c Ratio		0.10			0.16			0.26			0.32	
Uniform Delay, d1		2.3			2.4			19.5			19.7	
Progression Factor		1.00			2.92			1.00			1.00	
Incremental Delay, d2		0.2			0.3			0.3			0.3	
Delay (s)		2.5			7.3			19.8			20.0	
Level of Service		A			A			B			B	
Approach Delay (s)		2.5			7.3			19.8			20.0	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			9.8									
HCM 2000 Volume to Capacity ratio			0.19									
Actuated Cycle Length (s)			50.0									
Intersection Capacity Utilization			35.3%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
9: NE Evans St & NE 3rd St

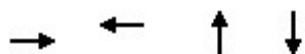
01/11/2024

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	80	5	10	125	20	4	25	10	20	55	20
Future Vol, veh/h	10	80	5	10	125	20	4	25	10	20	55	20
Conflicting Peds, #/hr	55	0	80	80	0	55	11	0	31	31	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	2	14
Mvmt Flow	12	94	6	12	147	24	5	29	12	24	65	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	0	180	0	0	440	451	208	411	442	225
Stage 1	-	-	-	-	-	-	201	201	-	238	238	-
Stage 2	-	-	-	-	-	-	239	250	-	173	204	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.018	3.426
Pot Cap-1 Maneuver	1354	-	-	1408	-	-	531	507	837	555	510	785
Stage 1	-	-	-	-	-	-	805	739	-	770	708	-
Stage 2	-	-	-	-	-	-	769	704	-	834	733	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1301	-	-	410	436	750	470	438	736
Mov Cap-2 Maneuver	-	-	-	-	-	-	410	436	-	470	438	-
Stage 1	-	-	-	-	-	-	737	676	-	722	665	-
Stage 2	-	-	-	-	-	-	658	661	-	754	671	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			13.2			14.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	485	1283	-	-	1301	-	-	486				
HCM Lane V/C Ratio	0.095	0.009	-	-	0.009	-	-	0.23				
HCM Control Delay (s)	13.2	7.8	0	-	7.8	0	-	14.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.9				

Queues

10: NE Ford St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	131	179	60	60
v/c Ratio	0.42	0.59	0.05	0.05
Control Delay	17.8	25.3	3.7	4.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.8	25.3	3.7	4.0
Queue Length 50th (ft)	30	48	3	4
Queue Length 95th (ft)	47	73	17	18
Internal Link Dist (ft)	216	220	175	172
Turn Bay Length (ft)				
Base Capacity (vph)	544	536	1173	1115
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.33	0.05	0.05
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

10: NE Ford St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	100	10	0	140	10	5	35	10	20	25	5
Future Volume (vph)	0	100	10	0	140	10	5	35	10	20	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			1.00			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.97			0.99	
Flt Protected		1.00			1.00			1.00			0.98	
Satd. Flow (prot)		1676			1658			1644			1644	
Flt Permitted		1.00			1.00			0.99			0.93	
Satd. Flow (perm)		1676			1658			1632			1554	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	119	12	0	167	12	6	42	12	24	30	6
RTOR Reduction (vph)	0	9	0	0	7	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	122	0	0	172	0	0	56	0	0	58	0
Confl. Peds. (#/hr)	26		30	30		26	14		7	7		14
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	0%	0%	0%	0%	1%	12%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		0			0			0			0	
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		7.7			7.7			34.3			34.3	
Effective Green, g (s)		7.7			7.7			34.3			34.3	
Actuated g/C Ratio		0.15			0.15			0.69			0.69	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		0.2			0.2			0.2			0.2	
Lane Grp Cap (vph)		258			255			1119			1066	
v/s Ratio Prot		0.07			c0.10							
v/s Ratio Perm								0.03			c0.04	
v/c Ratio		0.47			0.68			0.05			0.05	
Uniform Delay, d1		19.3			20.0			2.6			2.6	
Progression Factor		0.86			1.00			1.00			1.00	
Incremental Delay, d2		0.5			5.5			0.1			0.1	
Delay (s)		17.2			25.4			2.6			2.7	
Level of Service		B			C			A			A	
Approach Delay (s)		17.2			25.4			2.6			2.7	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			16.6				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.17									
Actuated Cycle Length (s)			50.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			37.3%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
11: NE Galloway St & NE 3rd St

01/11/2024

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	110	10	5	140	15	5	10	5	10	10	5
Future Vol, veh/h	5	110	10	5	140	15	5	10	5	10	10	5
Conflicting Peds, #/hr	30	0	18	18	0	30	17	0	3	3	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	125	11	6	159	17	6	11	6	11	11	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	154	0	0	366	379	152	364	376	215
Stage 1	-	-	-	-	-	-	161	161	-	210	210	-
Stage 2	-	-	-	-	-	-	205	218	-	154	166	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1377	-	-	1439	-	-	594	556	900	596	558	830
Stage 1	-	-	-	-	-	-	846	769	-	797	732	-
Stage 2	-	-	-	-	-	-	802	726	-	853	765	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1414	-	-	557	525	882	560	527	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	557	525	-	560	527	-
Stage 1	-	-	-	-	-	-	827	752	-	771	707	-
Stage 2	-	-	-	-	-	-	767	701	-	828	748	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			11.3			11.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	594	1338	-	-	1414	-	-	580				
HCM Lane V/C Ratio	0.038	0.004	-	-	0.004	-	-	0.049				
HCM Control Delay (s)	11.3	7.7	0	-	7.6	0	-	11.5				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

HCM 6th TWSC
12: NE Irvine St & NE 3rd St

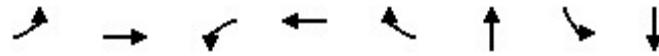
01/11/2024

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	110	10	10	145	5	5	35	30	20	20	15
Future Vol, veh/h	10	110	10	10	145	5	5	35	30	20	20	15
Conflicting Peds, #/hr	13	0	4	4	0	13	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	1	40	0	12	6	0	5	7
Mvmt Flow	13	138	13	13	181	6	6	44	38	25	25	19
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	155	0	0	411	401	151	437	404	201
Stage 1	-	-	-	-	-	-	175	175	-	223	223	-
Stage 2	-	-	-	-	-	-	236	226	-	214	181	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.62	6.26	7.1	6.55	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.62	-	6.1	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.62	-	6.1	5.55	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.108	3.354	3.5	4.045	3.363
Pot Cap-1 Maneuver	1384	-	-	1438	-	-	555	522	885	533	531	827
Stage 1	-	-	-	-	-	-	832	736	-	784	713	-
Stage 2	-	-	-	-	-	-	772	699	-	793	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1367	-	-	1433	-	-	510	503	880	463	512	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	510	503	-	463	512	-
Stage 1	-	-	-	-	-	-	820	726	-	767	697	-
Stage 2	-	-	-	-	-	-	717	684	-	705	734	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.5			11.8			12.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	617	1367	-	-	1433	-	-	546				
HCM Lane V/C Ratio	0.142	0.009	-	-	0.009	-	-	0.126				
HCM Control Delay (s)	11.8	7.7	0	-	7.5	0	-	12.5				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.4				

Queues

13: NE Johnson St & NE 3rd St

01/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	57	131	28	131	455	330	540	393
v/c Ratio	0.20	0.33	0.09	0.37	0.69	0.71	0.75	0.35
Control Delay	18.5	23.6	16.9	25.5	8.8	31.5	22.8	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	23.6	16.9	25.5	8.8	31.5	22.8	7.9
Queue Length 50th (ft)	16	39	8	46	0	114	112	67
Queue Length 95th (ft)	38	87	23	87	61	#237	#267	137
Internal Link Dist (ft)		231		615		193		426
Turn Bay Length (ft)	175		115		115		160	
Base Capacity (vph)	289	579	303	570	786	545	772	1239
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.23	0.09	0.23	0.58	0.61	0.70	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

13: NE Johnson St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	115	0	25	115	400	5	255	30	475	290	55
Future Volume (vph)	50	115	0	25	115	400	5	255	30	475	290	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881		1805	1881	1548		1793		1752	1818	
Flt Permitted	0.64	1.00		0.67	1.00	1.00		0.99		0.40	1.00	
Satd. Flow (perm)	1213	1881		1279	1881	1548		1779		730	1818	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	57	131	0	28	131	455	6	290	34	540	330	62
RTOR Reduction (vph)	0	0	0	0	0	372	0	6	0	0	9	0
Lane Group Flow (vph)	57	131	0	28	131	83	0	324	0	540	384	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	0%	5%	0%	3%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	13.2	11.6		12.0	11.0	11.0		15.1		35.4	35.4	
Effective Green, g (s)	13.2	11.6		12.0	11.0	11.0		15.1		35.4	35.4	
Actuated g/C Ratio	0.22	0.19		0.20	0.18	0.18		0.25		0.59	0.59	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	2.5	3.0		2.5	3.0	3.0		4.0		3.5	4.3	
Lane Grp Cap (vph)	282	363		264	344	283		447		708	1072	
v/s Ratio Prot	c0.01	c0.07		0.00	0.07					c0.21	0.21	
v/s Ratio Perm	0.04			0.02		0.05		0.18		c0.24		
v/c Ratio	0.20	0.36		0.11	0.38	0.29		0.72		0.76	0.36	
Uniform Delay, d1	18.9	21.0		19.5	21.5	21.2		20.5		13.6	6.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.6		0.1	0.7	0.6		6.1		5.0	0.3	
Delay (s)	19.1	21.6		19.6	22.2	21.7		26.7		18.6	6.7	
Level of Service	B	C		B	C	C		C		B	A	
Approach Delay (s)		20.8			21.7			26.7			13.6	
Approach LOS		C			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			18.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			61.3%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
14: NE Three Mile Ln & SE 1st St

01/11/2024

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	4	0	255	0	0	4	190	565	2	10	680	5
Future Vol, veh/h	4	0	255	0	0	4	190	565	2	10	680	5
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	0	2	2	0	0	2	0
Mvmt Flow	4	0	287	0	0	4	213	635	2	11	764	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1858	1856	770	1996	1858	639	773	0	0	638	0	0
Stage 1	792	792	-	1063	1063	-	-	-	-	-	-	-
Stage 2	1066	1064	-	933	795	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.21	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.309	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	57	75	402	45	74	480	842	-	-	956	-	-
Stage 1	385	404	-	272	302	-	-	-	-	-	-	-
Stage 2	271	302	-	322	402	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	55	401	10	54	479	840	-	-	955	-	-
Mov Cap-2 Maneuver	45	55	-	10	54	-	-	-	-	-	-	-
Stage 1	286	398	-	203	225	-	-	-	-	-	-	-
Stage 2	200	225	-	91	396	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	47.2		12.6			2.7			0.1			
HCM LOS	E		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	840	-	-	357	479	955	-	-				
HCM Lane V/C Ratio	0.254	-	-	0.815	0.009	0.012	-	-				
HCM Control Delay (s)	10.7	-	-	47.2	12.6	8.8	-	-				
HCM Lane LOS	B	-	-	E	B	A	-	-				
HCM 95th %tile Q(veh)	1	-	-	7.1	0	0	-	-				

Queues

15: NE Lafayette Ave & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	202	52	73	733	4	826	101
v/c Ratio	0.67	0.16	0.22	0.60	0.01	0.77	0.11
Control Delay	34.6	21.2	6.0	11.0	5.0	20.2	5.4
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay	34.6	21.2	6.0	11.5	5.0	20.2	5.4
Queue Length 50th (ft)	69	14	9	140	1	276	9
Queue Length 95th (ft)	148	45	27	422	4	#565	36
Internal Link Dist (ft)	231	206		426		263	
Turn Bay Length (ft)			110		125		50
Base Capacity (vph)	522	606	531	1384	657	1310	1138
Starvation Cap Reductn	0	0	0	264	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.09	0.14	0.65	0.01	0.63	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

15: NE Lafayette Ave & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	20	90	1	30	15	65	650	3	4	735	90
Future Volume (vph)	70	20	90	1	30	15	65	650	3	4	735	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.93			0.96		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.98			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1537			1621		1770	1844		1804	1845	1582
Flt Permitted		0.85			1.00		0.16	1.00		0.29	1.00	1.00
Satd. Flow (perm)		1337			1615		301	1844		556	1845	1582
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	79	22	101	1	34	17	73	730	3	4	826	101
RTOR Reduction (vph)	0	38	0	0	14	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	164	0	0	38	0	73	733	0	4	826	79
Confl. Peds. (#/hr)	1		3	3		1			3	3		
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	3%	0%	0%	3%	0%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Actuated Green, G (s)		14.4			14.4		53.0	48.3		45.2	44.4	44.4
Effective Green, g (s)		14.4			14.4		53.0	48.3		45.2	44.4	44.4
Actuated g/C Ratio		0.19			0.19		0.70	0.64		0.60	0.59	0.59
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)		255			308		302	1179		346	1085	930
v/s Ratio Prot							c0.02	c0.40		0.00	c0.45	
v/s Ratio Perm		c0.12			0.02		0.15			0.01		0.05
v/c Ratio		0.64			0.12		0.24	0.62		0.01	0.76	0.09
Uniform Delay, d1		28.2			25.3		8.6	8.1		6.9	11.6	6.7
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		4.8			0.1		0.3	1.2		0.0	3.4	0.1
Delay (s)		33.0			25.5		8.9	9.3		6.9	15.0	6.8
Level of Service		C			C		A	A		A	B	A
Approach Delay (s)		33.0			25.5			9.3			14.1	
Approach LOS		C			C			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.3			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			75.5			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			69.6%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Attachment E: ODOT Crash Data

CITY OF MC MINNVILLE, YAMHILL COUNTY

3RD ST and Intersectional Crashes at 3RD ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

1 - 3 of 32 Crash records shown.

[illegible]

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CITY OF MC MINNVILLE, YAMHILL COUNTY

3RD ST and Intersectional Crashes at 3RD ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

4 - 9 of 32 Crash records shown.

[illegible]

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CITY OF MC MINNVILLE, YAMHILL COUNTY

3RD ST and Intersectional Crashes at 3RD ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

10 - 14 of 32 Crash records shown.

[illegible]

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15 - 19 of 32 Crash records shown.

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CITY OF MC MINNVILLE, YAMHILL COUNTY

3RD ST and Intersectional Crashes at 3RD ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

20 - 24 of 32 Crash records shown.

SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE																			
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	TRLR QTY	MOVE																		
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	OWNER	FROM																		
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVBVY	LIGHT	SVRTRY	V#	TYPE	TO	P#	TYPE	SVRTRY	E	X	RES	PED	ERROR	ACT	EVENT	CAUSE
01365	N	N	N	N	N	N	12/12/2017	17	3RD ST	STRGHT		N	N	CLR	BIKE	01	NONE	0	STRGHT										02
CITY							TU	120	GALLOWAY ST	W	(NONE)	NONE	N	DRY	ANGL		PRVTE	W -E									000	00	
N							4P			08			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	77	F	OR-Y		000	000	00	
N							45 12 36.08	-123 11 33.74			(02)													OR<25					
																		-											
																		STRGHT	01	BIKE	INJB	12	M		ROAD	028	037	02	
																		S	N										
00544	N	N	N	N	N	N	06/02/2019	19	3RD-ST	STRGHT		N	Y	CLR	PRKD-MV	01	NONE	9	UNK									10	
NO-RPT							SU	114	HICKORY-ST	W	(NONE)	UNKNOWN	N	DRY	SS-M		N/A	UN-UN									000	00	
Y							5P			07			N	DAY	PDO		PSNGR-CAR		01-DRVR	NONE	00	Unk	UNK		000	000	00		
N							45-12-35-42	-123-12 56-71			(02)																		
00752	N	N	N	N	N	N	08/08/2019	17	IRVINE ST	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE	9	STRGHT									02	
STATE							TH	0	3RD ST	CN		STOP SIGN	N	DRY	ANGL		N/A	W -E									000	00	
N							2P			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	
N							45 12 36.1	-123 11 23.31																					
																		02	NONE	9	STRGHT								
																		N/A	N -S								015	00	
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
00214	N	N	N	N	N	N	03/02/2017	17	3RD ST	STRGHT		Y	N	CLD	S-1STOP	01	NONE	0	STRGHT									07	
CITY							TH	40	IRVINE ST	E	(NONE)	NONE	N	DRY	REAR		PRVTE	E -W									006	00	
N							12P			06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		043	000	07	
N							45 12 36.1	-123 11 22.75			(02)																		
																		02	NONE	0	STOP								
																		PRVTE	E -W								011	00	
																		PSNGR CAR		01	DRVR	INJC	54	F	OR-Y		000	000	00
01226	N	N	N	N	N	N	11/03/2017	14	JOHNSON ST	INTER	CROSS	N	N	CLD	S-1STOP	01	NONE	9	STRGHT									07,29	
CITY							FR	0	3RD ST	E		TRF SIGNAL	N	DRY	REAR		N/A	E -W									000	00	
N							9A			06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	
N							45 12 36.1	-123 11 19.15																					
																		02	NONE	9	STOP								
																		N/A	E -W								011	00	
																		TRUCK		01	DRVR	NONE	00	Unk	UNK		000	000	00

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF MCMINNVILLE, YAMHILL COUNTY 3RD ST and Intersectional Crashes at 3RD ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021
25 - 29 of 32 Crash records shown.

SER#	P	S	D	M	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE												
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	OWNER	FROM	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
01370	N	N	N	N			12/13/2017	14	JOHNSON ST	INTER	CROSS	N	N	CLR	ANGL-STP	01 NONE	9	TURN-L											08
NONE							WE	0	3RD ST	E		L-GRN-SIG	N	DRY	TURN	N/A		N -E									000	00	
N							1P			06	0		N	DAY	PDO	SEMI TOW			01	DRVR	NONE	00	Unk	UNK		000	000	00	
N							45 12 36.1	-123 11 19.15																					
																02 NONE	9	STOP										012	00
																N/A		E -W									000	000	00
																PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	
00664	N	N	N	N	N	N	07/22/2021	14	JOHNSON ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE	9	TURN-L										08	
CITY							TH	0	3RD ST	E		TRF SIGNAL	N	DRY	TURN	N/A		N -E									000	00	
N							5P			06	1		N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	
N							45 12 36.07	-123 11 19.14																					
																02 NONE	9	STOP										011	00
																N/A		E -W									000	000	00
																PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	
00108	N	N	N	N	N	N	02/04/2017	14	JOHNSON ST	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01 NONE	0	TURN-L										02	
CITY							SA	0	3RD ST	CN		TRF SIGNAL	N	WET	TURN	PRVTE		N -E									000	00	
N							4P			04	1		N	DUSK	INJ	PSNGR	CAR		01	DRVR	NONE	85	M	OR-Y		028	000	02	
N							45 12 36.1	-123 11 19.15																					
																02 NONE	0	STRGHT										000	00
																PRVTE		S -N									000	000	00
																PSNGR	CAR		01	DRVR	INJC	22	F	OR-Y		000	000	00	
00836	N	N	N	N			08/29/2019	17	JOHNSON ST	INTER	CROSS	N	N	UNK	O-1 L-TURN	01 NONE		STRGHT										04,08,02	
CITY							TH	0	3RD ST	CN		TRF SIGNAL	N	DRY	TURN	PRVTE		N -S									000	00	
N							5A			01	0		N	DLIT	INJ	PSNGR	CAR		01	DRVR	INJB	48	F	OR-Y		000	000	00	
N							45 12 36.11	-123 11 19.17																					
																02 NONE		TURN-L										000	00
																PRVTE		S -W									004,020,028	000	04,08,02
																PSNGR	CAR		01	DRVR	INJC	16	M	NONE		004,020,028	000	00	
01185	N	N	N	N			11/25/2019	14	JOHNSON ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE		TURN-L										02	
CITY							MO	0	3RD ST	CN		TRF SIGNAL	N	DRY	TURN	PRVTE		N -E									000	00	
N							1P			04	1		N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	80	M	OR-Y		028,004	000	02	
N							45 12 36.1	-123 11 19.15																					
																02 NONE		STRGHT										000	00
																PRVTE		S -N									000	000	00
																PSNGR	CAR		01	DRVR	INJC	23	F	OR-Y		000	000	00	

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30 - 32 of 32 Crash records shown.

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3RD ST at ADAMS ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

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[illegible]

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF MCMINNVILLE, YAMHILL COUNTY

3RD ST at EVANS ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

1 - 5 of 5 Crash records shown.

SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE												
INVEST	E	A	U	I	C	O	DIST	FIRST STREET	INT-REL	TRLR	QTY																			
RD DPT	E	L	G	N	H	R	TIME	SECOND STREET	TRAFFIC	OWNER	FROM																			
UNLOC?	D	C	S	V	L	K	LAT	LONG	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTRY	V#	TYPE	TO	P#	TYPE	SVRTRY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE		
00528	N	N	N	N			05/28/2017	16	EVANS ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	9	STRGHT									02		
NONE							SU	0	3RD ST	CN			STOP SIGN	N	DRY	ANGL	N/A	E -W									000		00	
N							5P		01	0		N	DAY	PDO		PSNGR	CAR	01	DRVR	NONE	00	Unk	UNK		000	000		00		
N							45 12 36.07	-123 11 40.1																						
																02	NONE	9	STRGHT								015		00	
																N/A	N -S	01	DRVR	NONE	00	Unk	UNK		000	000		00		
																PSNGR	CAR													
01177	N	N	N	N			10/26/2017	16	EVANS ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	9	STRGHT									03		
NONE							TH	0	3RD ST	CN			STOP SIGN	N	DRY	ANGL	N/A	N -S									000		00	
N							10A		01	0		N	DAY	PDO		PSNGR	CAR	01	DRVR	NONE	00	Unk	UNK		000	000		00		
N							45 12 36.07	-123 11 40.1																						
																02	NONE	9	STRGHT								000	000		00
																N/A	E -W	01	DRVR	NONE	00	Unk	UNK		000	000		00		
																PSNGR	CAR													
01193	N	N	N	N	N	N	10/28/2017	16	EVANS ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	9	STRGHT								084	02		
CITY							SA	0	3RD ST	CN			STOP SIGN	N	DRY	ANGL	N/A	W -E									000		00	
N							5P		03	0		N	DAY	PDO		PSNGR	CAR	01	DRVR	NONE	00	Unk	UNK		000	000		00		
N							45 12 36.07	-123 11 40.1																						
																02	NONE	9	STRGHT								015		00	
																N/A	N -S	01	DRVR	NONE	00	Unk	UNK		000	000		00		
																PSNGR	CAR													
01313	N	N	N	N	N	N	11/26/2017	16	EVANS ST	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE	9	STRGHT									02		
CITY							SU	0	3RD ST	CN			STOP SIGN	N	WET	ANGL	N/A	S -N									000		00	
N							5P		04	0		N	DLIT	PDO		PSNGR	CAR	01	DRVR	NONE	00	Unk	UNK		000	000		00		
N							45 12 36.07	-123 11 40.1																						
																02	NONE	9	STRGHT								000	000		00
																N/A	W -E	01	DRVR	NONE	00	Unk	UNK		000	000		00		
																PSNGR	CAR													
00461	N	N	N	N			05/05/2018	17	EVANS ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	9	STRGHT									02		
CITY							SA	0	3RD ST	CN			STOP SIGN	N	DRY	ANGL	N/A	N -S									015		00	
N							1P		03	0		N	DAY	PDO		PSNGR	CAR	01	DRVR	NONE	00	Unk	UNK		000	000		00		
N							45 12 36.07	-123 11 40.1																						
																02	NONE	9	STRGHT								000	000		00
																N/A	W -E	01	DRVR	NONE	00	Unk	UNK		000	000		00		
																PSNGR	CAR													

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

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR	SHORT	
CODE	DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLUMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	PARTICIPANT UNINJURED, OVER THE AGE OF 4

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYANCE
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OBJECT
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OBJECT
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

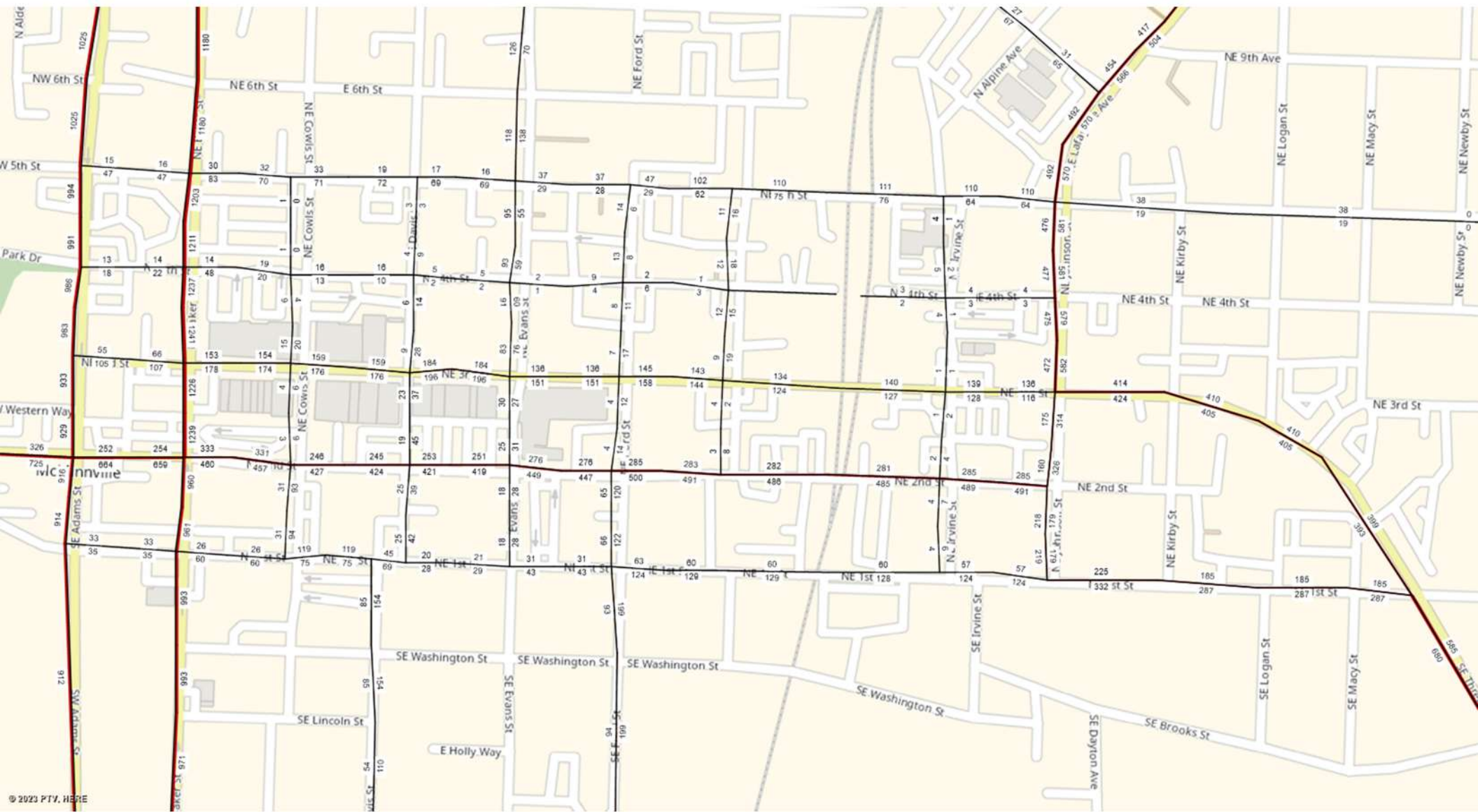
VEHICLE TYPE CODE TRANSLATION LIST

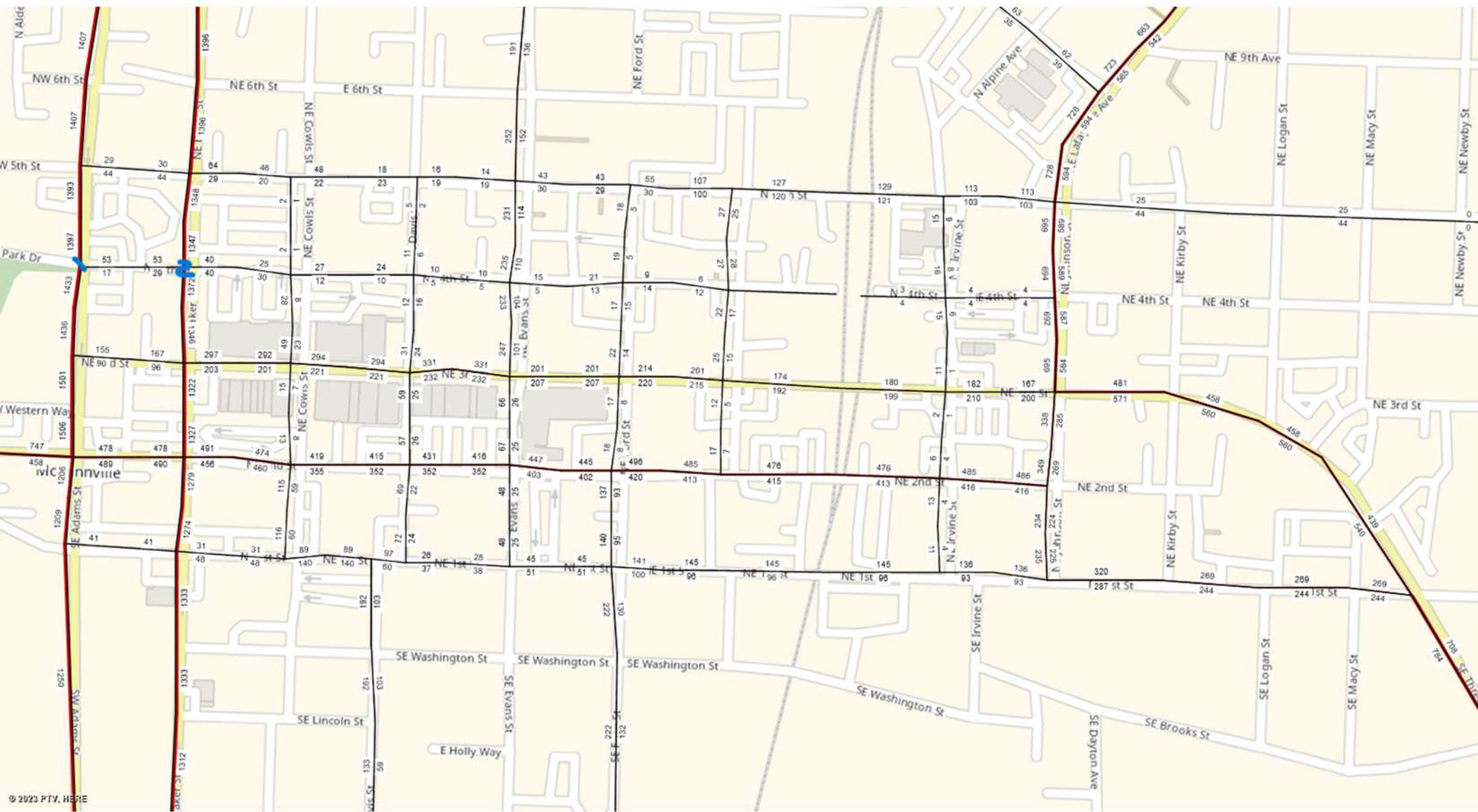
CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

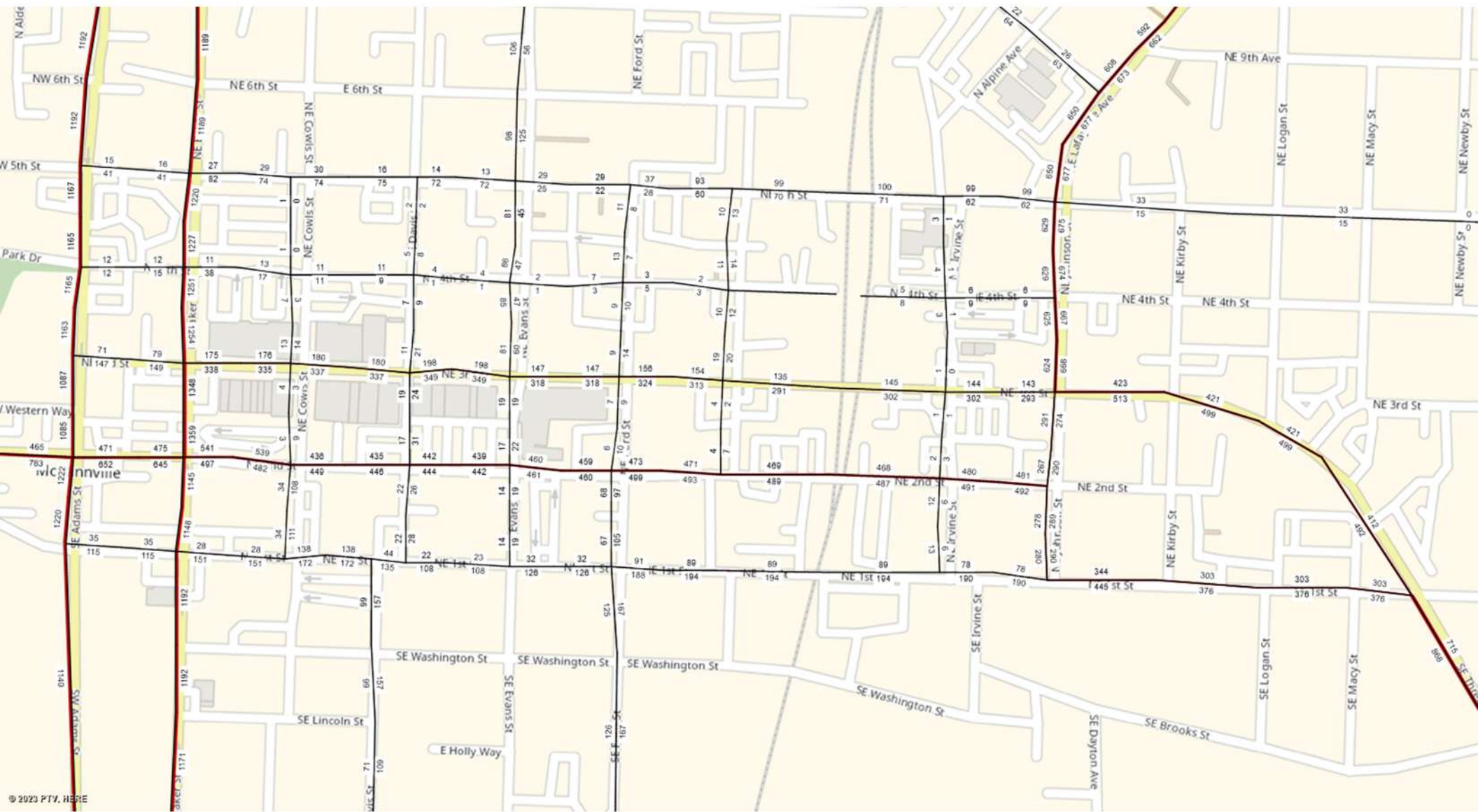
WEATHER CONDITION CODE TRANSLATION LIST

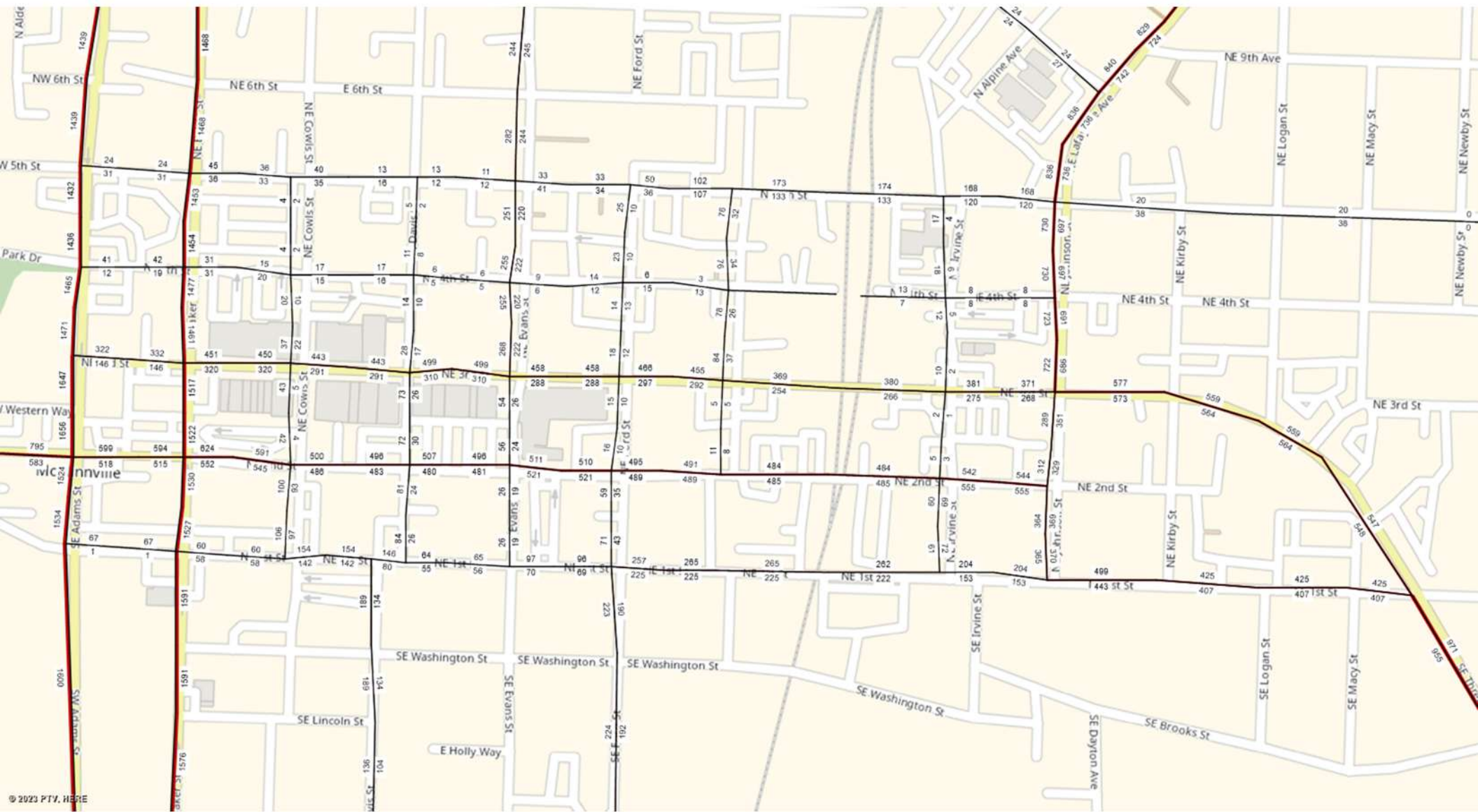
CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

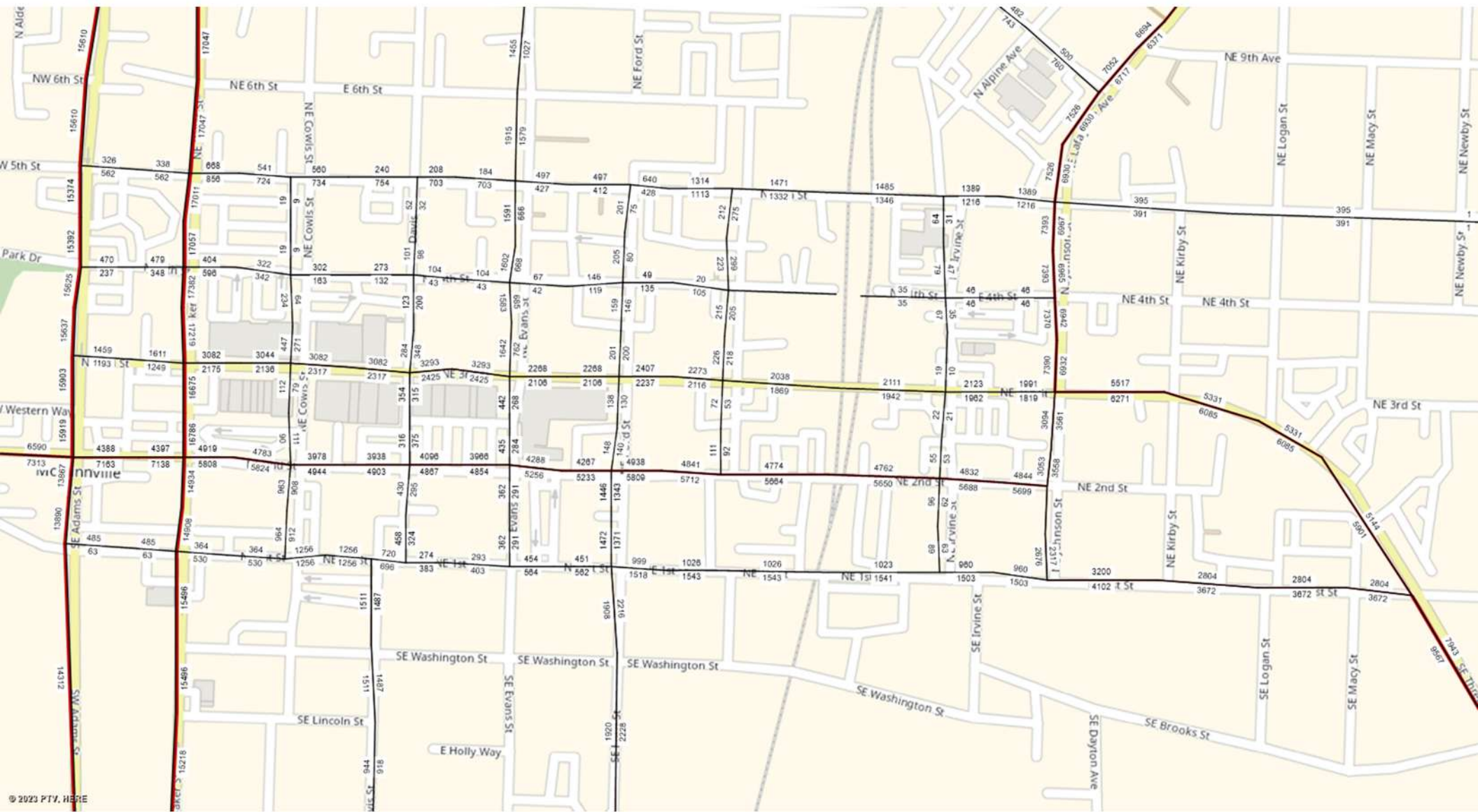
Attachment F: Travel Demand Model Outputs

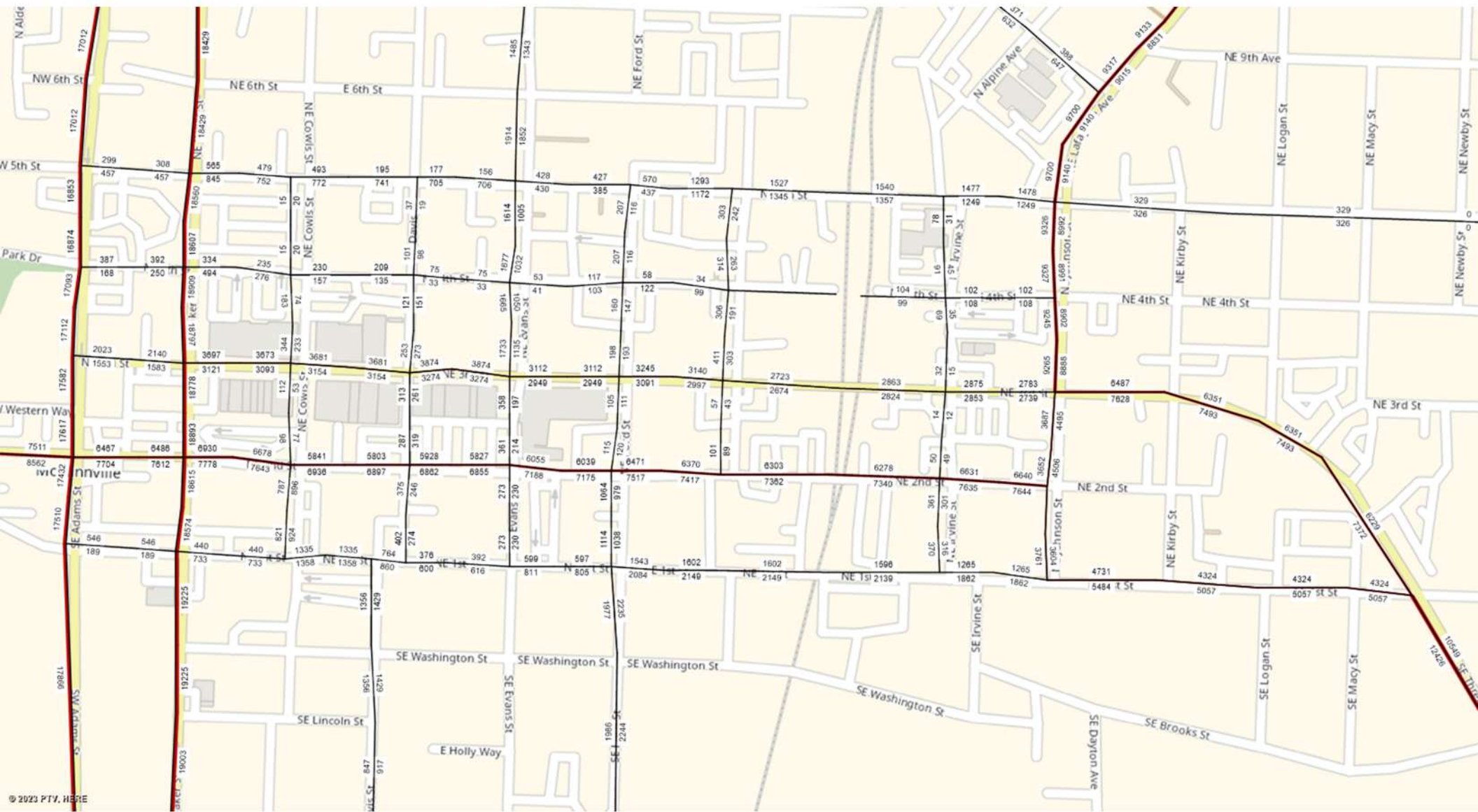


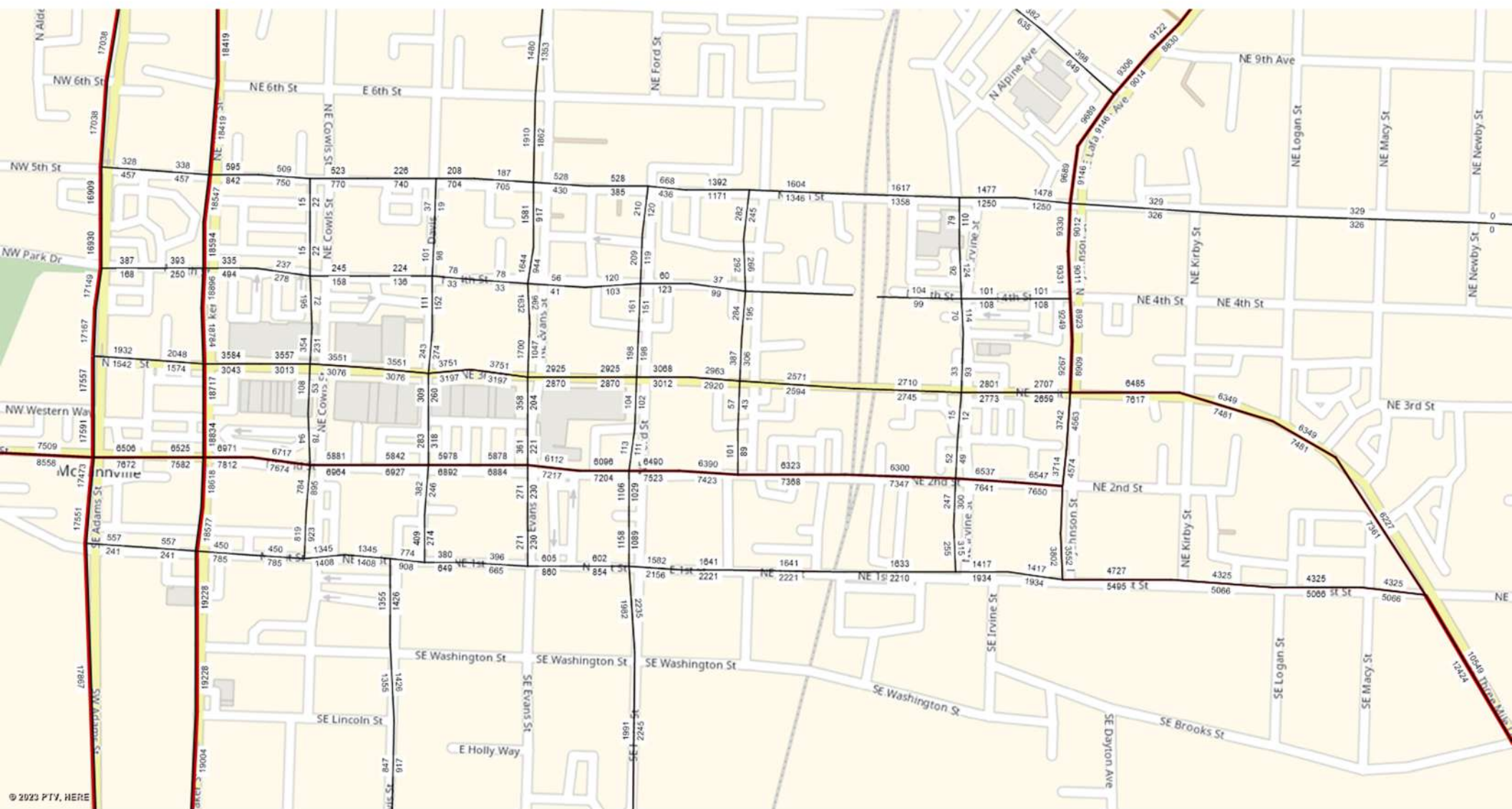










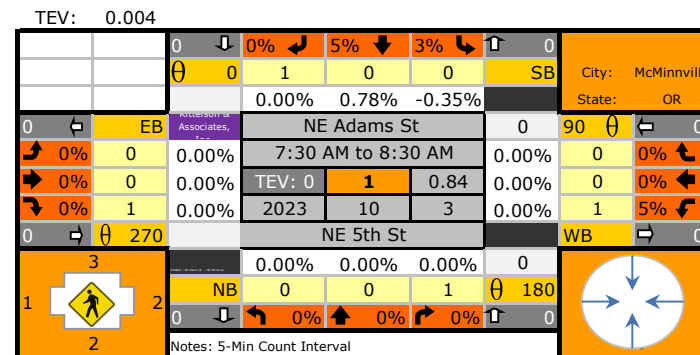


Attachment G: Future Volumes
Growth Rates, Unbalanced
2027 and 2047 Volumes

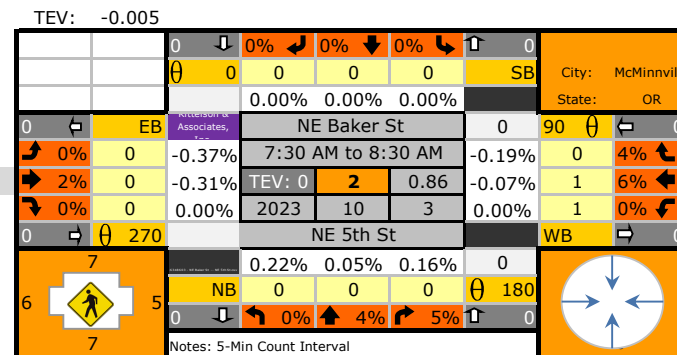
This sheet is used yearly growth rates developed based on 2023 and 2041 volumes. Values with yellow highlights have been manually adjusted

Existing year	2023
Model year	2041
difference:	18

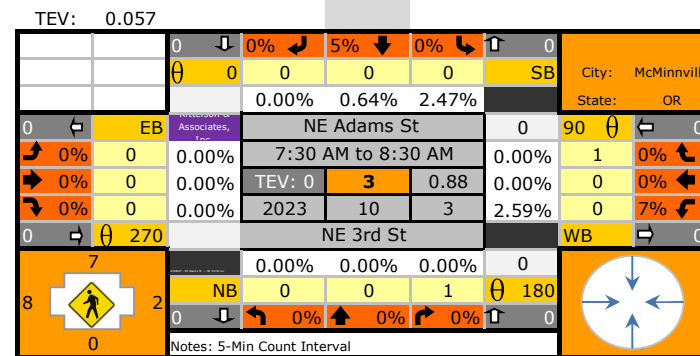
Sum all rates 66.7%



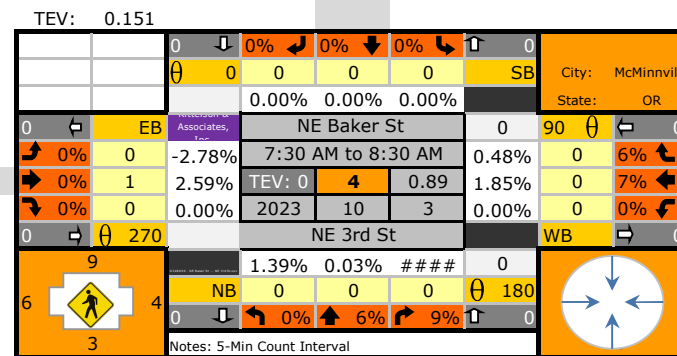
Diff: 0



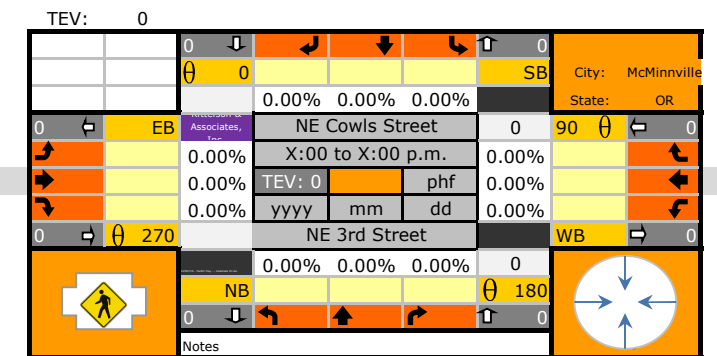
Diff: 0



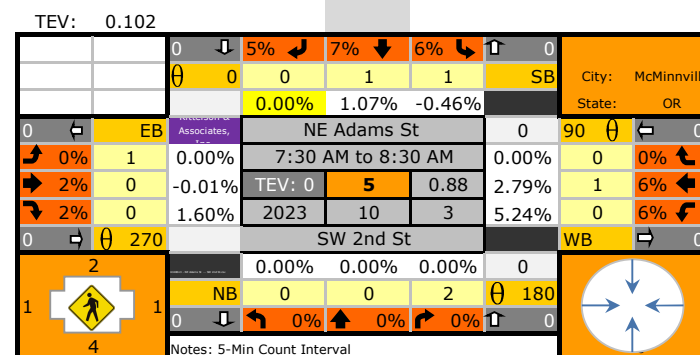
Diff: 0



Diff: 0

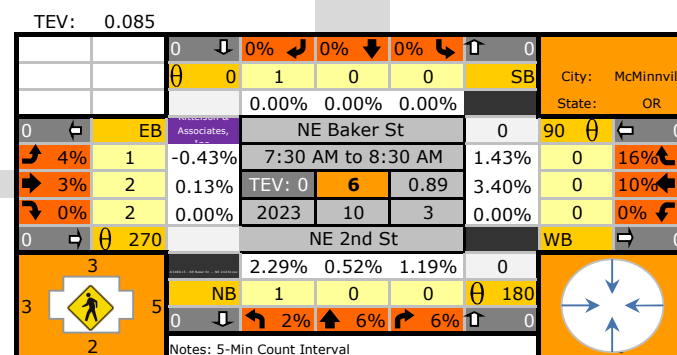


Notes



Diff: 0

Diff: -3



ratesAM

Williamette and
Pacific Railroad

TEV: 0											
		0	↓		↩		↩		↑	0	
		0		0						SB	City: McMinnville
				0.00%	0.00%	0.00%					State: OR
0	←	EB	Associates, Inc.	NE Irvine Street			0	90	⊖	←	0
↩				0.00%	X:00 to X:00 p.m.			0.00%			↩
↩				0.00%	TEV: 0	phf	0.00%				↩
↩				0.00%	yyyy	mm	dd	0.00%			↩
0	←	⊖ 270		NE 3rd Street			WB	↩	0		
				0.00%	0.00%	0.00%					
					NB			⊖ 180			
0	↓			↩		↩		↑	0		
Notes											

TEV: 0											
		0	↓	9%	↩	8%	↓	0%	↩	↑	0
		⊖	0	0	0	0	0		SB	City: McMinnville	
				0.14%	1.21%	0.00%					State: OR
0	←	EB	Associates, Inc.	NE Lafayette Ave			0	90	⊖	←	0
↩				4%	0	0.19%	7:30 AM to 8:30 AM			1	0%
↩				0%	0	0.00%	TEV: 0	15	0.84	0.00%	0
↩				3%	0	0.00%	2023	10	3	0.00%	0
0	←	⊖ 270		NE 5th St			WB	↩	0		
				###	0.69%	0.00%					
2					NB	0	0	0	⊖ 180		
0	↓			↩	0%	↩	9%	↩	0%	↑	0
Notes: 5-Min Count Interval											

TEV: 0											
		0	↓	7%	↩	12%	↓	7%	↩	↑	0
		⊖	0	0	0	0	0		SB	City: McMinnville	
				1.85%	2.46%	0.51%					State: OR
0	←	EB	Associates, Inc.	NE Johnson St			0	90	⊖	←	0
↩				5%	0	7.92%	7:30 AM to 8:30 AM			0	9%
↩				3%	0	3.76%	TEV: 0	13	0.86	###	0
↩				0%	1	5.56%	2023	10	3	0.00%	0
0	←	⊖ 270		NE 3rd St			WB	↩	0		
				0.00%	###	###					
0					NB	1	2	0	⊖ 180		
0	↓			↩	0%	↩	6%	↩	8%	↑	0
Notes: 5-Min Count Interval											

TEV: 0											
		0	↓	0%	↩	6%	↓	0%	↩	↑	0
		⊖	0	0	0	0	0		SB	City: McMinnville	
				1.11%	0.86%	0.00%					State: OR
0	←	EB	Associates, Inc.	NE Three Mile Ln			0	90	⊖	←	0
↩				0%	0	0.00%	7:30 AM to 8:30 AM			0	50%
↩				0%	0	0.00%	TEV: 0	14	0.88	0.00%	0
↩				3%	0	1.44%	2023	10	3	0.00%	0
0	←	⊖ 270		SE 1st St			WB	↩	0		
				2.57%	0.14%	0.00%					
3					NB	0	1	0	⊖ 180		
0	↓			↩	4%	↩	7%	↩	0%	↑	0
Notes: 5-Min Count Interval											

This sheet contains 2027 volumes that are developed based on individual movement growth rates between 2023 and 2041. If an overall growth is negative, it assumes that no volume will be reduced between 2023 and 2027

Sum all TEV: 12,376

Base year	2023
Analysis year	2027
difference:	4

TEV: 1002									
		910	0%	5%	3%	0			
		0	1	0	0	SB		City: McMinvil	
		1	799	110				State: OR	
6	EB	NE Adams St		0	90		85		
0%	0	7:30 AM to 8:30 AM		0	0	0%			
0%	0	TEV: 1002	1	0.84	5	0	0%		
0%	1	2023	10	3	80	1	5%		
7	WB	NE 5th St							
3		0	0	0	0				
1		NB	0	0	1	180			
2		883	0%	0%	0%	0%			
Notes: 5-Min Count Interval									

Diff: 24

TEV: 876													
		859	0%	5%	0%		0						
		0	0	0	0	0	0	SB				City: McMinnville	
			0	810	49							State: OR	
0	EB	Interchange A Associates,	NE Adams St				0	90					
0%	0	0	7:30 AM to 8:30 AM				0	1	0%				
0%	0	0	TEV: 876 3 0.88				0	0	0%				
0%	0	0	2023 10 3				17	0	7%				
0	270		NE 3rd St					WB					
7			0 0 0				0						
8		NB	0 0 1				180						
0		827	0%	0%	0%	0%	0						
Notes: 5-Min Count Interval													

Diff: 12

TEV: 1718									
		815	5%	7%	6%	0		City: McMinnville	
		0	0	1	1	SB		State: OR	
		115		615		85			
332	EB	NE Adams St				0	90	250	
0%	1	7:30 AM to 8:30 AM				0	0	0%	
2%	0	TEV: 1718		5	0.88	217	1	6%	
2%	0	2023		10	3	42	0	6%	
644	270	SW 2nd St					WB	585	
2		0		0		0			
1		NB		0		2		180	
4		801		0%		0%		0	
Notes: 5-Min Count Interval									

TEV: 1373									
		0	0%	0%	0%	1037			
		0	0	0	0	SB		City: McMinnville	
			0	0	0			State: OR	
110	EB	NE Baker St				0	90		110
0%	0	7:30 AM to 8:30 AM				30	0	4%	
2%	0	TEV: 1373 2 0.86				85	1	6%	
0%	0	2023 10 3				0	1	0%	
120	WB	NE 5th St				0	WB		220
7		25 977 136 0							
6	NB	0	0	0	0	180			
7		0 0% 4% 5%				1138			
Notes: 5-Min Count Interval									

Diff: -47

TEV: 1292									
		0	0%	0%	0%	1185			
	0	0	0	0	0	SB		City: McMinrvl	
		0	0	0	0			State: OR	
20	EB	Associates,	NE Baker St			0	90		52
	0%	0	2	7:30 AM to 8:30 AM		36	0	6%	
	0%	1	50	TEV: 1292	0.89	16	0	7%	
	0%	0	0	2023	4 3	0	0	0%	
52	WB		NE 3rd St						8
	9		4	1147	37	0			
6		NB	0	0	0	180			
	3		0	0%	6%	9%	1188		
Notes: 5-Min Count Interval									

Diff: -3

TEV: 1927									
		0	0%	0%	0%	1191	City: McMinnville State: OR		
		0	1	0	0	SB			
		0	0	0					
280	EB	NE Baker St				0	90		
4%	1	205	7:30 AM to 8:30 AM		37	0	16%		
3%	2	377	TEV: 1927		6	0.89	187	0	10%
0%	2	0	2023		10	3	0	0	0%
582		270	NE 2nd St				WB	450	
3			93	949	79	0			
			NB	1	0	0		180	
				2%	6%	6%		1121	
2			Notes: 5-Min Count Interval						

[illegible]

TEV: 377

		55	0%	0%	0%	42	City: McMinnville State: OR 90 (H) 170	
		0	0	1	1	SB		
		5	40	10				
172	EB	Assoc. Pkwy	NE Davis St			0		
0%	0	2	4:25 PM to 5:25 PM			10	0	0%
0%	3	87	TEV: 377 8 0.79			157	2	1%
0%	0	11	2023 10 3			3	1	0%
100	(H) 270		NE 3rd St				WB	109
83			10	30	12	0		
20	18	NB	0	2	2	(H) 180		
54	0%	0%	0%	0%	0%	52		

Notes: 5-Min Count Interval

TEV: 425									
		98	14%	2%	0%	69	City: McMinnville		
		0	0	0	0	SB	State: OR		
		20	55	23			90	184	
167	EB	Associates, P	NE Evans St			0			
		12	4:25 PM to 5:25 PM			31	0	0%	
		86	TEV: 425			143	4	1%	
		5	2023			10	2	0%	
103		270	NE 3rd St			WB	119		
	55		26			10	0		
11		31	NB	0	3	0	180		
		70		0%	0%	0%	40		
	80		Notes: 5-Min Count Interval						

TEV: 400

	50	0%	0%	0%	0%	45	
	0	0	0	0	0	SB	
	5	25	20				
City:	McMinnville						
State:	OR						
	90	0	180				
	0%	0					
	0%	5	109			170	
	0%	1	10			2	
	119	0	270			0	
	26						
	14					180	
	35	0%	0%	0%	0%	51	

NE Ford St

4:25 PM to 5:25 PM

TEV: 400

2023

NE 3rd St

WB

135

Notes: 5-Min Count Interval

TEV: 371

32	0%	0%	0%	0%	34	City: McMinnville State: OR
0	0	0	0	0	SB	
10	10	12				
EB	NE Galloway St				0	90 0 186
0%	0	7	4:25 PM to 5:25 PM		17	0 0%
0%	4	116	TEV: 371	11 0.88	164	4 1%
0%	0	10	2023	10 3	5	0 0%
133	0	270	NE 3rd St		WB	133
30			5	10	5	0
17	NB	0	0	0	0	180
25	0%	0%	0%	0%	0%	20

Notes: 5-Min Count Interval

Diff: -5

Diff: 5

Williamette and
Pacific Railroad

TEV: 450											
		56	↓	7%	↓	5%	↓	0%	↓	50	
		0		0		3		0		SB	City: McMinnville
				16		20		20			State: OR
191	←	EB	Knissouri & Associates, Inc.	NE Irvine St		0	90	⊖	←	186	
↓	0%	2	10	4:25 PM to 5:25 PM		5	0		40%	←	
↓	0%	1	118	TEV: 450		12	0.80	170	1	1%	←
↓	0%	0	10	2023		10	3	11	1	0%	←
138	←	⊖	270	NE 3rd St					WB	→	168
		13		5	35	30	0				
4	⊖	2	NB	0	1	0	⊖	180			
		41	↓	0%	↑	12%	6%	70			
Notes: 5-Min Count Interval											

Diff: -17

Diff: 7

TEV: 1815											
		846	↓	0%	↓	3%	↓	0%	↓	759	
		0		0		1		0		SB	City: McMinnville
				100		742		4			State: OR
196	←	EB	Knissouri & Associates, Inc.	NE Lafayette Ave		0	90	⊖	←	46	
↓	1%	0	76	4:25 PM to 5:25 PM		15	1		0%	←	
↓	0%	0	20	TEV: 1815		15	0.89	30	0	0%	←
↓	0%	0	90	2023		10	3	1	0	0%	←
186	←	⊖	270	NE 5th St					WB	→	27
		1		66	668	3	0				
0	⊖	3	NB	0	1	0	⊖	180			
		333	↓	2%	↑	3%	0%	737			
Notes: 5-Min Count Interval											

-1

14

TEV: 1865											
		332	↓	2%	↓	2%	↓	3%	↓	723	
		0		0		0		1		SB	City: McMinnville
				67		290		475			State: OR
203	←	EB	Knissouri & Associates, Inc.	NE Johnson St		0	90	⊖	←	557	
↓	0%	0	56	4:25 PM to 5:25 PM		402	0		2%	←	
↓	1%	0	119	TEV: 1865		13	0.88	130	1	1%	←
↓	0%	0	0	2023		10	3	25	0	0%	←
175	←	⊖	270	NE 3rd St					WB	→	624
		0		6	265	30	0				
0	⊖	0	NB	1	0	1	⊖	180			
		315	↓	0%	↑	5%	0%	301			
Notes: 5-Min Count Interval											

TEV: 1779											
		698	↓	0%	↓	2%	↓	0%	↓	591	
		0		0		1		0		SB	City: McMinnville
				5		683		10			State: OR
214	←	EB	Knissouri & Associates, Inc.	NE Three Mile Ln		0	90	⊖	←	4	
↓	0%	0	4	4:25 PM to 5:25 PM		4	2		0%	←	
↓	0%	0	0	TEV: 1779		14	0.89	0	0	0%	←
↓	1%	0	279	2023		10	3	0	0	0%	←
283	←	⊖	270	SE 1st St					WB	→	12
		2		209	583	2	0				
3	⊖	1	NB	1	2	0	⊖	180			
		962	↓	2%	↑	2%	0%	794			
Notes: 5-Min Count Interval											

P

This sheet contains 2047 volumes based on manually adjsuted growth rates

Existing year2023

Base model year2041

Analysis year2047

difference:24

Sum all TEV: 13,928

TEV: 1114

		1022	0%	2%	1%	0	City: McMinnville
		0	1	1	0	SB	State: OR
			1	920	101		
6	EB	NE Adams St	0	90	85		
		7:30 AM to 8:30 AM	0	0	0%		
		TEV: 1114	1	0.96	5	1	0%
		2023	10	3	80	2	2%
7	WB	NE 5th St	0	WB	104		
			0	0	0		
		NB	0	0	2	180	
		1004	0%	0%	0%	0	
Notes: 5-Min Count Interval							

Diff: -25

Diff: 6

TEV: 1376

		0	0%	0%	0%	1043	City: McMinnville
		0	0	0	0	SB	State: OR
			0	0	0		
110	EB	NE Baker St	0	90	113		
		7:30 AM to 8:30 AM	29	0	1%		
		TEV: 1376	2	0.92	84	2	2%
		2023	10	3	0	0	0%
110	WB	NE 5th St	0	WB	223		
			26	987	140	0	
		NB	0	2	1	180	
		0	0%	3%	0%	1153	
Notes: 5-Min Count Interval							

TEV: 1007

		983	0%	2%	0%	0	City: McMinnville
		0	0	2	1	SB	State: OR
			0	911	72		
0	EB	NE Adams St	0	90	24		
		7:30 AM to 8:30 AM	0	1	0%		
		TEV: 1007	3	0.93	0	0	0%
		2023	10	3	24	0	2%
0	WB	NE 3rd St	0	WB	72		
			0	0	0		
		NB	0	1	2	180	
		935	0%	0%	0%	0	
Notes: 5-Min Count Interval							

Diff: -3

Diff: 2

TEV: 1388

		0	0%	0%	0%	1194	City: McMinnville
		0	0	1	0	SB	State: OR
			0	0	0		
27	EB	NE Baker St	0	90	61		
		7:30 AM to 8:30 AM	39	1	0%		
		TEV: 1388	4	0.94	22	0	2%
		2023	10	3	0	1	0%
74	WB	NE 3rd St	0	WB	167		
			5	1154	94	0	
		NB	1	2	0	180	
		0	0%	4%	0%	1253	
Notes: 5-Min Count Interval							

Diff: 61

Diff: -167

TEV: 0

		0	0%	0%	0%	0	City: McMinnville
		0	0	1	1	SB	State: OR
			0	0	0		
0	EB	NE Cowl's St	0	90	0		
		X:00 to X:00 p.m.	0	1	0%		
		TEV: 0	7	0.79	0	2	2%
		2023	10	11	0	0	0%
0	WB	NE 3rd St	0	WB	0		
			0	0	0		
		NB	0	0	1	180	
		0	0%	0%	0%	0	
Notes: 5-Min Count Interval							

TEV: 2024

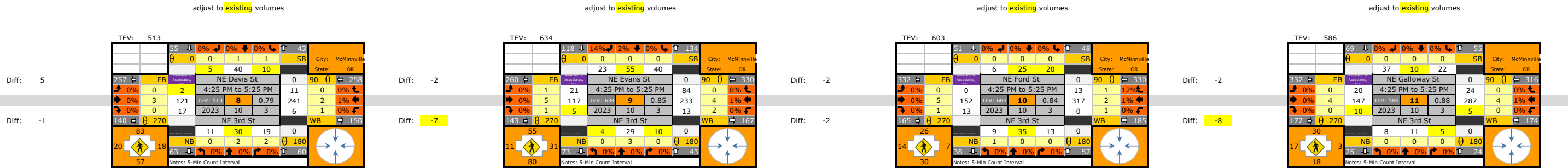
		933	0%	3%	2%	0	City: McMinnville
		0	0	2	2	SB	State: OR
			115	742	76		
441	EB	NE Adams St	0	90	405		
		7:30 AM to 8:30 AM	0	0	0%		
		TEV: 2024	5	0.93	326	2	1%
		2023	10	3	79	4	5%
686	WB	SW 2nd St	0	WB	575		
			0	0	0		
		NB	0	0	0	180	
		1008	0%	0%	0%	0	
Notes: 5-Min Count Interval							

Diff: -27

Diff: -4

TEV: 2192

		0	0%	0%	0%	1277	City: McMinnville
		0	0	2	0	SB	State: OR
			0	0	0		
432	EB	NE Baker St	0	90	347		
		7:30 AM to 8:30 AM	47	0	3%		
		TEV: 2192	6	0.93	300	3	1%
		2023	10	3	0	0	0%
571	WB	NE 2nd St	0	WB	483		
			132	1046	96	0	
		NB	3	0	0	180	
		0	1%	3%	10%	1274	
Notes: 5-Min Count Interval							



Diff: -5

Diff: 8

Williamette and
Pacific Railroad

adjust to existing volumes

TEV: 634											
		60	↓	7%	↓	5%	↓	0%	↓	56	
		0		0		3		0		SB	City: McMinnville
				19		20		21			State: OR
321	←	EB								0	90
↘	0%	2	13		4:25 PM to 5:25 PM	8		0		40%	↘
↘	0%	1	158	TEV: 634	12	0.80		296		1	1%
↘	0%	0	11	2023	10	3		14		1	0%
182	←	0	270		NE 3rd St					WB	212
		13		6		35		33		0	
4	↘	2		NB	0	1		0		180	
		4		45	↓	0%	↑	12%	↑	6%	74
Notes: 5-Min Count Interval											

-22

7

TEV: 2025											
		932	↓	0%	↓	3%	↓	0%	↓	877	
		0		0		1		0		SB	City: McMinnville
				149		779		4			State: OR
252	←	EB								0	90
↘	1%	0	103		4:25 PM to 5:25 PM	15		1		0%	↘
↘	0%	0	20	TEV: 2025	15	0.89		30		0	0%
↘	0%	0	90	2023	10	3		1		0	0%
213	←	0	270		NE 5th St					WB	26
		1		73		759		2		0	
0	↘	3		NB	0	1		0		180	
		3		870	↓	2%	↑	3%	↑	0%	834
Notes: 5-Min Count Interval											

-14

28

TEV: 2053											
		856	↓	2%	↓	2%	↓	3%	↓	806	
		0		0		0		1		SB	City: McMinnville
				127		254		475			State: OR
340	←	EB								0	90
↘	0%	0	83		4:25 PM to 5:25 PM	411		0		2%	↘
↘	1%	0	136	TEV: 2053	13	0.88		203		1	1%
↘	0%	0	0	2023	10	3		16		0	0%
219	←	0	270		NE 3rd St					WB	637
		10		312		26		0			
0	↘	0		NB	1	0		1		180	
		0		270	↓	0%	↑	5%	↑	0%	348
Notes: 5-Min Count Interval											

TEV: 2110											
		715	↓	0%	↓	2%	↓	0%	↓	684	
		0		0		1		0		SB	City: McMinnville
				5		700		10			State: OR
311	←	EB								0	90
↘	0%	0	4		4:25 PM to 5:25 PM	4		2		0%	↘
↘	0%	0	0	TEV: 2110	14	0.89		0		0	0%
↘	1%	0	402	2023	10	3		0		0	0%
406	←	0	270		SE 1st St					WB	13
		2		306		676		3		0	
3	↘	1		NB	1	2		0		180	
		0		1102	↓	2%	↑	2%	↑	0%	985
Notes: 5-Min Count Interval											

This sheet is used yearly growth rates developed based on 2023 and 2041 volumes. Values with yellow highlights have been manually adjusted

Existing year 2023
Model year 2041
difference: 18

Sum all rates 233%

TEV: 0

		0	0%	2%	1%	0			
		0	1	1	0	SB	City: McMinnville		
			0.00%	0.14%	###		State: OR		
0	EB	Associates, Inc.	NE Adams St	0	90	0			
0%	0	0.00%	4:25 PM to 5:25 PM	0.00%	0	0%			
0%	0	0.00%	TEV: 0	1	0.96	0.00%	1	0%	
0%	0	0.00%	2023	10	3	0.00%	2	2%	
0	0	270	NE 5th St	WB	0				
19			0.00%	0.00%	0.00%	0			
13			NB	0	0	2	0	180	
3			0	0%	0%	0%	0		
Notes: 5-Min Count Interval									

TEV: 0

		0	0%	0%	0%	0			
		0	0	0	0	SB	City: McMinnville		
			0.00%	0.00%	0.00%		State: OR		
0	EB	Associates, Inc.	NE Baker St	0	90	0			
0%	0	###	4:25 PM to 5:25 PM	###	0	1%			
1%	1	###	TEV: 0	2	0.92	###	2	2%	
0%	0	0.00%	2023	10	3	0.00%	0	0%	
0	0	270	NE 5th St	WB	0				
22			0.74%	0.29%	2.22%	0			
2			NB	0	2	1	0	180	
3			0	0%	3%	0%	0		
Notes: 5-Min Count Interval									

TEV: 0

		0	0%	2%	0%	0			
		0	0	2	1	SB	City: McMinnville		
			0.00%	0.08%	3.33%		State: OR		
0	EB	Associates, Inc.	NE Adams St	0	90	0			
0%	0	0.00%	4:25 PM to 5:25 PM	0.00%	1	0%			
0%	0	0.00%	TEV: 0	3	0.93	0.00%	0	0%	
0%	0	0.00%	2023	10	3	7.04%	0	2%	
0	0	270	NE 3rd St	WB	0				
41			0.00%	0.00%	0.00%	0			
6			NB	0	1	2	0	180	
0			0	0%	0%	0%	0		
Notes: 5-Min Count Interval									

TEV: 0

		0	0%	0%	0%	0			
		0	0	1	0	SB	City: McMinnville		
			0.00%	0.00%	0.00%		State: OR		
0	EB	Associates, Inc.	NE Baker St	0	90	0			
8%	1	0.00%	4:25 PM to 5:25 PM	0.85%	1	0%			
0%	2	3.00%	TEV: 0	4	0.94	6.56%	0	2%	
0%	2	0.00%	2023	10	3	0.00%	1	0%	
0	0	270	NE 3rd St	WB	0				
35			5.56%	0.33%	3.70%	0			
5			NB	1	2	0	0	180	
11			0	0%	4%	0%	0		
Notes: 5-Min Count Interval									

TEV: 0

		0	0%	0%	0%	0			
		0	0	1	1	SB	City: McMinnville		
			0.00%	0.00%	0.00%		State: OR		
0	EB	Associates, Inc.	NE Cowls St	0	90	0			
0%	0	3.33%	4:25 PM to 5:25 PM	0.00%	1	0%			
1%	3	2.81%	TEV: 0	7	0.79	3.59%	2	2%	
0%	0	###	2023	10	11	2.89%	0	0%	
0	0	270	NE 3rd St	WB	0				
43			3.33%	0.00%	0.00%	0			
41			NB	0	0	1	0	180	
91			0	0%	0%	0%	0		
Notes: 5-Min Count Interval									

Diff: 0

Diff: 0

Diff: 0

TEV: 0

		0	0%	3%	2%	0			
		0	0	2	2	SB	City: McMinnville		
			0.00%	0.74%	###		State: OR		
0	EB	Associates, Inc.	NE Adams St	0	90	0			
0%	1	0.00%	4:25 PM to 5:25 PM	0.00%	0	0%			
1%	1	0.62%	TEV: 0	5	0.93	0.70%	2	1%	
2%	0	3.61%	2023	10	3	2.04%	4	5%	
0	0	270	SW 2nd St	WB	0				
7			0.00%	0.00%	0.00%	0			
2			NB	0	0	0	0	180	
9			0	0%	0%	0%	0		
Notes: 5-Min Count Interval									

TEV: 0

		0	0%	0%	0%	0			
		0	0	2	0	SB	City: McMinnville		
			0.00%	0.00%	0.00%		State: OR		
0	EB	Associates, Inc.	NE Baker St	0	90	0			
2%	0	###	4:25 PM to 5:25 PM	1.59%	0	3%			
1%	2	0.54%	TEV: 0	6	0.93	1.11%	3	1%	
0%	0	0.00%	2023	10	3	0.00%	0	0%	
0	0	270	NE 2nd St	WB	0				
3			0.36%	0.72%	1.96%	0			
4			NB	3	0	0	0	180	
5			0	1%	3%	10%	0		
Notes: 5-Min Count Interval									



TEV: 0									
		0		7%		5%		0%	
		0		3		0		SB	
		1.11%		0.00%		0.28%		City: McMinnville	
								State: OR	
0		EB		NE Irvine St				90	
0%		2		1.11%		4:25 PM to 5:25 PM		2.22%	
0%		1		1.82%		TEV: 0 12 0.80		4.33%	
0%		0		0.56%		2023 10 3		1.67%	
0		0		NE 3rd St				WB	
13				1.11%		0.00%		0.37%	
4		2		NB		0 1 0		180	
4				0		0%		12%	
				0%		6%		0	
Notes: 5-Min Count Interval									

TEV: 0					
		0	↓ 0%	↑ 3%	↓ 0%
0	0	0	0	1	0
					SB
			2.72%	0.25%	0.00%
			City: McMinnville		
			State: OR		
0	EB		NE Lafayette Ave	0	90
1%	0	1.98%	4:25 PM to 5:25 PM	0.00%	1
0%	0	0.00%	TEV: 0	15	0.89
0%	0	0.00%	2023	10	3
0	0	0.00%	NE 5th St	0.00%	0
0	0	0.00%	0.51%	0.70%	###
0	NB	0	1	0	0
0	0	0	2%	3%	0%
Notes:	5-Min Count Interval				

TEV: 0		0		2%		2%		3%		0		City: McMinnville	
0		0		0		0		1		SB		State: OR	
0		EB		2.78%		4:25 PM to 5:25 PM		0.11%		90		0	
0		0		0.77%		TEV: 0 13 0.88		3.19%		1		2%	
0		0		0.00%		2023 10 3		###		0		0%	
0		0		270		NE 3rd St		WB		0		0	
0		0		4.44%		0.94%		###		0		0	
0		0		NB		1		0		1		180	
0		0		0%		0%		5%		0%		0	
0		0		Notes: 5-Min Count Interval								0	

TEV: 0																
				0	↓	0%	0%	2%	↓	0%	↑	0	City: McMinnville State: OR			
				(H)	0	0	1	0				SB				
						0.00%	0.12%	0.00%								
0	↩	EB	Associates,			NE Three Mile Ln						0	90	(H)	↩	0
↩	0%	0	0.00%			4:25 PM to 5:25 PM						0.00%	2	0%	↩	0
↩	0%	0	0.00%			TEV: 0 14 0.89						0.00%	0	0%	↩	0
↩	1%	0	2.40%			2023 10 3						0.00%	0	0%	↩	0
0	(H)	270				SE First St							WB	↩	0	
2						2.54% 0.82% 2.78%						0				
3		1				NB 1 2 0 (H) 180										
0						↩ 2% ↩ 2% ↩ 0%						↑	0			
Notes: 5-Min Count Interval																

This sheet contains 2027 volumes that are developed based on individual movement growth rates between 2023 and 2041. If an overall growth is negative, it assumes that no volume will be reduced between 2023 and 2027

Base year 2023
Analysis year 2027
difference: 4

Sum all TEV: 18,198

TEV: 1511		1287	0%	2%	1%	0	City: McMinnville State: OR
		0	1	1	0	SB	
		5	1197	85			
20	EB	NE Adams St		0	90	215	
0%	0	4:25 PM to 5:25 PM		0	0	0%	
0%	0	4	TEV: 1511	1	0.96	15	1
0%	0	5	2023	10	3	200	2
9	WB	NE 5th St		0	89		
19		0	0	0	0		
13	NB	0	0	2	180		
3		1402	0%	0%	0%	0	
Notes: 5-Min Count Interval							

Diff: 0

Diff: 6

TEV: 1617		0	0%	0%	0%	1299	City: McMinnville State: OR
		0	0	0	0	SB	
		0	0	0			
215	EB	NE Baker St		0	90	290	
0%	0	4:25 PM to 5:25 PM		90	0	1%	
1%	1	25	TEV: 1617	2	0.92	200	2
0%	0	70	2023	10	3	0	0
95	WB	NE 5th St		0	103		
22		15	1184	33	0		
2	NB	0	2	1	180		
3		0	0%	3%	0%	1232	
Notes: 5-Min Count Interval							

26

TEV: 1457		1380	0%	2%	0%	0	City: McMinnville State: OR
		0	0	2	1	SB	
		0	1329	51			
0	EB	NE Adams St		0	90	77	
0%	0	4:25 PM to 5:25 PM		0	1	0%	
0%	0	0	TEV: 1457	3	0.93	0	0
0%	0	0	2023	10	3	77	0
0	WB	NE 3rd St		0	51		
41		0	0	0	0		
6	NB	0	1	2	180		
0		1406	0%	0%	0%	0	
Notes: 5-Min Count Interval							

Diff: -4

Diff: 20

TEV: 1395		0	0%	0%	0%	1206	City: McMinnville State: OR
		0	0	1	0	SB	
		0	0	0			
81	EB	NE Baker St		0	90	130	
8%	1	4:25 PM to 5:25 PM		67	1	0%	
0%	2	15	TEV: 1395	4	0.94	63	0
0%	2	56	2023	10	3	0	1
71	WB	NE 3rd St		0	108		
35		18	1124	52	0		
5	NB	1	2	0	180		
11		0	0%	4%	0%	1194	
Notes: 5-Min Count Interval							

14

TEV: 2342		1416	0%	3%	2%	0	City: McMinnville State: OR
		0	0	2	2	SB	
		265	1066	85			
666	EB	NE Adams St		0	90	498	
0%	1	4:25 PM to 5:25 PM		0	0	0%	
1%	1	359	TEV: 2342	5	0.93	401	2
2%	0	69	2023	10	3	97	4
428	WB	SW 2nd St		0	444		
7		0	0	0	0		
2	NB	0	0	0	180		
9		1232	0%	0%	0%	0	
Notes: 5-Min Count Interval							

Diff: 5

Diff: 2

TEV: 2071		0	0%	0%	0%	1180	City: McMinnville State: OR
		0	0	2	0	SB	
		0	0	0			
493	EB	NE Baker St		0	90	403	
2%	0	4:25 PM to 5:25 PM		37	0	3%	
1%	2	140	TEV: 2071	6	0.93	366	3
0%	0	306	2023	10	3	0	0
446	WB	NE 2nd St		0	398		
3		127	1003	92	0		
4	NB	3	0	0	180		
5		0	1%	3%	10%	1222	
Notes: 5-Min Count Interval							

TEV: 323		25	0%	0%	0%	31	City: McMinnville State: OR
		0	0	1	1	SB	
		5	15	5			
137	EB	NE Cowls St		0	90	169	
0%	0	4:25 PM to 5:25 PM		15	1	0%	
1%	3	6	TEV: 323	7	0.79	126	2
0%	0	83	2023	10	11	28	0
103	WB	NE 3rd St		0	98		
43		6	10	10	0		
41	NB	0	0	1	180		
91		57	0%	0%	0%	26	
Notes: 5-Min Count Interval							

Diff: -7

Diff: -5

TEV: 377

		55	0%	0%	0%	42	City: McMinnville State: OR
		0	0	1	1	SB	
			5	40	10		
172	EB	Associates				90	
			NE Davis St				170
			4:25 PM to 5:25 PM				
		TEV: 377	8	0.79	157	2	1%
		2023	10	3	3	1	0%
			NE 3rd St				WB
100		270				109	
		83					
			10	30	12	0	
20		18	NB	0	2	180	
			54	0%	0%	52	

Notes: 5-Min Count Interval

TEV: 425									
		98	14%	2%	0%	69	City: McMinnville		
		0	0	0	0	SB	State: OR		
		20	55	23			90	184	
167	EB	Associates, P	NE Evans St			0			
		12	4:25 PM to 5:25 PM			31	0	0%	
		86	TEV: 425			143	4	1%	
		5	2023			10	2	0%	
103		270	NE 3rd St			WB	119		
	55		26			10	0		
11		31	NB	0	3	0	180		
		70		0%	0%	0%	40		
	80		Notes: 5-Min Count Interval						

TEV: 400

50	0%	0%	0%	0%	45	City: McMinnville State: OR	
0	0	0	0	0	SB		
5	25	20					
181	EB	180					
0%	0	0	NE Ford St		0	90	180
0%	5	109	4:25 PM to 5:25 PM		10	1	12%
0%	1	10	TEV: 400		170	2	1%
			2023		10	3	0%
119	0%	270	NE 3rd St		0	WB	135
26					0		
14		7	NB		1	35	180
					0	0	
35	0%	0%	0%	0%	0%	51	

Notes: 5-Min Count Interval

TEV: 371

32	0%	0%	0%	0%	34	City: McMinnville State: OR
0	0	0	0	0	SB	
10	10	12				
179	EB	NE Galloway St 4:25 PM to 5:25 PM			0	90
0%	0	7	TEV: 371	11	0.88	186
0%	4	116	2023	10	3	0
0%	0	10				1%
						0%
133	30	270	NE 3rd St			WB
			5	10	5	0
17	3		NB	0%	0%	0%
18		25	0%	0%	0%	0%
		20				20

Notes: 5-Min Count Interval

Diff: -5

Diff: 5

Williamette and
Pacific Railroad

TEV: 450											
		56	↓	7%	↓	5%	↓	0%	↓	50	
		0		0		3		0		SB	City: McMinnville
				16		20		20			State: OR
191	←	EB	Knissouri & Associates, Inc.	NE Irvine St		0	90	⌚	←	186	
↓	0%	2	10	4:25 PM to 5:25 PM		5	0	40%	↓		
→	0%	1	118	TEV: 450		12	0.80	170	1	1%	←
↘	0%	0	10	2023		10	3	11	1	0%	↘
138	←	⌚	270	NE 3rd St					WB	→	168
		13		5	35	30	0				
4	⌚	2	NB	0	1	0	⌚	180			
		41	↓	0%	↑	12%	↘	6%	↑	70	
Notes: 5-Min Count Interval											

Diff: -17

Diff: 7

TEV: 1815											
		846	↓	0%	↓	3%	↓	0%	↓	759	
		0		0		1		0		SB	City: McMinnville
				100		742		4			State: OR
196	←	EB	Knissouri & Associates, Inc.	NE Lafayette Ave		0	90	⌚	←	46	
↓	1%	0	76	4:25 PM to 5:25 PM		15	1	0%	↓		
→	0%	0	20	TEV: 1815		15	0.89	30	0	0%	←
↘	0%	0	90	2023		10	3	1	0	0%	↘
186	←	⌚	270	NE 5th St					WB	→	27
		1		66	668	3	0				
0	⌚	3	NB	0	1	0	⌚	180			
		333	↓	2%	↑	3%	↘	0%	↑	737	
Notes: 5-Min Count Interval											

-1

14

TEV: 1865											
		332	↓	2%	↓	2%	↓	3%	↓	723	
		0		0		0		1		SB	City: McMinnville
				67		290		475			State: OR
203	←	EB	Knissouri & Associates, Inc.	NE Johnson St		0	90	⌚	←	557	
↓	0%	0	56	4:25 PM to 5:25 PM		402	0	2%	↓		
→	1%	0	119	TEV: 1865		13	0.88	130	1	1%	←
↘	0%	0	0	2023		10	3	25	0	0%	↘
175	←	⌚	270	NE 3rd St					WB	→	624
		0		6	265	30	0				
0	⌚	0	NB	1	0	1	⌚	180			
		315	↓	0%	↑	5%	↘	0%	↑	301	
Notes: 5-Min Count Interval											

TEV: 1779											
		698	↓	0%	↓	2%	↓	0%	↓	591	
		0		0		1		0		SB	City: McMinnville
				5		683		10			State: OR
214	←	EB	Knissouri & Associates, Inc.	NE Three Mile Ln		0	90	⌚	←	4	
↓	0%	0	4	4:25 PM to 5:25 PM		4	2	0%	↓		
→	0%	0	0	TEV: 1779		14	0.89	0	0	0%	←
↘	1%	0	279	2023		10	3	0	0	0%	↘
283	←	⌚	270	SE 1st St					WB	→	12
		2		209	583	2	0				
3	⌚	1	NB	1	2	0	⌚	180			
		962	↓	2%	↑	2%	↘	0%	↑	794	
Notes: 5-Min Count Interval											

This sheet contains 2047 volumes based on manually adjsuted growth rates

Existing year2023

Base model year2041

Analysis year2047

difference:24

Sum all TEV: 21,057

TEV: 1525

		1301	0%	2%	1%	0	City: McMinnville
		0	1	1	0	SB	State: OR
		5	1230	66			
20	EB	Associates, NE Adams St	0	90	215		
0%	0	4:25 PM to 5:25 PM	0	0	0%		
0%	0	TEV: 1525	1	0.96	15	1	0%
0%	0	2023	10	3	200	2	2%
9	WB	NE 5th St	0	70			
19		0	0	0	0		
13	NB	0	0	2	180		
3		1435	0%	0%	0%	0	
		Notes: 5-Min Count Interval					

TEV: 1666

		0	0%	0%	0%	1349	City: McMinnville
		0	0	0	0	SB	State: OR
		0	0	0			
210	EB	Associates, NE Baker St	0	90	274		
0%	0	4:25 PM to 5:25 PM	82	0	1%		
1%	1	TEV: 1666	2	0.92	192	2	2%
0%	0	2023	10	3	0	0	0%
75	WB	NE 5th St	0	107			
22		18	1253	46	0		
2	NB	0	2	1	180		
3		0	0%	3%	0%	1317	
		Notes: 5-Min Count Interval					

TEV: 1594

		1433	0%	2%	0%	0	City: McMinnville
		0	2	1	SB		State: OR
		0	1352	81			
0	EB	Associates, NE Adams St	0	90	161		
0%	0	4:25 PM to 5:25 PM	0	1	0%		
0%	0	TEV: 1594	3	0.93	0	0	0%
0%	0	2023	10	3	161	0	2%
0	WB	NE 3rd St	0	81			
41		0	0	0	0		
6	NB	0	1	2	180		
0		1513	0%	0%	0%	0	
		Notes: 5-Min Count Interval					

TEV: 1625

		0	0%	0%	0%	1290	City: McMinnville
		0	1	0	SB		State: OR
		0	0	0			
164	EB	Associates, NE Baker St	0	90	207		
8%	1	4:25 PM to 5:25 PM	78	1	0%		
0%	2	TEV: 1625	4	0.94	129	0	2%
0%	2	2023	10	3	0	1	0%
101	WB	NE 3rd St	0	171			
35		35	1197	85	0		
5	NB	1	2	0	180		
11		0	0%	4%	0%	1317	
		Notes: 5-Min Count Interval					

TEV: 486

		25	0%	0%	0%	34	City: McMinnville
		0	1	1	SB		State: OR
		5	15	5			
219	EB	Associates, NE Cowls St	0	90	262		
0%	0	4:25 PM to 5:25 PM	15	1	0%		
1%	3	TEV: 486	7	0.79	205	2	2%
0%	0	2023	10	11	42	0	0%
170	WB	NE 3rd St	0	141			
43		9	10	10	0		
41	NB	0	0	1	180		
91		92	0%	0%	0%	29	
		Notes: 5-Min Count Interval					

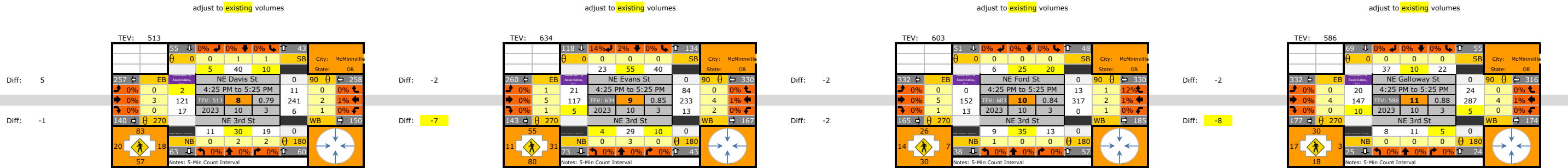
Diff: 29

TEV: 2645

		1542	0%	3%	2%	0	City: McMinnville
		0	2	2	SB		State: OR
		265	1219	58			
720	EB	Associates, NE Adams St	0	90	589		
0%	1	4:25 PM to 5:25 PM	0	0	0%		
1%	1	TEV: 2645	5	0.93	455	2	1%
2%	0	2023	10	3	134	4	5%
514	WB	SW 2nd St	0	460			
7		0	0	0	0		
2	NB	0	0	0	180		
9		1465	0%	0%	0%	0	
		Notes: 5-Min Count Interval					

TEV: 2358

		0	0%	0%	0%	1315	City: McMinnville
		0	2	0	SB		State: OR
		0	0	0			
579	EB	Associates, NE Baker St	0	90	491		
2%	0	4:25 PM to 5:25 PM	48	0	3%		
1%	2	TEV: 2358	6	0.93	443	3	1%
0%	0	2023	10	3	0	0	0%
463	WB	NE 2nd St	0	464			
3		136	1143	125	0		
4	NB	3	0	0	180		
5		0	1%	3%	10%	1404	
		Notes: 5-Min Count Interval					



Diff: -5

Diff: 8

Williamette and
Pacific Railroad

adjust to existing volumes

TEV: 634											
		60	↓	7%	↓	5%	↓	0%	↓	56	
		0		0		3		0		SB	City: McMinnville
				19		20		21			State: OR
321	←	EB								0	90
↓	0%	2	13	4:25 PM to 5:25 PM	8	0	0	40%	↓	318	
↓	0%	1	158	TEV: 634	12	0.80	296	1	1%	↓	
↓	0%	0	11	2023	10	3	14	1	0%	↓	
182	←	0	270							WB	212
		13		6	35	33	0				
4	↓	45	↓	0%	12%	6%	74				
Notes: 5-Min Count Interval											

-22

7

TEV: 2025											
		932	↓	0%	↓	3%	↓	0%	↓	877	
		0		0		1		0		SB	City: McMinnville
				149		779		4			State: OR
252	←	EB								0	90
↓	1%	0	103	4:25 PM to 5:25 PM	15	1	0%	↓	46		
↓	0%	0	20	TEV: 2025	15	0.89	30	0	0%	↓	
↓	0%	0	90	2023	10	3	1	0	0%	↓	
213	←	0	270							WB	26
		1		73	759	2	0				
0	↓	3		NB	0	1	0	0	180		
				870	↓	2%	3%	0%	834		
Notes: 5-Min Count Interval											

-14

28

TEV: 2053											
		856	↓	2%	↓	2%	↓	3%	↓	806	
		0		0		0		1		SB	City: McMinnville
				127		254		475			State: OR
340	←	EB								0	90
↓	0%	0	83	4:25 PM to 5:25 PM	411	0	2%	↓	630		
↓	1%	0	136	TEV: 2053	13	0.88	203	1	1%	↓	
↓	0%	0	0	2023	10	3	16	0	0%	↓	
219	←	0	270							WB	637
		10	312	26	0						
0	↓	0		NB	1	0	1	0	180		
				270	↓	0%	5%	0%	348		
Notes: 5-Min Count Interval											

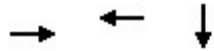
TEV: 2110											
		715	↓	0%	↓	2%	↓	0%	↓	684	
		0		0		1		0		SB	City: McMinnville
				5		700		10			State: OR
311	←	EB								0	90
↓	0%	0	4	4:25 PM to 5:25 PM	4	2	0%	↓	4		
↓	0%	0	0	TEV: 2110	14	0.89	0	0	0%	↓	
↓	1%	0	402	2023	10	3	0	0	0%	↓	
406	←	0	270							WB	13
		2		306	676	3	0				
3	↓	1		NB	1	2	0	0	180		
				1102	↓	2%	2%	0%	985		
Notes: 5-Min Count Interval											

Attachment H: Opening Year
2027 No-Build Synchro Analysis
Worksheets

Queues

1: NE Adams St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	7	92	991
v/c Ratio	0.04	0.62	0.41
Control Delay	18.7	49.6	6.0
Queue Delay	0.0	0.0	0.0
Total Delay	18.7	49.6	6.0
Queue Length 50th (ft)	1	43	76
Queue Length 95th (ft)	10	m37	172
Internal Link Dist (ft)	316	215	253
Turn Bay Length (ft)			
Base Capacity (vph)	450	341	2397
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.27	0.41

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

1: NE Adams St & NE 5th St

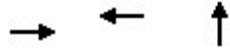
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	4	80	5	0	0	0	0	110	800	1
Future Volume (vph)	0	3	4	80	5	0	0	0	0	110	800	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0						7.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.92			1.00						1.00	
Flt Protected		1.00			0.95						0.99	
Satd. Flow (prot)		1739			1729						3252	
Flt Permitted		1.00			0.73						0.99	
Satd. Flow (perm)		1739			1327						3252	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3	4	87	5	0	0	0	0	120	870	1
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3	0	0	92	0	0	0	0	0	991	0
Confl. Peds. (#/hr)	3		2	2		3	1		2	2		1
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	0%	0%	0%	3%	5%	0%
Parking (#/hr)												0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		9.6			9.6						52.4	
Effective Green, g (s)		6.6			6.6						49.4	
Actuated g/C Ratio		0.09			0.09						0.71	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		2.5			2.5						4.0	
Lane Grp Cap (vph)		163			125						2294	
v/s Ratio Prot		0.00										
v/s Ratio Perm					0.07						0.30	
v/c Ratio		0.02			0.74						0.43	
Uniform Delay, d1		28.8			30.9						4.4	
Progression Factor		1.00			1.14						1.00	
Incremental Delay, d2		0.0			18.6						0.6	
Delay (s)		28.8			53.7						5.0	
Level of Service		C			D						A	
Approach Delay (s)		28.8			53.7			0.0			5.0	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.2			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			52.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: NE Baker St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	131	125	1234
v/c Ratio	0.51	0.39	0.51
Control Delay	37.1	21.9	1.9
Queue Delay	0.0	0.0	0.0
Total Delay	37.1	21.9	1.9
Queue Length 50th (ft)	61	38	50
Queue Length 95th (ft)	112	68	5
Internal Link Dist (ft)	215	223	465
Turn Bay Length (ft)			
Base Capacity (vph)	557	660	2443
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.19	0.51
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: NE Baker St & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	90	0	0	85	30	25	975	135	0	0	0
Future Volume (vph)	30	90	0	0	85	30	25	975	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1661			1728			3222				
Flt Permitted		0.89			1.00			1.00				
Satd. Flow (perm)		1502			1728			3222				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	98	0	0	92	33	27	1060	147	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	131	0	0	100	0	0	1226	0	0	0	0
Confl. Peds. (#/hr)	7		7	7		7	6		5	5		6
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	2%	0%	0%	6%	4%	0%	4%	5%	0%	0%	0%
Parking (#/hr)		0						0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		10.7			10.7			51.3				
Effective Green, g (s)		10.7			10.7			51.3				
Actuated g/C Ratio		0.15			0.15			0.73				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.5			2.5			4.0				
Lane Grp Cap (vph)		229			264			2361				
v/s Ratio Prot					0.06							
v/s Ratio Perm		0.09						0.38				
v/c Ratio		0.57			0.38			0.52				
Uniform Delay, d1		27.5			26.7			4.0				
Progression Factor		1.22			1.00			0.27				
Incremental Delay, d2		2.7			0.7			0.5				
Delay (s)		36.2			27.3			1.6				
Level of Service		D			C			A				
Approach Delay (s)		36.2			27.3			1.6			0.0	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.8			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.53										
Actuated Cycle Length (s)		70.0			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		56.0%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th TWSC

3: NE Adams St & NE 3rd St

01/11/2024

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	0	0	0	50	810
Future Vol, veh/h	15	0	0	0	50	810
Conflicting Peds, #/hr	0	7	0	2	2	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	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	0	0	5
Mvmt Flow	16	0	0	0	54	880
Major/Minor	Minor1	Major2				
Conflicting Flow All	550	-		2	0	
Stage 1	2	-		-	-	
Stage 2	548	-		-	-	
Critical Hdwy	6.94	-		4.1	-	
Critical Hdwy Stg 1	-	-		-	-	
Critical Hdwy Stg 2	5.94	-		-	-	
Follow-up Hdwy	3.57	-		2.2	-	
Pot Cap-1 Maneuver	453	0		1634	-	
Stage 1	-	0		-	-	
Stage 2	529	0		-	-	
Platoon blocked, %						
Mov Cap-1 Maneuver	423	-		1631	-	
Mov Cap-2 Maneuver	423	-		-	-	
Stage 1	-	-		-	-	
Stage 2	495	-		-	-	
Approach	WB	SB				
HCM Control Delay, s	13.9			0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	WBLn1	SBL	SBT			
Capacity (veh/h)	423	1631	-			
HCM Lane V/C Ratio	0.039	0.033	-			
HCM Control Delay (s)	13.9	7.3	0.2			
HCM Lane LOS	B	A	A			
HCM 95th %tile Q(veh)	0.1	0.1	-			

Queues

4: NE Baker St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	56	54	1249	38
v/c Ratio	0.09	0.10	0.75	0.05
Control Delay	12.8	7.7	17.0	3.4
Queue Delay	0.0	0.0	49.1	0.0
Total Delay	12.8	7.7	66.1	3.4
Queue Length 50th (ft)	18	4	208	0
Queue Length 95th (ft)	22	25	286	13
Internal Link Dist (ft)	203	235	165	
Turn Bay Length (ft)				
Base Capacity (vph)	632	557	1664	762
Starvation Cap Reductn	0	0	609	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.10	1.18	0.05
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

4: NE Baker St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (vph)	2	50	0	0	15	35	4	1145	35	0	0	0
Future Volume (vph)	2	50	0	0	15	35	4	1145	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			0.95	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.98			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.91			1.00	0.85			
Flt Protected		1.00			1.00			1.00	1.00			
Satd. Flow (prot)		1707			1436			3235	1446			
Flt Permitted		1.00			1.00			1.00	1.00			
Satd. Flow (perm)		1702			1436			3235	1446			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	54	0	0	16	38	4	1245	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	24	0	0	0	18	0	0	0
Lane Group Flow (vph)	0	56	0	0	30	0	0	1249	20	0	0	0
Confl. Peds. (#/hr)	9		3	3		9	6		4	4		6
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	0%	0%	0%	7%	6%	0%	6%	9%	0%	0%	0%
Parking (#/hr)		0			0			0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			6				
Permitted Phases	4						6		6			
Actuated Green, G (s)		26.0			26.0			36.0	36.0			
Effective Green, g (s)		26.0			26.0			36.0	36.0			
Actuated g/C Ratio		0.37			0.37			0.51	0.51			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		2.5			2.5			4.0	4.0			
Lane Grp Cap (vph)		632			533			1663	743			
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.03						0.39	0.01			
v/c Ratio		0.09			0.06			0.75	0.03			
Uniform Delay, d1		14.3			14.1			13.5	8.4			
Progression Factor		0.86			1.00			1.00	1.00			
Incremental Delay, d2		0.3			0.2			3.2	0.1			
Delay (s)		12.6			14.3			16.6	8.4			
Level of Service		B			B			B	A			
Approach Delay (s)		12.6			14.3			16.4			0.0	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			16.2			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			61.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: NE Adams St & SW 2nd St

01/11/2024



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	543	158	43	239	885
v/c Ratio	0.85	0.25	0.18	0.33	0.60
Control Delay	33.2	3.8	13.1	15.6	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	3.8	13.1	15.6	15.8
Queue Length 50th (ft)	165	0	15	85	107
Queue Length 95th (ft)	#323	31	m12	m55	#216
Internal Link Dist (ft)	318			210	164
Turn Bay Length (ft)					
Base Capacity (vph)	689	676	236	925	1471
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.23	0.18	0.26	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

5: NE Adams St & SW 2nd St

01/11/2024

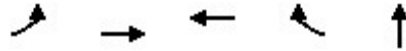
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑	↑	↑						↑↑	
Traffic Volume (vph)	0	500	145	40	220	0	0	0	0	85	615	115
Future Volume (vph)	0	500	145	40	220	0	0	0	0	85	615	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	
Frt		1.00	0.85	1.00	1.00						0.98	
Flt Protected		1.00	1.00	0.95	1.00						0.99	
Satd. Flow (prot)		1863	1558	1703	1792						3122	
Flt Permitted		1.00	1.00	0.16	1.00						0.99	
Satd. Flow (perm)		1863	1558	293	1792						3122	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	543	158	43	239	0	0	0	0	92	668	125
RTOR Reduction (vph)	0	0	104	0	0	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	543	54	43	239	0	0	0	0	0	865	0
Confl. Peds. (#/hr)	2		4	4		2	1		1	1		1
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	0%	2%	2%	6%	6%	0%	0%	0%	0%	6%	7%	5%
Parking (#/hr)											0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		8		7	4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		20.5	20.5	26.5	26.5						25.5	
Effective Green, g (s)		20.5	20.5	26.5	26.5						25.5	
Actuated g/C Ratio		0.34	0.34	0.44	0.44						0.42	
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						4.0	
Lane Grp Cap (vph)		636	532	176	791						1326	
v/s Ratio Prot		c0.29		0.01	c0.13							
v/s Ratio Perm			0.03	0.10							0.28	
v/c Ratio		0.85	0.10	0.24	0.30						0.65	
Uniform Delay, d1		18.4	13.5	12.1	10.8						13.7	
Progression Factor		1.00	1.00	1.35	1.31						1.00	
Incremental Delay, d2		10.7	0.1	0.5	0.1						2.5	
Delay (s)		29.0	13.5	16.8	14.2						16.2	
Level of Service		C	B	B	B						B	
Approach Delay (s)		25.5			14.6			0.0			16.2	
Approach LOS		C			B			A			B	
Intersection Summary												
HCM 2000 Control Delay			19.5			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			63.6%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

Queues

6: NE Baker St & NE 2nd St

01/11/2024



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	223	408	201	38	1223
v/c Ratio	0.64	0.62	0.58	0.11	0.75
Control Delay	17.3	12.9	27.9	1.2	16.8
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay	17.3	13.2	27.9	1.2	16.8
Queue Length 50th (ft)	19	36	67	0	161
Queue Length 95th (ft)	m55	m99	110	4	#329
Internal Link Dist (ft)		210	186		203
Turn Bay Length (ft)	230				
Base Capacity (vph)	350	799	489	453	1628
Starvation Cap Reductn	0	70	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.56	0.41	0.08	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

6: NE Baker St & NE 2nd St

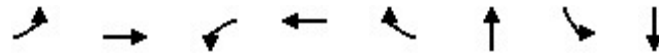
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	375	0	0	185	35	95	950	80	0	0	0
Future Volume (vph)	205	375	0	0	185	35	95	950	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1734	1845			1727	1371		3191				
Flt Permitted	0.39	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	718	1845			1727	1371		3191				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	223	408	0	0	201	38	103	1033	87	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	30	0	8	0	0	0	0
Lane Group Flow (vph)	223	408	0	0	201	8	0	1215	0	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	4%	3%	0%	0%	10%	16%	2%	6%	6%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	3	8			4			6				
Permitted Phases	8					4	6					
Actuated Green, G (s)	21.5	21.5			12.0	12.0		30.5				
Effective Green, g (s)	21.5	21.5			12.0	12.0		30.5				
Actuated g/C Ratio	0.36	0.36			0.20	0.20		0.51				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	350	661			345	274		1622				
v/s Ratio Prot	0.06	c0.22			0.12							
v/s Ratio Perm	c0.17					0.01		0.38				
v/c Ratio	0.64	0.62			0.58	0.03		0.75				
Uniform Delay, d1	14.7	15.9			21.7	19.3		11.7				
Progression Factor	0.82	0.65			1.00	1.00		1.00				
Incremental Delay, d2	2.1	0.9			2.1	0.0		3.2				
Delay (s)	14.1	11.3			23.8	19.3		14.9				
Level of Service	B	B			C	B		B				
Approach Delay (s)		12.3			23.1			14.9			0.0	
Approach LOS		B			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			15.1									
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			60.0									
Intersection Capacity Utilization			63.6%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

13: NE Johnson St & NE 3rd St

01/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	63	86	11	57	392	421	386	239
v/c Ratio	0.21	0.19	0.04	0.16	0.66	0.73	0.81	0.30
Control Delay	14.5	15.6	12.0	18.2	8.3	26.2	30.3	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	15.6	12.0	18.2	8.3	26.2	30.3	8.2
Queue Length 50th (ft)	14	19	2	15	0	104	59	30
Queue Length 95th (ft)	33	51	10	37	51	#270	#213	84
Internal Link Dist (ft)		231		615		193		426
Turn Bay Length (ft)	175		115		115		160	
Base Capacity (vph)	296	682	297	695	790	648	479	1015
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.13	0.04	0.08	0.50	0.65	0.81	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

13: NE Johnson St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	75	1	10	50	345	1	330	40	340	180	30
Future Volume (vph)	55	75	1	10	50	345	1	330	40	340	180	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1719	1842		1641	1900	1482		1755		1687	1671	
Flt Permitted	0.64	1.00		0.70	1.00	1.00		1.00		0.39	1.00	
Satd. Flow (perm)	1162	1842		1211	1900	1482		1754		695	1671	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	62	85	1	11	57	392	1	375	45	386	205	34
RTOR Reduction (vph)	0	1	0	0	0	320	0	7	0	0	9	0
Lane Group Flow (vph)	63	85	0	11	57	72	0	414	0	386	230	0
Confl. Bikes (#/hr)									2			
Heavy Vehicles (%)	5%	3%	0%	10%	0%	9%	100%	6%	8%	7%	12%	7%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	11.8	10.2		9.6	9.1	9.1		15.6		26.9	26.9	
Effective Green, g (s)	11.8	10.2		9.6	9.1	9.1		15.6		26.9	26.9	
Actuated g/C Ratio	0.24	0.21		0.19	0.18	0.18		0.31		0.54	0.54	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	2.5	3.0		2.5	3.0	3.0		4.0		3.5	4.3	
Lane Grp Cap (vph)	294	378		238	348	271		551		522	906	
v/s Ratio Prot	c0.01	0.05		0.00	0.03					c0.11	0.14	
v/s Ratio Perm	0.04			0.01		c0.05		0.24		c0.29		
v/c Ratio	0.21	0.23		0.05	0.16	0.27		0.75		0.74	0.25	
Uniform Delay, d1	15.0	16.4		16.2	17.0	17.4		15.3		13.6	6.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.3		0.1	0.2	0.5		6.1		5.6	0.2	
Delay (s)	15.2	16.7		16.3	17.3	17.9		21.4		19.2	6.3	
Level of Service	B	B		B	B	B		C		B	A	
Approach Delay (s)		16.1			17.8			21.4			14.3	
Approach LOS		B			B			C			B	
Intersection Summary												
HCM 2000 Control Delay			17.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			49.6			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			58.4%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC

14: NE Three Mile Ln & SE 1st St

01/11/2024

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↵	↵		↵	↵	
Traffic Vol, veh/h	4	2	210	2	1	2	160	405	1	2	475	10
Future Vol, veh/h	4	2	210	2	1	2	160	405	1	2	475	10
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	3	0	0	50	4	7	100	0	6	0
Mvmt Flow	5	2	239	2	1	2	182	460	1	2	540	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1381	1378	549	1495	1383	463	554	0	0	461	0	0
Stage 1	553	553	-	825	825	-	-	-	-	-	-	-
Stage 2	828	825	-	670	558	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.23	7.1	6.5	6.7	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.327	3.5	4	3.75	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	123	146	534	102	145	511	1006	-	-	1111	-	-
Stage 1	521	518	-	370	390	-	-	-	-	-	-	-
Stage 2	368	390	-	450	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	119	532	48	118	510	1003	-	-	1111	-	-
Mov Cap-2 Maneuver	104	119	-	48	118	-	-	-	-	-	-	-
Stage 1	425	515	-	303	319	-	-	-	-	-	-	-
Stage 2	298	319	-	247	512	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	20.1		46.7		2.7		0					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1003	-	-	480	92	1111	-	-				
HCM Lane V/C Ratio	0.181	-	-	0.511	0.062	0.002	-	-				
HCM Control Delay (s)	9.4	-	-	20.1	46.7	8.2	-	-				
HCM Lane LOS	A	-	-	C	E	A	-	-				
HCM 95th %tile Q(veh)	0.7	-	-	2.9	0.2	0	-	-				

Queues

15: NE Lafayette Ave & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	131	16	85	721	11	591	91
v/c Ratio	0.44	0.05	0.17	0.61	0.02	0.55	0.10
Control Delay	18.7	15.1	5.5	13.2	5.3	13.3	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	15.1	5.5	13.2	5.3	13.3	3.5
Queue Length 50th (ft)	23	3	7	91	1	115	1
Queue Length 95th (ft)	63	15	31	#470	8	#321	23
Internal Link Dist (ft)	231	206		426		263	
Turn Bay Length (ft)			110		125		50
Base Capacity (vph)	605	715	513	1184	452	1128	980
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.02	0.17	0.61	0.02	0.52	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

15: NE Lafayette Ave & NE 5th St

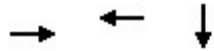
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	↔
Traffic Volume (vph)	60	20	35	2	10	3	75	630	4	10	520	80
Future Volume (vph)	60	20	35	2	10	3	75	630	4	10	520	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.96			0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1540			1649		1805	1742		1805	1759	1482
Flt Permitted		0.83			0.96		0.32	1.00		0.28	1.00	1.00
Satd. Flow (perm)		1309			1595		615	1742		540	1759	1482
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	68	23	40	2	11	3	85	716	5	11	591	91
RTOR Reduction (vph)	0	30	0	0	3	0	0	0	0	0	0	36
Lane Group Flow (vph)	0	101	0	0	13	0	85	721	0	11	591	55
Confl. Peds. (#/hr)	2		1	1		2			1	1		
Heavy Vehicles (%)	4%	0%	3%	0%	0%	0%	0%	9%	0%	0%	8%	9%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Actuated Green, G (s)		8.3			8.3		34.4	32.2		31.2	30.6	30.6
Effective Green, g (s)		8.3			8.3		34.4	32.2		31.2	30.6	30.6
Actuated g/C Ratio		0.16			0.16		0.65	0.61		0.59	0.58	0.58
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)		204			249		447	1056		331	1013	854
v/s Ratio Prot							c0.01	c0.41		0.00	0.34	
v/s Ratio Perm		c0.08			0.01		0.12			0.02		0.04
v/c Ratio		0.49			0.05		0.19	0.68		0.03	0.58	0.06
Uniform Delay, d1		20.5			19.1		4.2	7.0		5.2	7.2	5.0
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.4			0.1		0.2	2.0		0.0	1.0	0.0
Delay (s)		21.8			19.1		4.4	9.0		5.2	8.2	5.0
Level of Service		C			B		A	A		A	A	A
Approach Delay (s)		21.8			19.1			8.5			7.7	
Approach LOS		C			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.4									
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			53.1									
Intersection Capacity Utilization			60.0%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

1: NE Adams St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	9	224	1339
v/c Ratio	0.03	0.90	0.60
Control Delay	19.8	56.4	11.0
Queue Delay	0.0	0.4	0.0
Total Delay	19.8	56.8	11.0
Queue Length 50th (ft)	2	139	201
Queue Length 95th (ft)	13	210	335
Internal Link Dist (ft)	316	215	253
Turn Bay Length (ft)			
Base Capacity (vph)	452	352	2224
Starvation Cap Reductn	0	13	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.66	0.60
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

1: NE Adams St & NE 5th St

01/11/2024

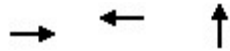
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	5	200	15	0	0	0	0	85	1195	5
Future Volume (vph)	0	4	5	200	15	0	0	0	0	85	1195	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0						7.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.93			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1742			1776						3350	
Flt Permitted		1.00			0.73						1.00	
Satd. Flow (perm)		1742			1366						3350	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	4	5	208	16	0	0	0	0	89	1245	5
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	5	0	0	224	0	0	0	0	0	1339	0
Confl. Peds. (#/hr)	19		3	3		19	13		2	2		13
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	1%	2%	0%
Parking (#/hr)											0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		19.4			19.4						62.6	
Effective Green, g (s)		16.4			16.4						59.6	
Actuated g/C Ratio		0.18			0.18						0.66	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		2.5			2.5						4.0	
Lane Grp Cap (vph)		317			248						2218	
v/s Ratio Prot		0.00										
v/s Ratio Perm					c0.16						0.40	
v/c Ratio		0.02			0.90						0.60	
Uniform Delay, d1		30.2			36.0						8.6	
Progression Factor		1.00			0.67						1.00	
Incremental Delay, d2		0.0			29.6						1.2	
Delay (s)		30.2			53.6						9.8	
Level of Service		C			D						A	
Approach Delay (s)		30.2			53.6			0.0			9.8	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			16.1			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			69.2%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

Queues

2: NE Baker St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	103	315	1342
v/c Ratio	0.41	0.77	0.59
Control Delay	23.9	42.0	5.8
Queue Delay	0.0	0.3	0.0
Total Delay	23.9	42.3	5.8
Queue Length 50th (ft)	51	154	83
Queue Length 95th (ft)	m67	222	373
Internal Link Dist (ft)	215	223	465
Turn Bay Length (ft)			
Base Capacity (vph)	391	626	2291
Starvation Cap Reductn	0	0	69
Spillback Cap Reductn	0	52	69
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.55	0.60

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: NE Baker St & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	70	0	0	200	90	15	1185	35	0	0	0
Future Volume (vph)	25	70	0	0	200	90	15	1185	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			1.00				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1670			1767			3314				
Flt Permitted		0.67			1.00			1.00				
Satd. Flow (perm)		1137			1767			3314				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	76	0	0	217	98	16	1288	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	22	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	103	0	0	293	0	0	1340	0	0	0	0
Confl. Peds. (#/hr)	22		3	3		22	2		5	5		2
Confl. Bikes (#/hr)			1			2			2			
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	3%	0%	0%	0%	0%
Parking (#/hr)		0						0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		19.8			19.8			62.2				
Effective Green, g (s)		19.8			19.8			62.2				
Actuated g/C Ratio		0.22			0.22			0.69				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.5			2.5			4.0				
Lane Grp Cap (vph)		250			388			2290				
v/s Ratio Prot					c0.17							
v/s Ratio Perm		0.09						0.40				
v/c Ratio		0.41			0.76			0.59				
Uniform Delay, d1		30.1			32.8			7.2				
Progression Factor		0.69			1.00			0.59				
Incremental Delay, d2		0.7			7.8			0.9				
Delay (s)		21.3			40.6			5.2				
Level of Service		C			D			A				
Approach Delay (s)		21.3			40.6			5.2			0.0	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.5			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			69.9%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th TWSC

3: NE Adams St & NE 3rd St

01/11/2024

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	0	0	0	50	1330
Future Vol, veh/h	75	0	0	0	50	1330
Conflicting Peds, #/hr	0	41	0	1	1	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	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	0	0	2
Mvmt Flow	81	0	0	0	54	1430
Major/Minor	Minor1	Major2				
Conflicting Flow All	824	-		1	0	
Stage 1	1	-		-	-	
Stage 2	823	-		-	-	
Critical Hdwy	6.84	-		4.1	-	
Critical Hdwy Stg 1	-	-		-	-	
Critical Hdwy Stg 2	5.84	-		-	-	
Follow-up Hdwy	3.52	-		2.2	-	
Pot Cap-1 Maneuver	311	0		1635	-	
Stage 1	-	0		-	-	
Stage 2	392	0		-	-	
Platoon blocked, %						-
Mov Cap-1 Maneuver	261	-		1633	-	
Mov Cap-2 Maneuver	261	-		-	-	
Stage 1	-	-		-	-	
Stage 2	329	-		-	-	
Approach	WB	SB				
HCM Control Delay, s	24.8			0.7		
HCM LOS	C					
Minor Lane/Major Mvmt	WBLn1	SBL	SBT			
Capacity (veh/h)	261	1633	-			
HCM Lane V/C Ratio	0.309	0.033	-			
HCM Control Delay (s)	24.8	7.3	0.5			
HCM Lane LOS	C	A	A			
HCM 95th %tile Q(veh)	1.3	0.1	-			

Queues

4: NE Baker St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	75	144	1218	53
v/c Ratio	0.17	0.30	0.59	0.05
Control Delay	24.2	16.8	11.7	2.1
Queue Delay	0.0	0.0	49.5	0.0
Total Delay	24.2	16.8	61.2	2.1
Queue Length 50th (ft)	30	36	197	0
Queue Length 95th (ft)	m56	85	256	13
Internal Link Dist (ft)	203	235	165	
Turn Bay Length (ft)				
Base Capacity (vph)	453	485	2050	997
Starvation Cap Reductn	0	0	946	0
Spillback Cap Reductn	0	0	3	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.30	1.10	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

4: NE Baker St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	55	0	1	65	70	20	1125	50	0	0	0
Future Volume (vph)	15	55	0	1	65	70	20	1125	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			0.95	1.00			
Frpb, ped/bikes		1.00			0.97			1.00	0.97			
Flpb, ped/bikes		0.99			1.00			1.00	1.00			
Frt		1.00			0.93			1.00	0.85			
Flt Protected		0.99			1.00			1.00	1.00			
Satd. Flow (prot)		1654			1536			3297	1571			
Flt Permitted		0.94			1.00			1.00	1.00			
Satd. Flow (perm)		1569			1535			3297	1571			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	16	59	0	1	69	74	21	1197	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	42	0	0	0	20	0	0	0
Lane Group Flow (vph)	0	75	0	0	102	0	0	1218	33	0	0	0
Confl. Peds. (#/hr)	35		11	11		35	5		5	5		5
Confl. Bikes (#/hr)			2						2			1
Heavy Vehicles (%)	8%	0%	0%	0%	2%	0%	0%	4%	0%	0%	0%	0%
Parking (#/hr)		0			0			0				
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		4			4			6				
Permitted Phases	4			4			6		6			
Actuated Green, G (s)		26.0			26.0			56.0	56.0			
Effective Green, g (s)		26.0			26.0			56.0	56.0			
Actuated g/C Ratio		0.29			0.29			0.62	0.62			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		2.5			2.5			4.0	4.0			
Lane Grp Cap (vph)		453			443			2051	977			
v/s Ratio Prot												
v/s Ratio Perm		0.05			0.07			0.37	0.02			
v/c Ratio		0.17			0.23			0.59	0.03			
Uniform Delay, d1		23.9			24.4			10.2	6.6			
Progression Factor		0.96			1.00			1.00	1.00			
Incremental Delay, d2		0.7			1.2			1.3	0.1			
Delay (s)		23.7			25.6			11.5	6.6			
Level of Service		C			C			B	A			
Approach Delay (s)		23.7			25.6			11.3			0.0	
Approach LOS		C			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			13.3									
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			90.0									
Intersection Capacity Utilization			62.5%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: NE Adams St & SW 2nd St

04/10/2024



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	382	75	102	430	1521
v/c Ratio	0.83	0.17	0.44	0.64	0.89
Control Delay	40.5	5.6	18.8	21.7	23.7
Queue Delay	0.0	0.0	0.0	3.5	0.0
Total Delay	40.5	5.6	18.8	25.2	23.7
Queue Length 50th (ft)	140	0	25	128	280
Queue Length 95th (ft)	#265	24	53	210	#447
Internal Link Dist (ft)	318			210	164
Turn Bay Length (ft)					
Base Capacity (vph)	491	466	233	752	1711
Starvation Cap Reductn	0	0	0	228	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.78	0.16	0.44	0.82	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

5: NE Adams St & SW 2nd St

04/10/2024

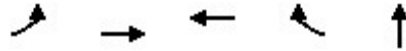
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↕	
Traffic Volume (vph)	0	355	70	95	400	0	0	0	0	85	1065	265
Future Volume (vph)	0	355	70	95	400	0	0	0	0	85	1065	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	
Frt		1.00	0.85	1.00	1.00						0.97	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1881	1547	1718	1881						3231	
Flt Permitted		1.00	1.00	0.20	1.00						1.00	
Satd. Flow (perm)		1881	1547	364	1881						3231	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	382	75	102	430	0	0	0	0	91	1145	285
RTOR Reduction (vph)	0	0	57	0	0	0	0	0	0	0	28	0
Lane Group Flow (vph)	0	382	18	102	430	0	0	0	0	0	1493	0
Confl. Peds. (#/hr)	7		9	9		7	2			1	1	2
Confl. Bikes (#/hr)			1			2						2
Heavy Vehicles (%)	0%	1%	2%	5%	1%	0%	0%	0%	0%	2%	3%	0%
Parking (#/hr)												0
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		8		7	4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		15.9	15.9	23.9	23.9						33.1	
Effective Green, g (s)		15.9	15.9	23.9	23.9						33.1	
Actuated g/C Ratio		0.24	0.24	0.37	0.37						0.51	
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						4.0	
Lane Grp Cap (vph)		460	378	217	691						1645	
v/s Ratio Prot		c0.20		0.03	c0.23							
v/s Ratio Perm			0.01	0.14							0.46	
v/c Ratio		0.83	0.05	0.47	0.62						0.91	
Uniform Delay, d1		23.3	18.8	15.3	16.8						14.6	
Progression Factor		1.00	1.00	1.00	1.00						1.00	
Incremental Delay, d2		11.8	0.0	1.2	1.5						8.8	
Delay (s)		35.1	18.8	16.5	18.4						23.4	
Level of Service		D	B	B	B						C	
Approach Delay (s)		32.4			18.0			0.0			23.4	
Approach LOS		C			B			A			C	
Intersection Summary												
HCM 2000 Control Delay			23.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			65.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			74.4%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

Queues

6: NE Baker St & NE 2nd St

01/11/2024



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	151	328	392	38	1312
v/c Ratio	0.58	0.46	0.81	0.08	0.82
Control Delay	20.6	15.4	35.4	0.9	20.8
Queue Delay	0.0	1.0	0.0	0.0	0.0
Total Delay	20.6	16.4	35.4	0.9	20.8
Queue Length 50th (ft)	32	77	127	0	221
Queue Length 95th (ft)	64	134	#244	4	#363
Internal Link Dist (ft)		210	186		203
Turn Bay Length (ft)	230				
Base Capacity (vph)	262	815	532	501	1600
Starvation Cap Reductn	0	266	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.60	0.74	0.08	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

6: NE Baker St & NE 2nd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	305	0	0	365	35	125	1005	90	0	0	0
Future Volume (vph)	140	305	0	0	365	35	125	1005	90	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		0.99				
Satd. Flow (prot)	1769	1881			1881	1540		3259				
Flt Permitted	0.21	1.00			1.00	1.00		0.99				
Satd. Flow (perm)	382	1881			1881	1540		3259				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	151	328	0	0	392	38	134	1081	97	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	28	0	9	0	0	0	0
Lane Group Flow (vph)	151	328	0	0	392	10	0	1303	0	0	0	0
Confl. Peds. (#/hr)	3		5	5		3	4		3	3		4
Confl. Bikes (#/hr)			2			3						2
Heavy Vehicles (%)	2%	1%	0%	0%	1%	3%	1%	3%	10%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	3	8			4			6				
Permitted Phases	8					4	6					
Actuated Green, G (s)	23.5	23.5			15.5	15.5		28.5				
Effective Green, g (s)	23.5	23.5			15.5	15.5		28.5				
Actuated g/C Ratio	0.39	0.39			0.26	0.26		0.48				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	242	736			485	397		1548				
v/s Ratio Prot	c0.04	0.17			c0.21							
v/s Ratio Perm	0.20					0.01		0.40				
v/c Ratio	0.62	0.45			0.81	0.02		0.84				
Uniform Delay, d1	13.6	13.4			20.9	16.6		13.8				
Progression Factor	1.00	1.00			1.00	1.00		1.00				
Incremental Delay, d2	4.3	0.3			9.3	0.0		5.7				
Delay (s)	17.9	13.8			30.2	16.6		19.5				
Level of Service	B	B			C	B		B				
Approach Delay (s)		15.1			29.0			19.5			0.0	
Approach LOS		B			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			20.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			74.4%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC

7: NE Cows St & NE 3rd St

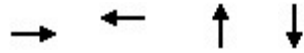
01/11/2024

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	85	15	30	125	15	5	10	10	5	15	5
Future Vol, veh/h	5	85	15	30	125	15	5	10	10	5	15	5
Conflicting Peds, #/hr	43	0	91	91	0	43	41	0	14	14	0	41
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	6	100	18	35	147	18	6	12	12	6	18	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	208	0	0	209	0	0	491	490	214	416	490	240
Stage 1	-	-	-	-	-	-	212	212	-	269	269	-
Stage 2	-	-	-	-	-	-	279	278	-	147	221	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1375	-	-	1374	-	-	491	482	831	551	482	804
Stage 1	-	-	-	-	-	-	795	731	-	741	690	-
Stage 2	-	-	-	-	-	-	732	684	-	860	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1319	-	-	1255	-	-	402	407	749	488	407	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	407	-	488	407	-
Stage 1	-	-	-	-	-	-	723	664	-	707	641	-
Stage 2	-	-	-	-	-	-	658	635	-	816	657	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.4			12.7			13.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	496	1319	-	-	1255	-	-	464				
HCM Lane V/C Ratio	0.059	0.004	-	-	0.028	-	-	0.063				
HCM Control Delay (s)	12.7	7.7	0	-	8	0	-	13.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2				

Queues

8: NE Davis St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	114	198	59	65
v/c Ratio	0.09	0.16	0.24	0.26
Control Delay	3.6	11.4	16.7	18.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	3.6	11.4	16.7	18.6
Queue Length 50th (ft)	6	55	13	16
Queue Length 95th (ft)	29	102	28	32
Internal Link Dist (ft)	216	222	171	182
Turn Bay Length (ft)				
Base Capacity (vph)	1236	1233	492	503
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.16	0.12	0.13
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

8: NE Davis St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	85	10	3	155	10	10	30	10	10	40	5
Future Volume (vph)	2	85	10	3	155	10	10	30	10	10	40	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			0.99			0.99	
Frt		0.99			0.99			0.97			0.99	
Flt Protected		1.00			1.00			0.99			0.99	
Satd. Flow (prot)		1668			1666			1618			1656	
Flt Permitted		1.00			1.00			0.93			0.93	
Satd. Flow (perm)		1666			1664			1512			1559	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	2	100	12	4	182	12	12	35	12	12	47	6
RTOR Reduction (vph)	0	4	0	0	3	0	0	10	0	0	5	0
Lane Group Flow (vph)	0	110	0	0	195	0	0	49	0	0	60	0
Confl. Peds. (#/hr)	83		57	57		83	20		18	18		20
Confl. Bikes (#/hr)			3			2			2			1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		0			0			0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		35.4			35.4			6.6			6.6	
Effective Green, g (s)		35.4			35.4			6.6			6.6	
Actuated g/C Ratio		0.71			0.71			0.13			0.13	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		0.2			0.2			0.2			0.2	
Lane Grp Cap (vph)		1179			1178			199			205	
v/s Ratio Prot												
v/s Ratio Perm		0.07			c0.12			0.03			c0.04	
v/c Ratio		0.09			0.17			0.24			0.29	
Uniform Delay, d1		2.3			2.4			19.5			19.6	
Progression Factor		1.00			3.12			1.00			1.00	
Incremental Delay, d2		0.2			0.3			0.2			0.3	
Delay (s)		2.4			7.8			19.7			19.9	
Level of Service		A			A			B			B	
Approach Delay (s)		2.4			7.8			19.7			19.9	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay		9.8			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.19										
Actuated Cycle Length (s)		50.0			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		35.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th TWSC

9: NE Evans St & NE 3rd St

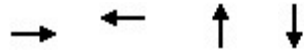
01/11/2024

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	85	5	10	145	30	4	25	10	25	55	20
Future Vol, veh/h	10	85	5	10	145	30	4	25	10	25	55	20
Conflicting Peds, #/hr	55	0	80	80	0	55	11	0	31	31	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	2	14
Mvmt Flow	12	100	6	12	171	35	5	29	12	29	65	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	186	0	0	475	492	214	447	478	255
Stage 1	-	-	-	-	-	-	207	207	-	268	268	-
Stage 2	-	-	-	-	-	-	268	285	-	179	210	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.018	3.426
Pot Cap-1 Maneuver	1315	-	-	1401	-	-	503	481	831	525	486	755
Stage 1	-	-	-	-	-	-	800	734	-	742	687	-
Stage 2	-	-	-	-	-	-	742	679	-	827	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1246	-	-	1294	-	-	385	413	745	442	417	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	385	413	-	442	417	-
Stage 1	-	-	-	-	-	-	732	672	-	696	644	-
Stage 2	-	-	-	-	-	-	631	637	-	748	666	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.4			13.7			15.5		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	462	1246	-	-	1294	-	-	461				
HCM Lane V/C Ratio	0.099	0.009	-	-	0.009	-	-	0.255				
HCM Control Delay (s)	13.7	7.9	0	-	7.8	0	-	15.5				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	1				

Queues

10: NE Ford St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	141	212	59	59
v/c Ratio	0.43	0.65	0.06	0.06
Control Delay	17.3	27.3	3.9	4.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.3	27.3	3.9	4.3
Queue Length 50th (ft)	32	57	4	4
Queue Length 95th (ft)	51	88	17	18
Internal Link Dist (ft)	216	220	175	172
Turn Bay Length (ft)				
Base Capacity (vph)	544	536	1061	1006
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.40	0.06	0.06
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

10: NE Ford St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	110	10	0	170	10	5	35	10	20	25	5
Future Volume (vph)	0	110	10	0	170	10	5	35	10	20	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			1.00			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.97			0.99	
Flt Protected		1.00			1.00			0.99			0.98	
Satd. Flow (prot)		1679			1664			1643			1643	
Flt Permitted		1.00			1.00			0.99			0.92	
Satd. Flow (perm)		1679			1664			1630			1550	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	129	12	0	200	12	6	41	12	24	29	6
RTOR Reduction (vph)	0	8	0	0	5	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	133	0	0	207	0	0	55	0	0	57	0
Confl. Peds. (#/hr)	26		30	30		26	14		7	7		14
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	0%	0%	0%	0%	1%	12%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		0			0			0			0	
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		9.6			9.6			32.4			32.4	
Effective Green, g (s)		9.6			9.6			32.4			32.4	
Actuated g/C Ratio		0.19			0.19			0.65			0.65	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		0.2			0.2			0.2			0.2	
Lane Grp Cap (vph)		322			319			1056			1004	
v/s Ratio Prot		0.08			c0.12							
v/s Ratio Perm								0.03			c0.04	
v/c Ratio		0.41			0.65			0.05			0.06	
Uniform Delay, d1		17.7			18.6			3.2			3.2	
Progression Factor		0.87			1.00			1.00			1.00	
Incremental Delay, d2		0.3			3.4			0.1			0.1	
Delay (s)		15.7			22.0			3.3			3.3	
Level of Service		B			C			A			A	
Approach Delay (s)		15.7			22.0			3.3			3.3	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			15.4			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.19									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			38.0%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th TWSC

11: NE Galloway St & NE 3rd St

01/11/2024

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	120	10	5	165	15	5	10	5	10	10	10
Future Vol, veh/h	5	120	10	5	165	15	5	10	5	10	10	10
Conflicting Peds, #/hr	30	0	18	18	0	30	17	0	3	3	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	136	11	6	188	17	6	11	6	11	11	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	235	0	0	165	0	0	409	419	163	404	416	244
Stage 1	-	-	-	-	-	-	172	172	-	239	239	-
Stage 2	-	-	-	-	-	-	237	247	-	165	177	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1344	-	-	1426	-	-	556	528	887	561	530	800
Stage 1	-	-	-	-	-	-	835	760	-	769	711	-
Stage 2	-	-	-	-	-	-	771	706	-	842	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1402	-	-	517	499	869	526	501	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	517	499	-	526	501	-
Stage 1	-	-	-	-	-	-	817	743	-	744	687	-
Stage 2	-	-	-	-	-	-	731	682	-	817	739	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			11.7			11.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	564	1306	-	-	1402	-	-	576				
HCM Lane V/C Ratio	0.04	0.004	-	-	0.004	-	-	0.059				
HCM Control Delay (s)	11.7	7.8	0	-	7.6	0	-	11.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

HCM 6th TWSC

12: NE Irvine St & NE 3rd St

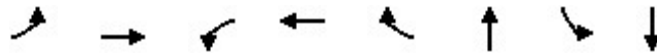
01/11/2024

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	120	10	10	170	5	5	35	30	20	20	15
Future Vol, veh/h	10	120	10	10	170	5	5	35	30	20	20	15
Conflicting Peds, #/hr	13	0	4	4	0	13	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	40	0	12	6	0	5	7
Mvmt Flow	12	141	12	12	200	6	6	41	35	24	24	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	219	0	0	157	0	0	427	418	153	451	421	220
Stage 1	-	-	-	-	-	-	175	175	-	240	240	-
Stage 2	-	-	-	-	-	-	252	243	-	211	181	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.62	6.26	7.1	6.55	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.62	-	6.1	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.62	-	6.1	5.55	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.108	3.354	3.5	4.045	3.363
Pot Cap-1 Maneuver	1362	-	-	1435	-	-	541	511	883	522	519	807
Stage 1	-	-	-	-	-	-	832	736	-	768	701	-
Stage 2	-	-	-	-	-	-	757	687	-	796	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1430	-	-	499	493	878	456	501	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	493	-	456	501	-
Stage 1	-	-	-	-	-	-	820	726	-	751	686	-
Stage 2	-	-	-	-	-	-	706	673	-	712	734	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.4			11.8			12.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	608	1345	-	-	1430	-	-	536				
HCM Lane V/C Ratio	0.135	0.009	-	-	0.008	-	-	0.121				
HCM Control Delay (s)	11.8	7.7	0	-	7.5	0	-	12.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.4				

Queues

13: NE Johnson St & NE 3rd St

01/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	63	131	28	153	455	341	540	398
v/c Ratio	0.22	0.33	0.09	0.42	0.68	0.67	0.77	0.36
Control Delay	18.4	22.9	16.3	25.8	8.5	29.3	24.1	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	22.9	16.3	25.8	8.5	29.3	24.1	8.3
Queue Length 50th (ft)	18	38	8	53	0	115	110	68
Queue Length 95th (ft)	40	85	22	98	60	#249	#289	145
Internal Link Dist (ft)		231		615		193		426
Turn Bay Length (ft)	175		115		115		160	
Base Capacity (vph)	281	588	309	586	796	530	748	1103
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.09	0.26	0.57	0.64	0.72	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

13: NE Johnson St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	115	0	25	135	400	5	265	30	475	290	60
Future Volume (vph)	55	115	0	25	135	400	5	265	30	475	290	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881		1805	1881	1549		1794		1752	1815	
Flt Permitted	0.59	1.00		0.67	1.00	1.00		0.99		0.40	1.00	
Satd. Flow (perm)	1129	1881		1279	1881	1549		1781		747	1815	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	62	131	0	28	153	455	6	301	34	540	330	68
RTOR Reduction (vph)	0	0	0	0	0	369	0	6	0	0	7	0
Lane Group Flow (vph)	63	131	0	28	153	86	0	335	0	540	391	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	0%	5%	0%	3%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	13.7	12.1		12.5	11.5	11.5		16.8		35.9	35.9	
Effective Green, g (s)	13.7	12.1		12.5	11.5	11.5		16.8		35.9	35.9	
Actuated g/C Ratio	0.22	0.20		0.20	0.19	0.19		0.28		0.59	0.59	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	2.5	3.0		2.5	3.0	3.0		4.0		3.5	4.3	
Lane Grp Cap (vph)	271	373		270	354	292		490		688	1068	
v/s Ratio Prot	c0.01	0.07		0.00	c0.08					c0.19	0.22	
v/s Ratio Perm	0.05			0.02		0.06		0.19		c0.27		
v/c Ratio	0.23	0.35		0.10	0.43	0.29		0.68		0.78	0.37	
Uniform Delay, d1	19.1	21.1		19.6	21.9	21.3		19.7		14.1	6.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.6		0.1	0.8	0.6		4.3		6.0	0.3	
Delay (s)	19.4	21.6		19.7	22.7	21.8		24.0		20.2	6.9	
Level of Service	B	C		B	C	C		C		C	A	
Approach Delay (s)		20.9			21.9			24.0			14.5	
Approach LOS		C			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			18.9				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			61.0				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			66.1%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th TWSC

14: NE Three Mile Ln & SE 1st St

01/11/2024

Intersection												
Int Delay, s/veh	11.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Vol, veh/h	4	0	280	0	0	4	210	585	2	10	685	5
Future Vol, veh/h	4	0	280	0	0	4	210	585	2	10	685	5
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	0	2	2	0	0	2	0
Mvmt Flow	4	0	315	0	0	4	236	657	2	11	770	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1932	1930	776	2084	1932	661	779	0	0	660	0	0
Stage 1	798	798	-	1131	1131	-	-	-	-	-	-	-
Stage 2	1134	1132	-	953	801	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.21	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.309	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	50	67	399	39	67	466	838	-	-	938	-	-
Stage 1	382	401	-	249	281	-	-	-	-	-	-	-
Stage 2	249	281	-	314	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	47	398	6	47	465	836	-	-	937	-	-
Mov Cap-2 Maneuver	38	47	-	6	47	-	-	-	-	-	-	-
Stage 1	274	395	-	179	201	-	-	-	-	-	-	-
Stage 2	177	201	-	65	394	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	62.7		12.8		2.9		0.1					
HCM LOS	F		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	836	-	-	351	465	937	-	-				
HCM Lane V/C Ratio	0.282	-	-	0.909	0.01	0.012	-	-				
HCM Control Delay (s)	11	-	-	62.7	12.8	8.9	-	-				
HCM Lane LOS	B	-	-	F	B	A	-	-				
HCM 95th %tile Q(veh)	1.2	-	-	9.1	0	0	-	-				

Queues

15: NE Lafayette Ave & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	207	52	73	756	4	831	112
v/c Ratio	0.68	0.15	0.22	0.62	0.01	0.78	0.12
Control Delay	35.4	21.0	6.3	11.7	5.0	20.8	5.9
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	35.4	21.0	6.3	12.3	5.0	20.8	5.9
Queue Length 50th (ft)	74	14	9	153	1	285	12
Queue Length 95th (ft)	154	44	28	455	4	#601	41
Internal Link Dist (ft)	231	206		426		263	
Turn Bay Length (ft)			110		125		50
Base Capacity (vph)	513	599	522	1374	637	1296	1126
Starvation Cap Reductn	0	0	0	264	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.09	0.14	0.68	0.01	0.64	0.10

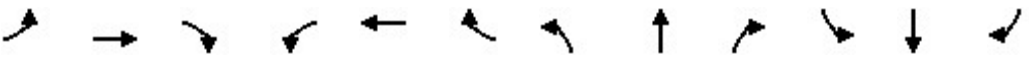
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

15: NE Lafayette Ave & NE 5th St

01/11/2024

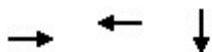
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	↗
Traffic Volume (vph)	75	20	90	1	30	15	65	670	3	4	740	100
Future Volume (vph)	75	20	90	1	30	15	65	670	3	4	740	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.93			0.96		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.98			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1539			1621		1770	1844		1804	1845	1582
Flt Permitted		0.85			1.00		0.16	1.00		0.28	1.00	1.00
Satd. Flow (perm)		1331			1615		293	1844		524	1845	1582
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	84	22	101	1	34	17	73	753	3	4	831	112
RTOR Reduction (vph)	0	36	0	0	14	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	171	0	0	38	0	73	756	0	4	831	90
Confl. Peds. (#/hr)	1		3	3		1			3	3		
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	3%	0%	0%	3%	0%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Actuated Green, G (s)		14.9			14.9		53.4	48.7		45.6	44.8	44.8
Effective Green, g (s)		14.9			14.9		53.4	48.7		45.6	44.8	44.8
Actuated g/C Ratio		0.20			0.20		0.70	0.64		0.60	0.59	0.59
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)		259			314		295	1175		326	1081	927
v/s Ratio Prot							c0.02	c0.41		0.00	c0.45	
v/s Ratio Perm		c0.13			0.02		0.16			0.01		0.06
v/c Ratio		0.66			0.12		0.25	0.64		0.01	0.77	0.10
Uniform Delay, d1		28.4			25.4		9.0	8.5		7.2	11.9	6.9
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		5.3			0.1		0.3	1.4		0.0	3.6	0.1
Delay (s)		33.7			25.5		9.3	9.9		7.2	15.5	7.0
Level of Service		C			C		A	A		A	B	A
Approach Delay (s)		33.7			25.5			9.8			14.4	
Approach LOS		C			C			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.8			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			76.4			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			70.1%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Attachment I: Future Year 2047
No-Build Synchro Analysis
Worksheets

Queues

1: NE Adams St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	7	92	1110
v/c Ratio	0.04	0.62	0.46
Control Delay	18.7	47.4	6.4
Queue Delay	0.0	0.0	0.0
Total Delay	18.7	47.4	6.4
Queue Length 50th (ft)	1	38	90
Queue Length 95th (ft)	10	m34	203
Internal Link Dist (ft)	316	215	253
Turn Bay Length (ft)			
Base Capacity (vph)	450	341	2398
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.27	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

1: NE Adams St & NE 5th St

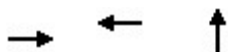
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	4	80	5	0	0	0	0	100	920	1
Future Volume (vph)	0	3	4	80	5	0	0	0	0	100	920	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0						7.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.92			1.00						1.00	
Flt Protected		1.00			0.95						1.00	
Satd. Flow (prot)		1739			1729						3255	
Flt Permitted		1.00			0.73						1.00	
Satd. Flow (perm)		1739			1327						3255	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3	4	87	5	0	0	0	0	109	1000	1
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3	0	0	92	0	0	0	0	0	1110	0
Confl. Peds. (#/hr)	3		2	2		3	1		2	2		1
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	0%	0%	0%	3%	5%	0%
Parking (#/hr)												0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		9.6			9.6						52.4	
Effective Green, g (s)		6.6			6.6						49.4	
Actuated g/C Ratio		0.09			0.09						0.71	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		2.5			2.5						4.0	
Lane Grp Cap (vph)		163			125						2297	
v/s Ratio Prot		0.00										
v/s Ratio Perm					0.07						0.34	
v/c Ratio		0.02			0.74						0.48	
Uniform Delay, d1		28.8			30.9						4.6	
Progression Factor		1.00			1.06						1.00	
Incremental Delay, d2		0.0			18.6						0.7	
Delay (s)		28.8			51.3						5.3	
Level of Service		C			D						A	
Approach Delay (s)		28.8			51.3			0.0			5.3	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.0			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			55.1%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: NE Baker St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	119	125	1250
v/c Ratio	0.48	0.41	0.51
Control Delay	33.2	22.5	1.8
Queue Delay	0.0	0.0	0.0
Total Delay	33.2	22.5	1.8
Queue Length 50th (ft)	54	38	51
Queue Length 95th (ft)	103	68	6
Internal Link Dist (ft)	215	223	465
Turn Bay Length (ft)			
Base Capacity (vph)	565	660	2460
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.19	0.51
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: NE Baker St & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	85	0	0	85	30	25	985	140	0	0	0
Future Volume (vph)	25	85	0	0	85	30	25	985	140	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1663			1728			3221				
Flt Permitted		0.91			1.00			1.00				
Satd. Flow (perm)		1523			1728			3221				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	92	0	0	92	33	27	1071	152	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	119	0	0	100	0	0	1242	0	0	0	0
Confl. Peds. (#/hr)	7		7	7		7	6		5	5		6
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	2%	0%	0%	6%	4%	0%	4%	5%	0%	0%	0%
Parking (#/hr)		0						0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		10.3			10.3			51.7				
Effective Green, g (s)		10.3			10.3			51.7				
Actuated g/C Ratio		0.15			0.15			0.74				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.5			2.5			4.0				
Lane Grp Cap (vph)		224			254			2378				
v/s Ratio Prot					0.06							
v/s Ratio Perm		0.08						0.39				
v/c Ratio		0.53			0.39			0.52				
Uniform Delay, d1		27.6			27.0			3.9				
Progression Factor		1.10			1.00			0.26				
Incremental Delay, d2		1.7			0.7			0.5				
Delay (s)		32.1			27.8			1.5				
Level of Service		C			C			A				
Approach Delay (s)		32.1			27.8			1.5			0.0	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.2			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.52										
Actuated Cycle Length (s)		70.0			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		56.0%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th TWSC

3: NE Adams St & NE 3rd St

01/11/2024

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	0	0	0	70	910
Future Vol, veh/h	25	0	0	0	70	910
Conflicting Peds, #/hr	0	7	0	2	2	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	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	0	0	5
Mvmt Flow	27	0	0	0	76	989
Major/Minor	Minor1	Major2				
Conflicting Flow All	649	-		2	0	
Stage 1	2	-		-	-	
Stage 2	647	-		-	-	
Critical Hdwy	6.94	-		4.1	-	
Critical Hdwy Stg 1	-	-		-	-	
Critical Hdwy Stg 2	5.94	-		-	-	
Follow-up Hdwy	3.57	-		2.2	-	
Pot Cap-1 Maneuver	391	0		1634	-	
Stage 1	-	0		-	-	
Stage 2	470	0		-	-	
Platoon blocked, %						
Mov Cap-1 Maneuver	350	-		1631	-	
Mov Cap-2 Maneuver	350	-		-	-	
Stage 1	-	-		-	-	
Stage 2	422	-		-	-	
Approach	WB	SB				
HCM Control Delay, s	16.2			0.8		
HCM LOS	C					
Minor Lane/Major Mvmt	WBLn1	SBL	SBT			
Capacity (veh/h)	350	1631	-			
HCM Lane V/C Ratio	0.078	0.047	-			
HCM Control Delay (s)	16.2	7.3	0.3			
HCM Lane LOS	C	A	A			
HCM 95th %tile Q(veh)	0.3	0.1	-			

Queues

4: NE Baker St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	83	65	1271	103
v/c Ratio	0.13	0.12	0.76	0.13
Control Delay	12.8	8.4	17.4	2.6
Queue Delay	0.0	0.0	49.0	0.0
Total Delay	12.8	8.4	66.4	2.6
Queue Length 50th (ft)	28	7	214	0
Queue Length 95th (ft)	22	30	294	21
Internal Link Dist (ft)	203	235	165	
Turn Bay Length (ft)				
Base Capacity (vph)	634	561	1664	793
Starvation Cap Reductn	0	0	601	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.12	1.20	0.13
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

4: NE Baker St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	75	0	0	20	40	5	1165	95	0	0	0
Future Volume (vph)	1	75	0	0	20	40	5	1165	95	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			0.95	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.98			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.91			1.00	0.85			
Flt Protected		1.00			1.00			1.00	1.00			
Satd. Flow (prot)		1709			1446			3235	1446			
Flt Permitted		1.00			1.00			1.00	1.00			
Satd. Flow (perm)		1708			1446			3235	1446			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	82	0	0	22	43	5	1266	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	0	50	0	0	0
Lane Group Flow (vph)	0	83	0	0	40	0	0	1271	53	0	0	0
Confl. Peds. (#/hr)	9		3	3		9	6		4	4		6
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	0%	0%	0%	7%	6%	0%	6%	9%	0%	0%	0%
Parking (#/hr)		0			0			0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			6				
Permitted Phases	4						6		6			
Actuated Green, G (s)		26.0			26.0			36.0	36.0			
Effective Green, g (s)		26.0			26.0			36.0	36.0			
Actuated g/C Ratio		0.37			0.37			0.51	0.51			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		2.5			2.5			4.0	4.0			
Lane Grp Cap (vph)		634			537			1663	743			
v/s Ratio Prot					0.03							
v/s Ratio Perm		0.05						0.39	0.04			
v/c Ratio		0.13			0.08			0.76	0.07			
Uniform Delay, d1		14.5			14.2			13.6	8.6			
Progression Factor		0.84			1.00			1.00	1.00			
Incremental Delay, d2		0.4			0.3			3.4	0.2			
Delay (s)		12.6			14.5			17.0	8.8			
Level of Service		B			B			B	A			
Approach Delay (s)		12.6			14.5			16.4			0.0	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			16.1									
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			70.0									
Intersection Capacity Utilization			63.2%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: NE Adams St & SW 2nd St

01/11/2024

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	543	201	87	359	1011
v/c Ratio	0.88	0.33	0.35	0.44	0.77
Control Delay	37.3	6.6	11.9	12.5	21.5
Queue Delay	0.0	0.0	0.0	1.1	0.0
Total Delay	37.3	6.6	11.9	13.6	21.5
Queue Length 50th (ft)	176	13	15	75	168
Queue Length 95th (ft)	#335	52	35	129	#280
Internal Link Dist (ft)	318			210	164
Turn Bay Length (ft)					
Base Capacity (vph)	652	640	252	896	1320
Starvation Cap Reductn	0	0	0	317	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.83	0.31	0.35	0.62	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

5: NE Adams St & SW 2nd St

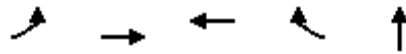
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	500	185	80	330	0	0	0	0	75	740	115
Future Volume (vph)	0	500	185	80	330	0	0	0	0	75	740	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	
Frt		1.00	0.85	1.00	1.00						0.98	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1863	1558	1703	1792						3134	
Flt Permitted		1.00	1.00	0.17	1.00						1.00	
Satd. Flow (perm)		1863	1558	301	1792						3134	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	543	201	87	359	0	0	0	0	82	804	125
RTOR Reduction (vph)	0	0	98	0	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	543	103	87	359	0	0	0	0	0	994	0
Confl. Peds. (#/hr)	2		4	4		2	1		1	1		1
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	0%	2%	2%	6%	6%	0%	0%	0%	0%	6%	7%	5%
Parking (#/hr)											0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		8		7	4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		19.8	19.8	27.8	27.8						24.2	
Effective Green, g (s)		19.8	19.8	27.8	27.8						24.2	
Actuated g/C Ratio		0.33	0.33	0.46	0.46						0.40	
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						4.0	
Lane Grp Cap (vph)		614	514	232	830						1264	
v/s Ratio Prot		c0.29		0.02	c0.20							
v/s Ratio Perm			0.07	0.15							0.32	
v/c Ratio		0.88	0.20	0.38	0.43						0.79	
Uniform Delay, d1		19.0	14.4	11.8	10.8						15.6	
Progression Factor		1.00	1.00	1.00	1.00						1.00	
Incremental Delay, d2		14.2	0.1	0.7	0.3						5.0	
Delay (s)		33.2	14.6	12.6	11.1						20.6	
Level of Service		C	B	B	B						C	
Approach Delay (s)		28.2			11.4			0.0			20.6	
Approach LOS		C			B			A			C	
Intersection Summary												
HCM 2000 Control Delay			21.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			71.8%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

6: NE Baker St & NE 2nd St

04/10/2024



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	201	418	326	49	1380
v/c Ratio	0.69	0.57	0.77	0.12	0.91
Control Delay	25.6	12.4	33.8	2.3	27.7
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay	25.6	12.7	33.8	2.3	27.7
Queue Length 50th (ft)	40	60	106	0	236
Queue Length 95th (ft)	m59	m97	#186	9	#400
Internal Link Dist (ft)		210	186		203
Turn Bay Length (ft)	230				
Base Capacity (vph)	293	799	489	453	1511
Starvation Cap Reductn	0	94	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.69	0.59	0.67	0.11	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

6: NE Baker St & NE 2nd St

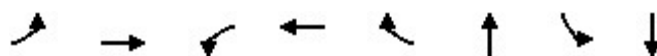
04/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	385	0	0	300	45	130	1045	95	0	0	0
Future Volume (vph)	185	385	0	0	300	45	130	1045	95	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		0.99				
Satd. Flow (prot)	1735	1845			1727	1371		3188				
Flt Permitted	0.26	1.00			1.00	1.00		0.99				
Satd. Flow (perm)	478	1845			1727	1371		3188				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	201	418	0	0	326	49	141	1136	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	37	0	10	0	0	0	0
Lane Group Flow (vph)	201	418	0	0	326	12	0	1370	0	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	4%	3%	0%	0%	10%	16%	2%	6%	6%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	3	8			4			6				
Permitted Phases	8					4	6					
Actuated Green, G (s)	23.7	23.7			14.7	14.7		28.3				
Effective Green, g (s)	23.7	23.7			14.7	14.7		28.3				
Actuated g/C Ratio	0.39	0.39			0.24	0.24		0.47				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	293	728			423	335		1503				
v/s Ratio Prot	0.06	c0.23			0.19							
v/s Ratio Perm	c0.21					0.01		0.43				
v/c Ratio	0.69	0.57			0.77	0.04		0.91				
Uniform Delay, d1	13.5	14.2			21.1	17.3		14.7				
Progression Factor	1.35	0.75			1.00	1.00		1.00				
Incremental Delay, d2	3.5	0.5			8.1	0.0		9.9				
Delay (s)	21.7	11.1			29.2	17.3		24.6				
Level of Service	C	B			C	B		C				
Approach Delay (s)		14.6			27.6			24.6			0.0	
Approach LOS		B			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			22.5				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			71.8%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

13: NE Johnson St & NE 3rd St

01/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	131	144	11	45	415	382	426	346
v/c Ratio	0.43	0.32	0.04	0.14	0.70	0.74	0.70	0.35
Control Delay	21.0	19.4	14.3	20.7	9.6	30.1	22.0	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	19.4	14.3	20.7	9.6	30.1	22.0	8.3
Queue Length 50th (ft)	35	38	3	13	0	109	66	47
Queue Length 95th (ft)	67	86	12	35	56	#266	#207	125
Internal Link Dist (ft)		231		615		193		426
Turn Bay Length (ft)	175		115		115		160	
Base Capacity (vph)	303	603	270	612	758	573	630	1051
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.24	0.04	0.07	0.55	0.67	0.68	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

13: NE Johnson St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	125	2	10	40	365	1	315	20	375	260	45
Future Volume (vph)	115	125	2	10	40	365	1	315	20	375	260	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1719	1842		1641	1900	1482		1769		1687	1670	
Flt Permitted	0.62	1.00		0.67	1.00	1.00		1.00		0.38	1.00	
Satd. Flow (perm)	1116	1842		1149	1900	1482		1768		674	1670	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	131	142	2	11	45	415	1	358	23	426	295	51
RTOR Reduction (vph)	0	1	0	0	0	341	0	4	0	0	8	0
Lane Group Flow (vph)	131	143	0	11	45	74	0	378	0	426	338	0
Confl. Bikes (#/hr)									2			
Heavy Vehicles (%)	5%	3%	0%	10%	0%	9%	100%	6%	8%	7%	12%	7%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	14.1	11.8		10.5	10.0	10.0		15.8		31.7	31.7	
Effective Green, g (s)	14.1	11.8		10.5	10.0	10.0		15.8		31.7	31.7	
Actuated g/C Ratio	0.25	0.21		0.19	0.18	0.18		0.28		0.57	0.57	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	2.5	3.0		2.5	3.0	3.0		4.0		3.5	4.3	
Lane Grp Cap (vph)	305	388		219	339	264		498		596	945	
v/s Ratio Prot	c0.02	0.08		0.00	0.02					c0.15	0.20	
v/s Ratio Perm	c0.09			0.01		0.05		0.21		c0.25		
v/c Ratio	0.43	0.37		0.05	0.13	0.28		0.76		0.71	0.36	
Uniform Delay, d1	17.5	18.9		18.6	19.4	19.9		18.4		13.9	6.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.6		0.1	0.2	0.6		7.0		4.2	0.4	
Delay (s)	18.3	19.5		18.7	19.5	20.5		25.3		18.1	7.0	
Level of Service	B	B		B	B	C		C		B	A	
Approach Delay (s)		18.9			20.3			25.3			13.1	
Approach LOS		B			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			18.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			56.0			Sum of lost time (s)				16.0		
Intersection Capacity Utilization			61.7%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC

14: NE Three Mile Ln & SE 1st St

01/11/2024

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	4	2	270	2	1	2	235	420	1	2	555	15
Future Vol, veh/h	4	2	270	2	1	2	235	420	1	2	555	15
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	3	0	0	50	4	7	100	0	6	0
Mvmt Flow	5	2	307	2	1	2	267	477	1	2	631	17
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1662	1659	643	1810	1667	480	651	0	0	478	0	0
Stage 1	647	647	-	1012	1012	-	-	-	-	-	-	-
Stage 2	1015	1012	-	798	655	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.23	7.1	6.5	6.7	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.327	3.5	4	3.75	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	78	99	472	62	97	499	926	-	-	1095	-	-
Stage 1	463	470	-	291	319	-	-	-	-	-	-	-
Stage 2	290	319	-	382	466	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	59	70	471	16	69	498	923	-	-	1095	-	-
Mov Cap-2 Maneuver	59	70	-	16	69	-	-	-	-	-	-	-
Stage 1	328	468	-	207	227	-	-	-	-	-	-	-
Stage 2	204	227	-	132	464	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	36.7		126.8		3.8		0					
HCM LOS	E		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	923	-	-	412	35	1095	-	-				
HCM Lane V/C Ratio	0.289	-	-	0.761	0.162	0.002	-	-				
HCM Control Delay (s)	10.5	-	-	36.7	126.8	8.3	-	-				
HCM Lane LOS	B	-	-	E	F	A	-	-				
HCM 95th %tile Q(veh)	1.2	-	-	6.3	0.5	0	-	-				

Queues

15: NE Lafayette Ave & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	137	16	74	818	11	727	97
v/c Ratio	0.55	0.05	0.18	0.69	0.03	0.72	0.11
Control Delay	32.1	23.6	5.0	12.9	4.4	17.1	4.9
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	32.1	23.6	5.0	13.2	4.4	17.1	4.9
Queue Length 50th (ft)	41	4	7	148	1	203	7
Queue Length 95th (ft)	111	22	25	508	7	427	32
Internal Link Dist (ft)	231	206		426		263	
Turn Bay Length (ft)			110		125		50
Base Capacity (vph)	512	621	613	1363	635	1353	1153
Starvation Cap Reductn	0	0	0	126	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.03	0.12	0.66	0.02	0.54	0.08
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

15: NE Lafayette Ave & NE 5th St

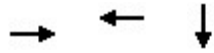
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	20	35	2	10	3	65	715	4	10	640	85
Future Volume (vph)	65	20	35	2	10	3	65	715	4	10	640	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.96			0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1540			1649		1805	1742		1805	1759	1482
Flt Permitted		0.82			0.97		0.22	1.00		0.25	1.00	1.00
Satd. Flow (perm)		1303			1610		421	1742		470	1759	1482
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	74	23	40	2	11	3	74	812	5	11	727	97
RTOR Reduction (vph)	0	16	0	0	2	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	121	0	0	14	0	74	818	0	11	727	75
Confl. Peds. (#/hr)	2		1	1		2			1	1		
Heavy Vehicles (%)	4%	0%	3%	0%	0%	0%	0%	9%	0%	0%	8%	9%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Actuated Green, G (s)		12.2			12.2		50.5	45.7		42.5	41.7	41.7
Effective Green, g (s)		12.2			12.2		50.5	45.7		42.5	41.7	41.7
Actuated g/C Ratio		0.17			0.17		0.71	0.65		0.60	0.59	0.59
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)		224			277		394	1126		297	1037	874
v/s Ratio Prot							c0.01	c0.47		0.00	0.41	
v/s Ratio Perm		c0.09			0.01		0.12			0.02		0.05
v/c Ratio		0.54			0.05		0.19	0.73		0.04	0.70	0.09
Uniform Delay, d1		26.7			24.4		6.0	8.3		6.8	10.1	6.3
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.1			0.1		0.2	2.5		0.0	2.3	0.1
Delay (s)		28.8			24.5		6.2	10.9		6.9	12.5	6.3
Level of Service		C			C		A	B		A	B	A
Approach Delay (s)		28.8			24.5			10.5			11.7	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		12.5			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.69										
Actuated Cycle Length (s)		70.7			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		64.8%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

1: NE Adams St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	9	230	1365
v/c Ratio	0.03	0.90	0.62
Control Delay	19.6	56.3	11.5
Queue Delay	0.0	0.5	0.0
Total Delay	19.6	56.8	11.5
Queue Length 50th (ft)	2	142	210
Queue Length 95th (ft)	13	214	351
Internal Link Dist (ft)	316	215	253
Turn Bay Length (ft)			
Base Capacity (vph)	453	353	2213
Starvation Cap Reductn	0	15	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.68	0.62
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

1: NE Adams St & NE 5th St

01/11/2024

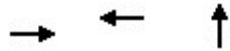
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	5	205	15	0	0	0	0	65	1240	5
Future Volume (vph)	0	4	5	205	15	0	0	0	0	65	1240	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0						7.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.93			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1742			1775						3352	
Flt Permitted		1.00			0.73						1.00	
Satd. Flow (perm)		1742			1365						3352	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	4	5	214	16	0	0	0	0	68	1292	5
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	5	0	0	230	0	0	0	0	0	1365	0
Confl. Peds. (#/hr)	19		3	3		19	13		2	2		13
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	1%	2%	0%
Parking (#/hr)											0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		19.9			19.9						62.1	
Effective Green, g (s)		16.9			16.9						59.1	
Actuated g/C Ratio		0.19			0.19						0.66	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		2.5			2.5						4.0	
Lane Grp Cap (vph)		327			256						2201	
v/s Ratio Prot		0.00										
v/s Ratio Perm					0.17						0.41	
v/c Ratio		0.02			0.90						0.62	
Uniform Delay, d1		29.8			35.7						8.9	
Progression Factor		1.00			0.68						1.00	
Incremental Delay, d2		0.0			28.2						1.3	
Delay (s)		29.8			52.6						10.3	
Level of Service		C			D						B	
Approach Delay (s)		29.8			52.6			0.0			10.3	
Approach LOS		C			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			16.4			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			70.1%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

Queues

2: NE Baker St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	81	294	1435
v/c Ratio	0.29	0.76	0.62
Control Delay	21.3	42.3	5.6
Queue Delay	0.0	0.3	0.1
Total Delay	21.3	42.6	5.7
Queue Length 50th (ft)	39	144	81
Queue Length 95th (ft)	m45	210	418
Internal Link Dist (ft)	215	223	465
Turn Bay Length (ft)			
Base Capacity (vph)	470	627	2327
Starvation Cap Reductn	0	0	91
Spillback Cap Reductn	0	65	84
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.17	0.52	0.64

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: NE Baker St & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	60	0	0	190	80	20	1255	45	0	0	0
Future Volume (vph)	15	60	0	0	190	80	20	1255	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.99				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1675			1771			3311				
Flt Permitted		0.81			1.00			1.00				
Satd. Flow (perm)		1367			1771			3311				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	65	0	0	207	87	22	1364	49	0	0	0
RTOR Reduction (vph)	0	0	0	0	21	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	81	0	0	273	0	0	1433	0	0	0	0
Confl. Peds. (#/hr)	22		3	3		22	2		5	5		2
Confl. Bikes (#/hr)			1			2			2			
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	3%	0%	0%	0%	0%
Parking (#/hr)		0						0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		18.8			18.8			63.2				
Effective Green, g (s)		18.8			18.8			63.2				
Actuated g/C Ratio		0.21			0.21			0.70				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.5			2.5			4.0				
Lane Grp Cap (vph)		285			369			2325				
v/s Ratio Prot					c0.15							
v/s Ratio Perm		0.06						0.43				
v/c Ratio		0.28			0.74			0.62				
Uniform Delay, d1		29.9			33.3			7.0				
Progression Factor		0.68			1.00			0.57				
Incremental Delay, d2		0.3			7.4			1.0				
Delay (s)		20.7			40.7			5.0				
Level of Service		C			D			A				
Approach Delay (s)		20.7			40.7			5.0			0.0	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			11.5									
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			90.0									
Intersection Capacity Utilization			63.3%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC

3: NE Adams St & NE 3rd St

01/11/2024

Intersection						
Int Delay, s/veh	9.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	165	0	0	0	80	1350
Future Vol, veh/h	165	0	0	0	80	1350
Conflicting Peds, #/hr	0	41	0	1	1	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	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	0	0	2
Mvmt Flow	177	0	0	0	86	1452
Major/Minor	Minor1	Major2				
Conflicting Flow All	899	-	1	0		
Stage 1	1	-	-	-		
Stage 2	898	-	-	-		
Critical Hdwy	6.84	-	4.1	-		
Critical Hdwy Stg 1	-	-	-	-		
Critical Hdwy Stg 2	5.84	-	-	-		
Follow-up Hdwy	3.52	-	2.2	-		
Pot Cap-1 Maneuver	279	0	1635	-		
Stage 1	-	0	-	-		
Stage 2	358	0	-	-		
Platoon blocked, %						
Mov Cap-1 Maneuver	203	-	1633	-		
Mov Cap-2 Maneuver	203	-	-	-		
Stage 1	-	-	-	-		
Stage 2	261	-	-	-		
Approach	WB	SB				
HCM Control Delay, s	82.6	1.3				
HCM LOS	F					
Minor Lane/Major Mvmt	WBLn1	SBL	SBT			
Capacity (veh/h)	203	1633	-			
HCM Lane V/C Ratio	0.874	0.053	-			
HCM Control Delay (s)	82.6	7.3	0.9			
HCM Lane LOS	F	A	A			
HCM 95th %tile Q(veh)	6.7	0.2	-			

Queues

4: NE Baker St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	112	229	1308	90
v/c Ratio	0.24	0.48	0.64	0.09
Control Delay	25.3	26.4	12.4	1.8
Queue Delay	0.0	0.0	49.2	0.0
Total Delay	25.3	26.4	61.7	1.8
Queue Length 50th (ft)	45	91	222	0
Queue Length 95th (ft)	m86	160	287	16
Internal Link Dist (ft)	203	235	165	
Turn Bay Length (ft)				
Base Capacity (vph)	461	478	2051	1011
Starvation Cap Reductn	0	0	901	0
Spillback Cap Reductn	0	0	65	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.48	1.14	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

4: NE Baker St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	90	0	0	135	80	35	1195	85	0	0	0
Future Volume (vph)	15	90	0	0	135	80	35	1195	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			0.95	1.00			
Frpb, ped/bikes		1.00			0.98			1.00	0.97			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.95			1.00	0.85			
Flt Protected		0.99			1.00			1.00	1.00			
Satd. Flow (prot)		1673			1575			3296	1571			
Flt Permitted		0.95			1.00			1.00	1.00			
Satd. Flow (perm)		1597			1575			3296	1571			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	16	96	0	0	144	85	37	1271	90	0	0	0
RTOR Reduction (vph)	0	0	0	0	23	0	0	0	34	0	0	0
Lane Group Flow (vph)	0	112	0	0	206	0	0	1308	56	0	0	0
Confl. Peds. (#/hr)	35		11	11		35	5		5	5		5
Confl. Bikes (#/hr)			2						2			1
Heavy Vehicles (%)	8%	0%	0%	0%	2%	0%	0%	4%	0%	0%	0%	0%
Parking (#/hr)		0			0			0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			6				
Permitted Phases	4						6		6			
Actuated Green, G (s)		26.0			26.0			56.0	56.0			
Effective Green, g (s)		26.0			26.0			56.0	56.0			
Actuated g/C Ratio		0.29			0.29			0.62	0.62			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		2.5			2.5			4.0	4.0			
Lane Grp Cap (vph)		461			455			2050	977			
v/s Ratio Prot					c0.13							
v/s Ratio Perm		0.07						0.40	0.04			
v/c Ratio		0.24			0.45			0.64	0.06			
Uniform Delay, d1		24.5			26.2			10.7	6.7			
Progression Factor		0.97			1.00			1.00	1.00			
Incremental Delay, d2		1.1			3.2			1.5	0.1			
Delay (s)		24.8			29.4			12.2	6.8			
Level of Service		C			C			B	A			
Approach Delay (s)		24.8			29.4			11.8			0.0	
Approach LOS		C			C			B			A	
Intersection Summary												
HCM 2000 Control Delay		15.0			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.58										
Actuated Cycle Length (s)		90.0			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		64.9%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

5: NE Adams St & SW 2nd St

04/10/2024

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	430	118	145	489	1651
v/c Ratio	0.90	0.26	0.62	0.71	0.98
Control Delay	48.8	9.4	26.8	23.8	36.5
Queue Delay	0.0	0.0	0.0	7.4	0.0
Total Delay	48.8	9.4	26.8	31.2	36.5
Queue Length 50th (ft)	163	10	36	152	~380
Queue Length 95th (ft)	#314	46	#79	246	#510
Internal Link Dist (ft)	318			210	164
Turn Bay Length (ft)					
Base Capacity (vph)	491	466	233	752	1685
Starvation Cap Reductn	0	0	0	217	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.25	0.62	0.91	0.98
Intersection Summary					
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.					
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.					

HCM Signalized Intersection Capacity Analysis

5: NE Adams St & SW 2nd St

04/10/2024

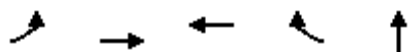
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	110	135	455	0	0	0	0	60	1210	265
Future Volume (vph)	0	400	110	135	455	0	0	0	0	60	1210	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	
Frt		1.00	0.85	1.00	1.00						0.97	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1881	1547	1718	1881						3240	
Flt Permitted		1.00	1.00	0.20	1.00						1.00	
Satd. Flow (perm)		1881	1547	353	1881						3240	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	430	118	145	489	0	0	0	0	65	1301	285
RTOR Reduction (vph)	0	0	63	0	0	0	0	0	0	0	26	0
Lane Group Flow (vph)	0	430	55	145	489	0	0	0	0	0	1625	0
Confl. Peds. (#/hr)	7		9	9		7	2		1	1		2
Confl. Bikes (#/hr)			1			2						2
Heavy Vehicles (%)	0%	1%	2%	5%	1%	0%	0%	0%	0%	2%	3%	0%
Parking (#/hr)												0
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		8		7	4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		16.5	16.5	24.5	24.5						32.5	
Effective Green, g (s)		16.5	16.5	24.5	24.5						32.5	
Actuated g/C Ratio		0.25	0.25	0.38	0.38						0.50	
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						4.0	
Lane Grp Cap (vph)		477	392	217	708						1620	
v/s Ratio Prot		c0.23		0.04	c0.26							
v/s Ratio Perm			0.04	0.21							0.50	
v/c Ratio		0.90	0.14	0.67	0.69						1.00	
Uniform Delay, d1		23.5	18.8	15.8	17.1						16.2	
Progression Factor		1.00	1.00	1.00	1.00						1.00	
Incremental Delay, d2		20.0	0.1	6.8	2.7						23.1	
Delay (s)		43.5	18.9	22.6	19.7						39.4	
Level of Service		D	B	C	B						D	
Approach Delay (s)		38.2			20.4			0.0			39.4	
Approach LOS		D			C			A			D	
Intersection Summary												
HCM 2000 Control Delay			34.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			65.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			82.2%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group

Queues

6: NE Baker St & NE 2nd St

04/10/2024



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	134	366	478	54	1516
v/c Ratio	0.52	0.49	0.92	0.11	0.99
Control Delay	18.1	15.4	47.3	2.4	40.3
Queue Delay	0.0	1.3	0.0	0.0	0.0
Total Delay	18.1	16.7	47.3	2.4	40.3
Queue Length 50th (ft)	28	89	165	0	~328
Queue Length 95th (ft)	58	151	#323	11	#454
Internal Link Dist (ft)		210	186		203
Turn Bay Length (ft)	230				
Base Capacity (vph)	260	815	532	501	1534
Starvation Cap Reductn	0	258	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.66	0.90	0.11	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

6: NE Baker St & NE 2nd St

04/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	340	0	0	445	50	140	1145	125	0	0	0
Future Volume (vph)	125	340	0	0	445	50	140	1145	125	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1769	1881			1881	1541		3248				
Flt Permitted	0.19	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	360	1881			1881	1541		3248				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	134	366	0	0	478	54	151	1231	134	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	39	0	11	0	0	0	0
Lane Group Flow (vph)	134	366	0	0	478	15	0	1505	0	0	0	0
Confl. Peds. (#/hr)	3		5	5		3	4		3	3		4
Confl. Bikes (#/hr)			2			3						2
Heavy Vehicles (%)	2%	1%	0%	0%	1%	3%	1%	3%	10%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	3	8			4			6				
Permitted Phases	8					4	6					
Actuated Green, G (s)	24.7	24.7			16.7	16.7		27.3				
Effective Green, g (s)	24.7	24.7			16.7	16.7		27.3				
Actuated g/C Ratio	0.41	0.41			0.28	0.28		0.46				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	242	774			523	428		1477				
v/s Ratio Prot	0.04	c0.19			c0.25							
v/s Ratio Perm	0.19					0.01		0.46				
v/c Ratio	0.55	0.47			0.91	0.04		1.02				
Uniform Delay, d1	13.5	12.9			21.0	15.8		16.4				
Progression Factor	1.00	1.00			1.00	1.00		1.00				
Incremental Delay, d2	2.2	0.3			20.5	0.0		28.2				
Delay (s)	15.7	13.2			41.4	15.8		44.6				
Level of Service	B	B			D	B		D				
Approach Delay (s)		13.9			38.8			44.6			0.0	
Approach LOS		B			D			D			A	
Intersection Summary												
HCM 2000 Control Delay			37.3				HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			82.2%				ICU Level of Service		E			
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th TWSC

7: NE Cows St & NE 3rd St

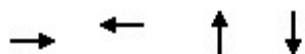
01/11/2024

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	125	35	40	205	15	10	10	10	5	15	5
Future Vol, veh/h	10	125	35	40	205	15	10	10	10	5	15	5
Conflicting Peds, #/hr	43	0	91	91	0	43	41	0	14	14	0	41
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	12	147	41	47	241	18	12	12	12	6	18	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	302	0	0	279	0	0	680	679	273	605	690	334
Stage 1	-	-	-	-	-	-	283	283	-	387	387	-
Stage 2	-	-	-	-	-	-	397	396	-	218	303	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1270	-	-	1295	-	-	368	376	771	413	371	712
Stage 1	-	-	-	-	-	-	728	681	-	641	613	-
Stage 2	-	-	-	-	-	-	633	607	-	789	667	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1218	-	-	1183	-	-	293	310	695	357	306	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	310	-	357	306	-
Stage 1	-	-	-	-	-	-	657	615	-	608	560	-
Stage 2	-	-	-	-	-	-	556	555	-	742	602	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.3			15.7			16.1		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	371	1218	-	-	1183	-	-	354				
HCM Lane V/C Ratio	0.095	0.01	-	-	0.04	-	-	0.083				
HCM Control Delay (s)	15.7	8	0	-	8.2	0	-	16.1				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.3				

Queues

8: NE Davis St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	161	300	71	65
v/c Ratio	0.13	0.24	0.28	0.26
Control Delay	3.6	11.1	15.3	18.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	3.6	11.1	15.3	18.6
Queue Length 50th (ft)	9	87	13	16
Queue Length 95th (ft)	38	m135	30	32
Internal Link Dist (ft)	216	222	171	182
Turn Bay Length (ft)				
Base Capacity (vph)	1236	1238	494	502
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.24	0.14	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

8: NE Davis St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	120	15	5	240	10	10	30	20	10	40	5
Future Volume (vph)	2	120	15	5	240	10	10	30	20	10	40	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			1.00			0.98			0.99	
Flpb, ped/bikes		1.00			1.00			0.99			1.00	
Frt		0.98			0.99			0.95			0.99	
Flt Protected		1.00			1.00			0.99			0.99	
Satd. Flow (prot)		1667			1675			1580			1656	
Flt Permitted		1.00			1.00			0.94			0.93	
Satd. Flow (perm)		1664			1670			1493			1555	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	2	141	18	6	282	12	12	35	24	12	47	6
RTOR Reduction (vph)	0	5	0	0	2	0	0	21	0	0	5	0
Lane Group Flow (vph)	0	156	0	0	298	0	0	50	0	0	60	0
Confl. Peds. (#/hr)	83		57	57		83	20		18	18		20
Confl. Bikes (#/hr)			3			2			2			1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		0			0			0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		35.4			35.4			6.6			6.6	
Effective Green, g (s)		35.4			35.4			6.6			6.6	
Actuated g/C Ratio		0.71			0.71			0.13			0.13	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		0.2			0.2			0.2			0.2	
Lane Grp Cap (vph)		1178			1182			197			205	
v/s Ratio Prot												
v/s Ratio Perm		0.09			c0.18			0.03			c0.04	
v/c Ratio		0.13			0.25			0.25			0.29	
Uniform Delay, d1		2.4			2.6			19.5			19.6	
Progression Factor		1.00			2.81			1.00			1.00	
Incremental Delay, d2		0.2			0.4			0.2			0.3	
Delay (s)		2.6			7.7			19.7			19.9	
Level of Service		A			A			B			B	
Approach Delay (s)		2.6			7.7			19.7			19.9	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			9.1			HCM 2000 Level of Service				A		
HCM 2000 Volume to Capacity ratio			0.26									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			35.3%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC

9: NE Evans St & NE 3rd St

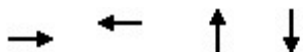
01/11/2024

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	120	5	15	235	85	4	30	10	40	55	25
Future Vol, veh/h	20	120	5	15	235	85	4	30	10	40	55	25
Conflicting Peds, #/hr	55	0	80	80	0	55	11	0	31	31	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	2	14
Mvmt Flow	24	141	6	18	276	100	5	35	12	47	65	29
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	431	0	0	227	0	0	692	739	255	664	692	392
Stage 1	-	-	-	-	-	-	272	272	-	417	417	-
Stage 2	-	-	-	-	-	-	420	467	-	247	275	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.018	3.426
Pot Cap-1 Maneuver	1139	-	-	1353	-	-	361	347	789	377	367	631
Stage 1	-	-	-	-	-	-	738	688	-	617	591	-
Stage 2	-	-	-	-	-	-	615	565	-	761	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1079	-	-	1250	-	-	255	291	707	300	308	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	291	-	300	308	-
Stage 1	-	-	-	-	-	-	666	621	-	571	550	-
Stage 2	-	-	-	-	-	-	501	526	-	669	616	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.4			17.9			23		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	331	1079	-	-	1250	-	-	339				
HCM Lane V/C Ratio	0.156	0.022	-	-	0.014	-	-	0.416				
HCM Control Delay (s)	17.9	8.4	0	-	7.9	0	-	23				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	2				

Queues

10: NE Ford St & NE 3rd St

01/11/2024



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	194	389	71	59
v/c Ratio	0.42	0.86	0.08	0.07
Control Delay	14.7	36.9	5.0	5.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.7	36.9	5.0	5.6
Queue Length 50th (ft)	38	101	6	6
Queue Length 95th (ft)	64	#188	20	19
Internal Link Dist (ft)	216	220	175	172
Turn Bay Length (ft)				
Base Capacity (vph)	543	537	915	881
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.36	0.72	0.08	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

10: NE Ford St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	150	15	0	315	15	10	35	15	20	25	5
Future Volume (vph)	0	150	15	0	315	15	10	35	15	20	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			1.00			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.97			0.99	
Flt Protected		1.00			1.00			0.99			0.98	
Satd. Flow (prot)		1677			1669			1623			1643	
Flt Permitted		1.00			1.00			0.97			0.92	
Satd. Flow (perm)		1677			1669			1591			1541	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	176	18	0	371	18	12	41	18	24	29	6
RTOR Reduction (vph)	0	8	0	0	4	0	0	8	0	0	3	0
Lane Group Flow (vph)	0	186	0	0	385	0	0	63	0	0	56	0
Confl. Peds. (#/hr)	26		30	30		26	14		7	7		14
Confl. Bikes (#/hr)			5			2						
Heavy Vehicles (%)	0%	0%	0%	0%	1%	12%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		0			0			0			0	
Turn Type		NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		13.5			13.5			28.5			28.5	
Effective Green, g (s)		13.5			13.5			28.5			28.5	
Actuated g/C Ratio		0.27			0.27			0.57			0.57	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		0.2			0.2			0.2			0.2	
Lane Grp Cap (vph)		452			450			906			878	
v/s Ratio Prot		0.11			c0.23							
v/s Ratio Perm								c0.04			0.04	
v/c Ratio		0.41			0.86			0.07			0.06	
Uniform Delay, d1		15.0			17.3			4.8			4.8	
Progression Factor		0.87			1.00			1.00			1.00	
Incremental Delay, d2		0.2			14.3			0.1			0.1	
Delay (s)		13.3			31.6			5.0			4.9	
Level of Service		B			C			A			A	
Approach Delay (s)		13.3			31.6			5.0			4.9	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			21.8									
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			50.0									
Intersection Capacity Utilization			44.3%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC

11: NE Galloway St & NE 3rd St

01/11/2024

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	155	10	5	290	25	10	10	5	20	10	35
Future Vol, veh/h	20	155	10	5	290	25	10	10	5	20	10	35
Conflicting Peds, #/hr	30	0	18	18	0	30	17	0	3	3	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	23	176	11	6	330	28	11	11	6	23	11	40
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	205	0	0	645	646	203	625	637	391
Stage 1	-	-	-	-	-	-	246	246	-	386	386	-
Stage 2	-	-	-	-	-	-	399	400	-	239	251	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1182	-	-	1378	-	-	388	393	843	400	398	662
Stage 1	-	-	-	-	-	-	762	706	-	641	614	-
Stage 2	-	-	-	-	-	-	631	605	-	769	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1148	-	-	1354	-	-	336	365	826	368	369	633
Mov Cap-2 Maneuver	-	-	-	-	-	-	336	365	-	368	369	-
Stage 1	-	-	-	-	-	-	732	678	-	609	593	-
Stage 2	-	-	-	-	-	-	567	584	-	732	676	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			14.8			14		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	395	1148	-	-	1354	-	-	475				
HCM Lane V/C Ratio	0.072	0.02	-	-	0.004	-	-	0.156				
HCM Control Delay (s)	14.8	8.2	0	-	7.7	0	-	14				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5				

HCM 6th TWSC

12: NE Irvine St & NE 3rd St

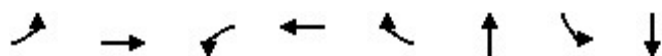
01/11/2024

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	160	10	15	300	10	5	35	35	20	20	20
Future Vol, veh/h	15	160	10	15	300	10	5	35	35	20	20	20
Conflicting Peds, #/hr	13	0	4	4	0	13	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	40	0	12	6	0	5	7
Mvmt Flow	18	188	12	18	353	12	6	41	41	24	24	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	204	0	0	657	648	200	681	648	376
Stage 1	-	-	-	-	-	-	234	234	-	408	408	-
Stage 2	-	-	-	-	-	-	423	414	-	273	240	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.62	6.26	7.1	6.55	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.62	-	6.1	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.62	-	6.1	5.55	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.108	3.354	3.5	4.045	3.363
Pot Cap-1 Maneuver	1192	-	-	1380	-	-	381	377	831	367	385	659
Stage 1	-	-	-	-	-	-	774	693	-	624	592	-
Stage 2	-	-	-	-	-	-	613	576	-	737	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1177	-	-	1375	-	-	338	359	826	306	367	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	338	359	-	306	367	-
Stage 1	-	-	-	-	-	-	758	678	-	606	575	-
Stage 2	-	-	-	-	-	-	555	560	-	645	686	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			14.1			16		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	485	1177	-	-	1375	-	-	398				
HCM Lane V/C Ratio	0.182	0.015	-	-	0.013	-	-	0.177				
HCM Control Delay (s)	14.1	8.1	0	-	7.7	0	-	16				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.6				

Queues

13: NE Johnson St & NE 3rd St

01/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	97	153	17	227	466	391	540	432
v/c Ratio	0.36	0.29	0.05	0.55	0.66	0.84	0.87	0.42
Control Delay	20.0	19.4	14.7	27.5	7.5	42.3	37.1	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	19.4	14.7	27.5	7.5	42.3	37.1	9.6
Queue Length 50th (ft)	27	44	5	81	0	147	129	80
Queue Length 95th (ft)	55	95	16	137	59	#306	#317	156
Internal Link Dist (ft)		231		615		193		426
Turn Bay Length (ft)	175		115		115		160	
Base Capacity (vph)	268	622	347	574	796	487	620	1045
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.25	0.05	0.40	0.59	0.80	0.87	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

13: NE Johnson St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	135	0	15	200	410	10	310	25	475	255	125
Future Volume (vph)	85	135	0	15	200	410	10	310	25	475	255	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881		1805	1881	1549		1798		1752	1771	
Flt Permitted	0.42	1.00		0.66	1.00	1.00		0.98		0.33	1.00	
Satd. Flow (perm)	802	1881		1254	1881	1549		1772		607	1771	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	97	153	0	17	227	466	11	352	28	540	290	142
RTOR Reduction (vph)	0	0	0	0	0	363	0	4	0	0	23	0
Lane Group Flow (vph)	97	153	0	17	227	103	0	387	0	540	409	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	0%	5%	0%	3%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	18.3	16.0		14.7	14.2	14.2		16.6		35.9	35.9	
Effective Green, g (s)	18.3	16.0		14.7	14.2	14.2		16.6		35.9	35.9	
Actuated g/C Ratio	0.28	0.25		0.23	0.22	0.22		0.26		0.56	0.56	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	2.5	3.0		2.5	3.0	3.0		4.0		3.5	4.3	
Lane Grp Cap (vph)	263	467		290	414	341		456		610	987	
v/s Ratio Prot	c0.01	0.08		0.00	c0.12					c0.21	0.23	
v/s Ratio Perm	0.09			0.01		0.07		0.22		c0.28		
v/c Ratio	0.37	0.33		0.06	0.55	0.30		0.85		0.89	0.41	
Uniform Delay, d1	18.1	19.8		19.4	22.3	21.0		22.7		17.8	8.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.4		0.1	1.5	0.5		14.3		14.7	0.4	
Delay (s)	18.8	20.2		19.4	23.7	21.5		37.0		32.5	8.6	
Level of Service	B	C		B	C	C		D		C	A	
Approach Delay (s)		19.7			22.1			37.0			21.9	
Approach LOS		B			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			24.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			64.4				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			73.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC

14: NE Three Mile Ln & SE 1st St

01/11/2024

Intersection												
Int Delay, s/veh	45.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	4	0	400	0	0	4	305	675	3	10	700	5
Future Vol, veh/h	4	0	400	0	0	4	305	675	3	10	700	5
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	0	2	2	0	0	2	0
Mvmt Flow	4	0	449	0	0	4	343	758	3	11	787	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2265	2263	793	2484	2265	763	796	0	0	762	0	0
Stage 1	815	815	-	1447	1447	-	-	-	-	-	-	-
Stage 2	1450	1448	-	1037	818	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.21	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.309	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	29	41	~ 390	20	41	408	826	-	-	859	-	-
Stage 1	374	394	-	165	198	-	-	-	-	-	-	-
Stage 2	164	198	-	282	393	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	19	24	~ 389	-	24	407	824	-	-	858	-	-
Mov Cap-2 Maneuver	19	24	-	-	24	-	-	-	-	-	-	-
Stage 1	218	388	-	96	115	-	-	-	-	-	-	-
Stage 2	94	115	-	-	387	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	225.6				3.9		0.1					
HCM LOS	F		-									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	824	-	-	326	-	858	-	-	-	-	-	-
HCM Lane V/C Ratio	0.416	-	-	1.392	-	0.013	-	-	-	-	-	-
HCM Control Delay (s)	12.4	-	-	225.6	-	9.3	-	-	-	-	-	-
HCM Lane LOS	B	-	-	F	-	A	-	-	-	-	-	-
HCM 95th %tile Q(veh)	2.1	-	-	23.3	-	0	-	-	-	-	-	-
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Queues

15: NE Lafayette Ave & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	241	52	84	856	4	876	169
v/c Ratio	0.76	0.14	0.29	0.71	0.01	0.82	0.18
Control Delay	42.8	21.1	7.9	15.1	5.8	24.7	7.8
Queue Delay	0.0	0.0	0.0	1.2	0.0	0.0	0.0
Total Delay	42.8	21.1	7.9	16.2	5.8	24.7	7.8
Queue Length 50th (ft)	108	16	13	230	1	360	27
Queue Length 95th (ft)	194	45	33	581	4	#716	68
Internal Link Dist (ft)	231	206		426		263	
Turn Bay Length (ft)			110		125		50
Base Capacity (vph)	456	539	460	1339	540	1203	1050
Starvation Cap Reductn	0	0	0	259	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.10	0.18	0.79	0.01	0.73	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

15: NE Lafayette Ave & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	20	90	1	30	15	75	760	2	4	780	150
Future Volume (vph)	105	20	90	1	30	15	75	760	2	4	780	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.94			0.96		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.98			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1548			1621		1770	1844		1805	1845	1582
Flt Permitted		0.84			1.00		0.13	1.00		0.21	1.00	1.00
Satd. Flow (perm)		1328			1616		236	1844		390	1845	1582
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	118	22	101	1	34	17	84	854	2	4	876	169
RTOR Reduction (vph)	0	27	0	0	13	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	214	0	0	39	0	84	856	0	4	876	147
Confl. Peds. (#/hr)	1		3	3		1			3	3		
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	3%	0%	0%	3%	0%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Actuated Green, G (s)		17.9			17.9		57.9	53.0		49.8	48.9	48.9
Effective Green, g (s)		17.9			17.9		57.9	53.0		49.8	48.9	48.9
Actuated g/C Ratio		0.21			0.21		0.69	0.63		0.59	0.58	0.58
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)		283			345		254	1166		246	1076	923
v/s Ratio Prot							c0.02	c0.46		0.00	c0.47	
v/s Ratio Perm		c0.16			0.02		0.21			0.01		0.09
v/c Ratio		0.76			0.11		0.33	0.73		0.02	0.81	0.16
Uniform Delay, d1		30.9			26.5		11.7	10.6		9.3	13.8	8.0
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		10.5			0.1		0.6	2.6		0.0	5.1	0.1
Delay (s)		41.4			26.7		12.3	13.2		9.3	18.9	8.1
Level of Service		D			C		B	B		A	B	A
Approach Delay (s)		41.4			26.7			13.1			17.1	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			18.2			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			83.8			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			74.4%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

Attachment J: Traffic Signal Warrant Analysis Worksheets



Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\129019 Signal-Warrant-Analysis 03 Adams NE Adams St (OR99W) & NE 3rd St
Intersection: NE Adams St (OR99W) & NE 3rd St
Scenario: 2023 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	0	1370	0	60
2nd Highest Hour		0	1281	0	57
3rd Highest Hour		0	1263	0	56
4th Highest Hour		0	1228	0	54
5th Highest Hour		0	1121	0	53
6th Highest Hour		0	1103	0	53
7th Highest Hour		0	1032	0	50
8th Highest Hour		0	961	0	50
9th Highest Hour		0	961	0	48
10th Highest Hour		0	943	0	45
11th Highest Hour		0	890	0	43
12th Highest Hour		0	836	0	42
13th Highest Hour		0	818	0	41
14th Highest Hour		0	783	0	35
15th Highest Hour		0	623	0	28
16th Highest Hour		0	587	0	26
17th Highest Hour		0	534	0	18
18th Highest Hour		0	463	0	15
19th Highest Hour		0	374	0	8
20th Highest Hour		0	178	0	6
21st Highest Hour		0	160	0	5
22nd Highest Hour		0	107	0	3
23rd Highest Hour		0	89	0	2
24th Highest Hour		0	89	0	2

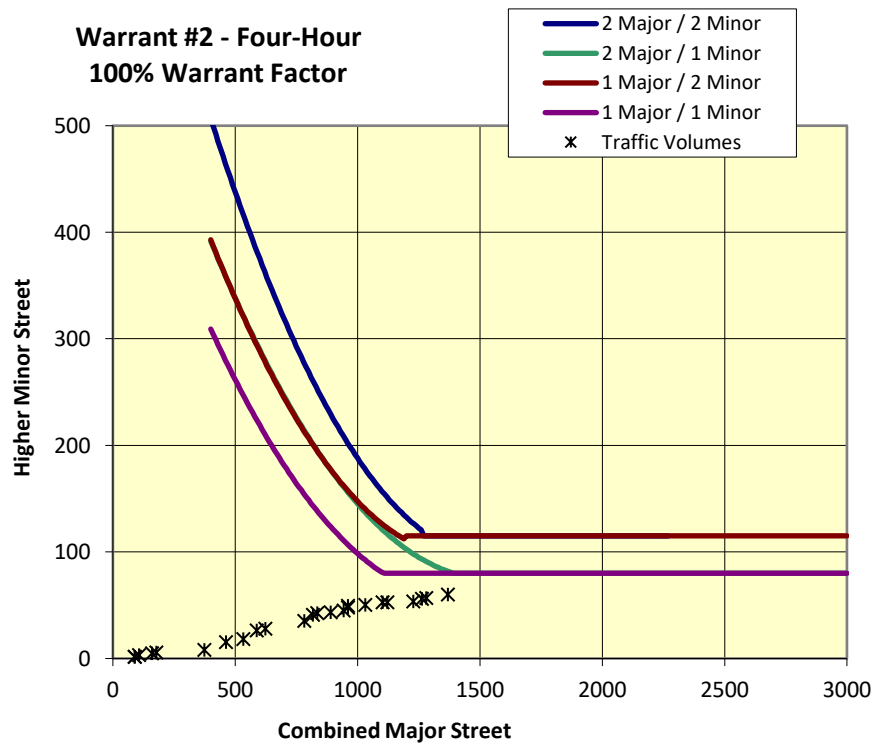
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	90%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

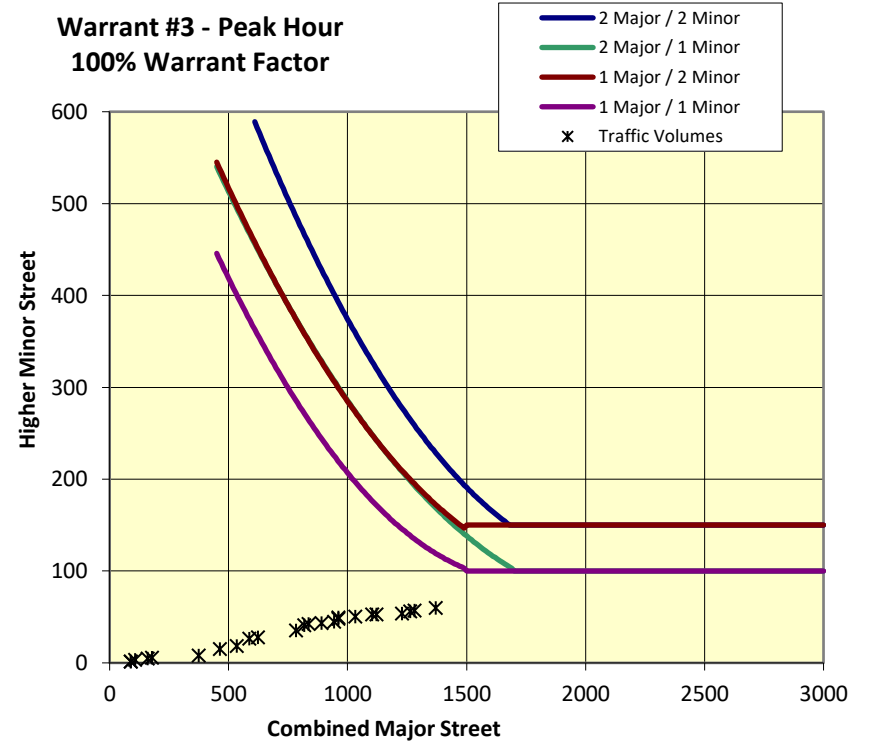
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	0	No	No
	B	900	75	0	No	
80%	A	480	120	0	No	No
	B	720	60	1	No	
70%	A	420	105	0	No	No
	B	630	53	6	No	
56%	A	336	84	0	No	Yes
	B	504	42	12	Yes	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\129019 Signal-Warrant-Analysis 03 Adams NE Adams St (OR99W) & NE 3rd St
Intersection: NE Adams St (OR99W) & NE 3rd St
Scenario: 2027 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	0	1380	0	75
2nd Highest Hour		0	1290	0	71
3rd Highest Hour		0	1272	0	70
4th Highest Hour		0	1237	0	67
5th Highest Hour		0	1129	0	66
6th Highest Hour		0	1111	0	66
7th Highest Hour		0	1039	0	63
8th Highest Hour		0	968	0	62
9th Highest Hour		0	968	0	60
10th Highest Hour		0	950	0	56
11th Highest Hour		0	896	0	54
12th Highest Hour		0	842	0	53
13th Highest Hour		0	824	0	51
14th Highest Hour		0	789	0	44
15th Highest Hour		0	627	0	35
16th Highest Hour		0	591	0	33
17th Highest Hour		0	538	0	23
18th Highest Hour		0	466	0	19
19th Highest Hour		0	376	0	10
20th Highest Hour		0	179	0	7
21st Highest Hour		0	161	0	6
22nd Highest Hour		0	108	0	4
23rd Highest Hour		0	90	0	2
24th Highest Hour		0	90	0	2

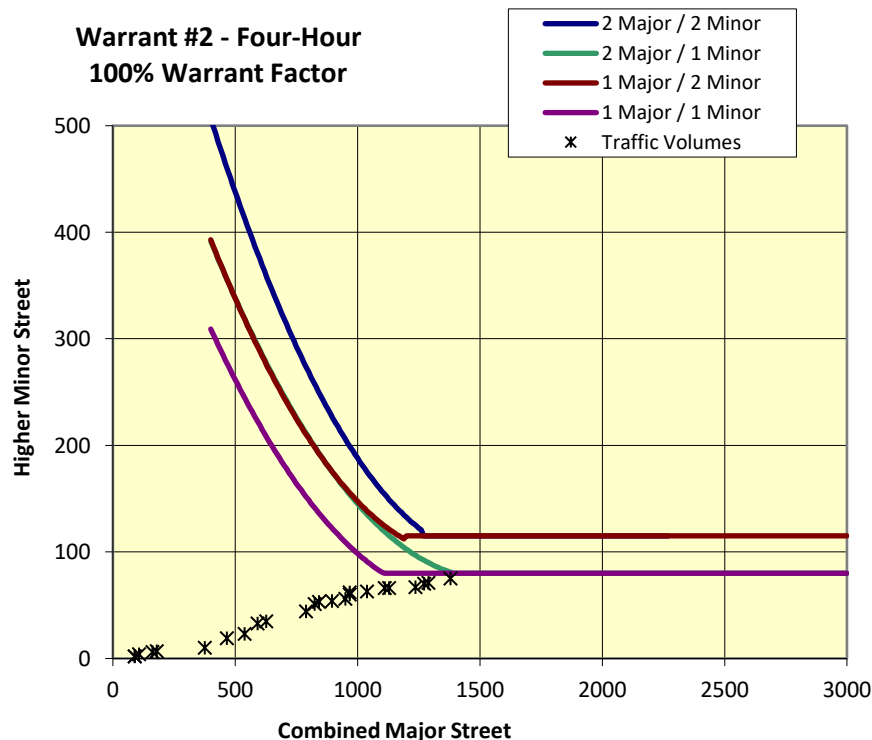
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	90%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

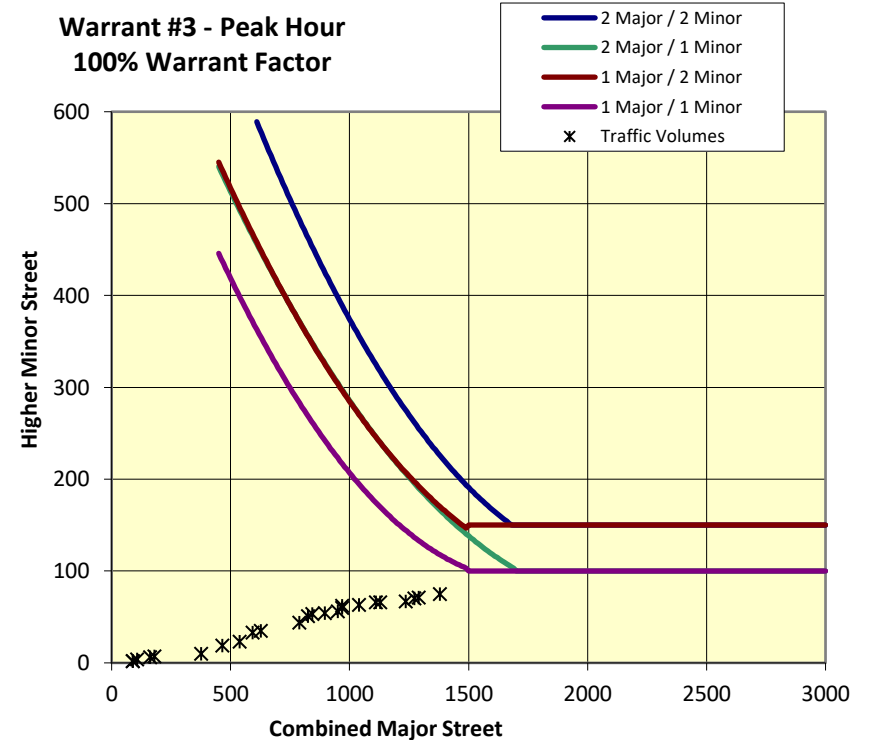
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	0	No	No
	B	900	75	1	No	
80%	A	480	120	0	No	Yes
	B	720	60	9	Yes	
70%	A	420	105	0	No	Yes
	B	630	53	12	Yes	
56%	A	336	84	0	No	Yes
	B	504	42	14	Yes	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\179019 Signal-Warrant-Analysis 03 Adams NE Adams St (OR99W) & NE 3rd St
Intersection:
Scenario: 2032 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	0	1395	0	100
2nd Highest Hour		0	1304	0	95
3rd Highest Hour		0	1286	0	93
4th Highest Hour		0	1250	0	89
5th Highest Hour		0	1141	0	88
6th Highest Hour		0	1123	0	88
7th Highest Hour		0	1051	0	84
8th Highest Hour		0	978	0	83
9th Highest Hour		0	978	0	80
10th Highest Hour		0	960	0	75
11th Highest Hour		0	906	0	72
12th Highest Hour		0	851	0	71
13th Highest Hour		0	833	0	68
14th Highest Hour		0	797	0	59
15th Highest Hour		0	634	0	47
16th Highest Hour		0	598	0	44
17th Highest Hour		0	544	0	31
18th Highest Hour		0	471	0	25
19th Highest Hour		0	380	0	13
20th Highest Hour		0	181	0	9
21st Highest Hour		0	163	0	8
22nd Highest Hour		0	109	0	5
23rd Highest Hour		0	91	0	3
24th Highest Hour		0	91	0	3

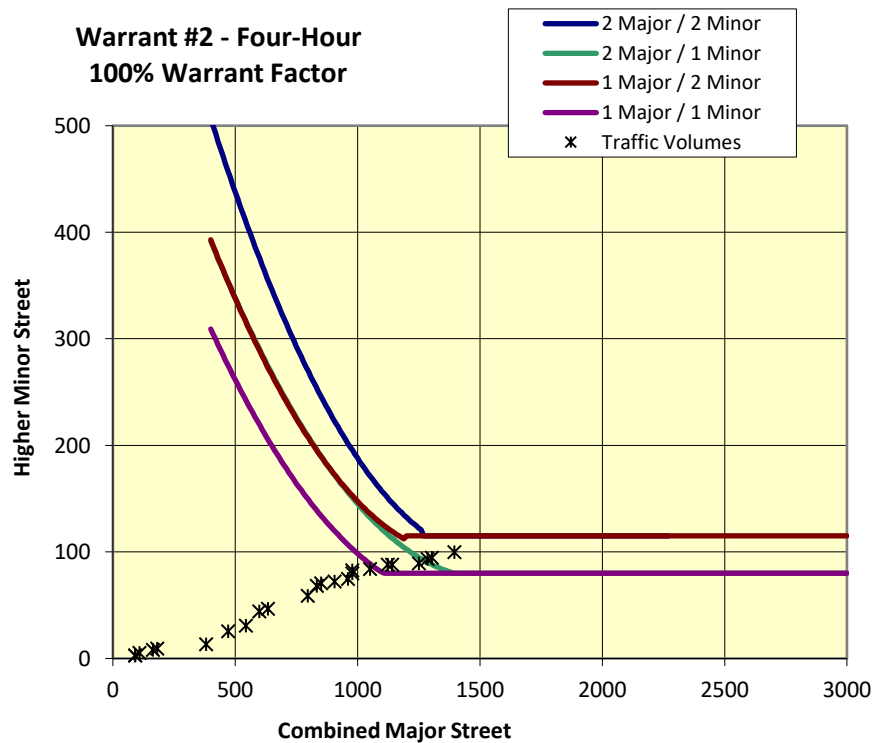
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	90%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

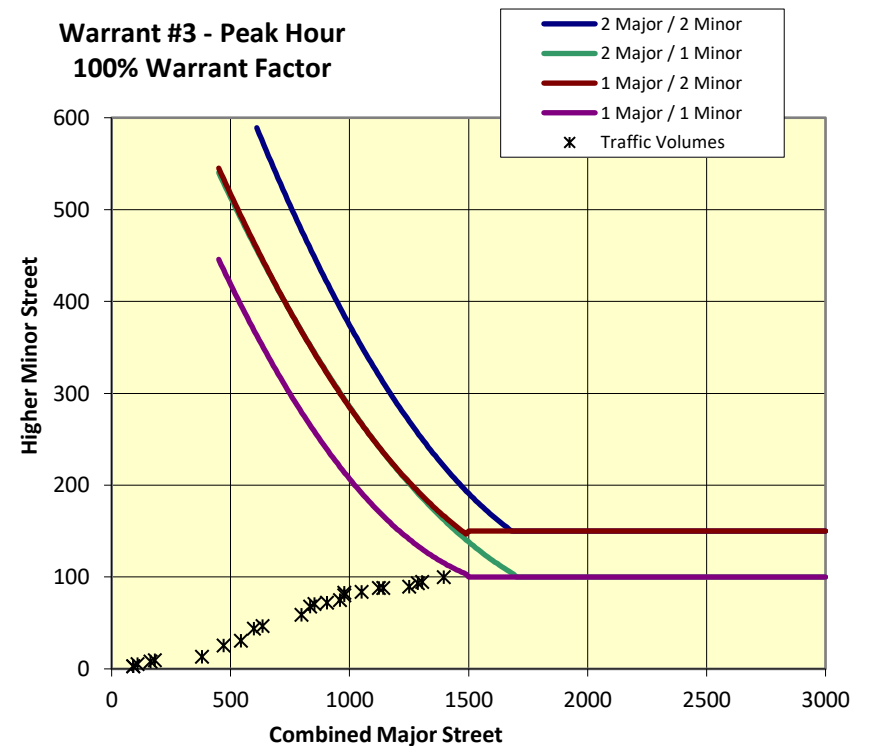
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	0	No	Yes
	B	900	75	10	Yes	
80%	A	480	120	0	No	Yes
	B	720	60	13	Yes	
70%	A	420	105	0	No	Yes
	B	630	53	14	Yes	
56%	A	336	84	7	No	Yes
	B	504	42	16	Yes	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\129019 Signal-Warrant-Analysis 03 Adams NE Adams St (OR99W) & NE 3rd St
Intersection: NE Adams St (OR99W) & NE 3rd St
Scenario: 2047 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	0	1430	0	165
2nd Highest Hour		0	1337	0	156
3rd Highest Hour		0	1319	0	154
4th Highest Hour		0	1281	0	147
5th Highest Hour		0	1170	0	145
6th Highest Hour		0	1151	0	145
7th Highest Hour		0	1077	0	139
8th Highest Hour		0	1003	0	136
9th Highest Hour		0	1003	0	132
10th Highest Hour		0	984	0	123
11th Highest Hour		0	929	0	119
12th Highest Hour		0	873	0	117
13th Highest Hour		0	854	0	112
14th Highest Hour		0	817	0	97
15th Highest Hour		0	650	0	77
16th Highest Hour		0	613	0	73
17th Highest Hour		0	557	0	51
18th Highest Hour		0	483	0	42
19th Highest Hour		0	390	0	22
20th Highest Hour		0	186	0	15
21st Highest Hour		0	167	0	13
22nd Highest Hour		0	111	0	9
23rd Highest Hour		0	93	0	4
24th Highest Hour		0	93	0	4

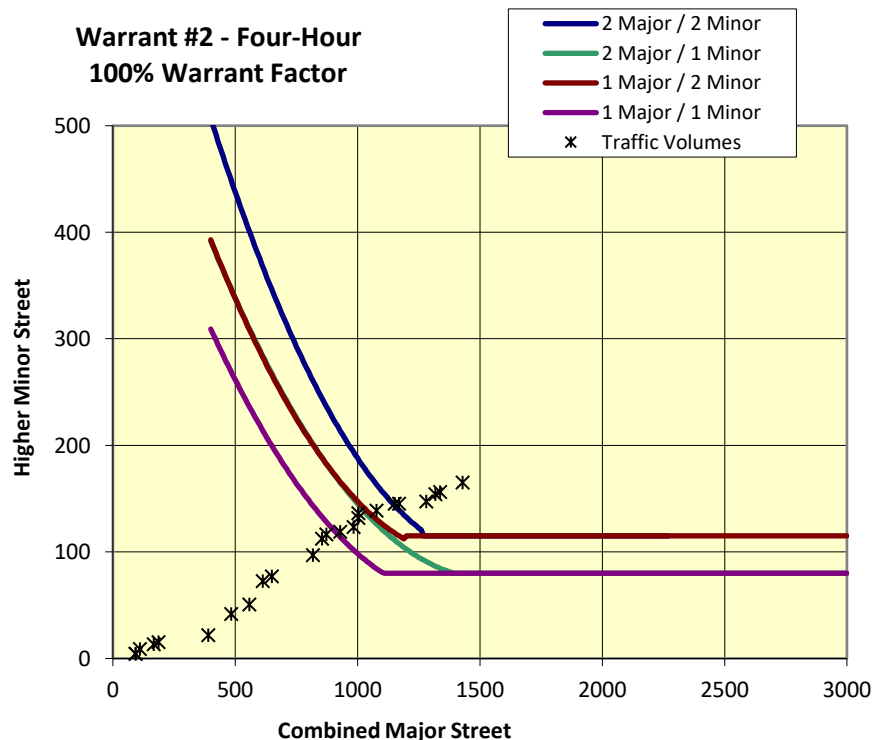
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	90%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

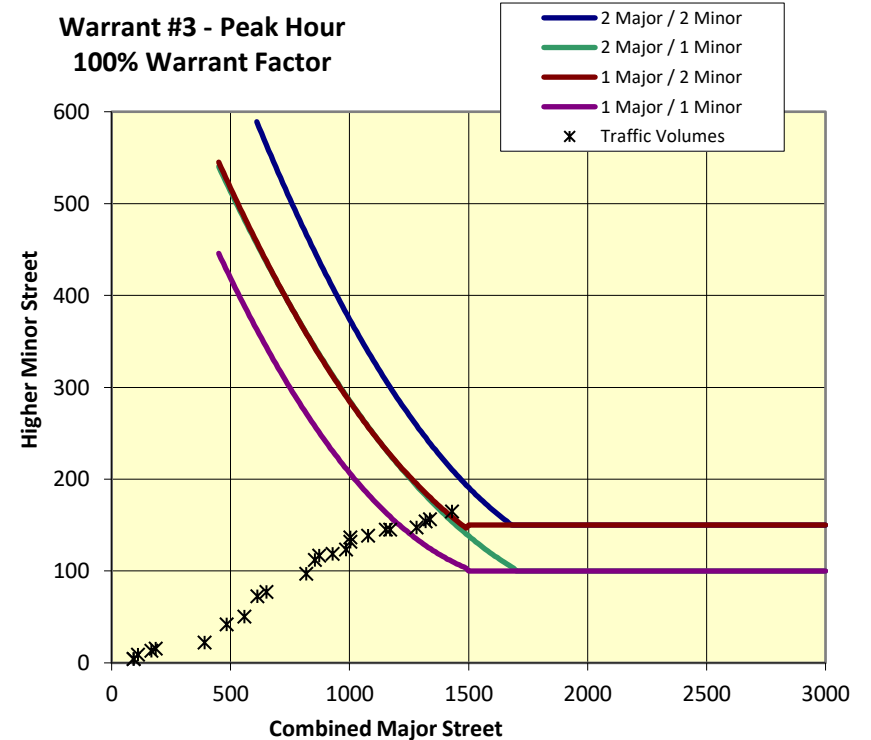
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	3	No	Yes
	B	900	75	11	Yes	
80%	A	480	120	10	Yes	Yes
	B	720	60	14	Yes	
70%	A	420	105	13	Yes	Yes
	B	630	53	15	Yes	
56%	A	336	84	14	Yes	Yes
	B	504	42	17	Yes	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\129019 Signal-Warrant-Analysis 04 Baker NE Baker St (OR99W) & NE 3rd St
Intersection: NE Baker St (OR99W) & NE 3rd St
Scenario: 2023 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	1170	0	65	115
2nd Highest Hour		1094	0	62	109
3rd Highest Hour		1079	0	61	107
4th Highest Hour		1048	0	58	103
5th Highest Hour		957	0	57	101
6th Highest Hour		942	0	57	101
7th Highest Hour		881	0	55	97
8th Highest Hour		821	0	54	95
9th Highest Hour		821	0	52	92
10th Highest Hour		805	0	49	86
11th Highest Hour		760	0	47	83
12th Highest Hour		714	0	46	81
13th Highest Hour		699	0	44	78
14th Highest Hour		669	0	38	67
15th Highest Hour		532	0	30	54
16th Highest Hour		501	0	29	51
17th Highest Hour		456	0	20	35
18th Highest Hour		395	0	16	29
19th Highest Hour		319	0	9	15
20th Highest Hour		152	0	6	11
21st Highest Hour		137	0	5	9
22nd Highest Hour		91	0	3	6
23rd Highest Hour		76	0	2	3
24th Highest Hour		76	0	2	3

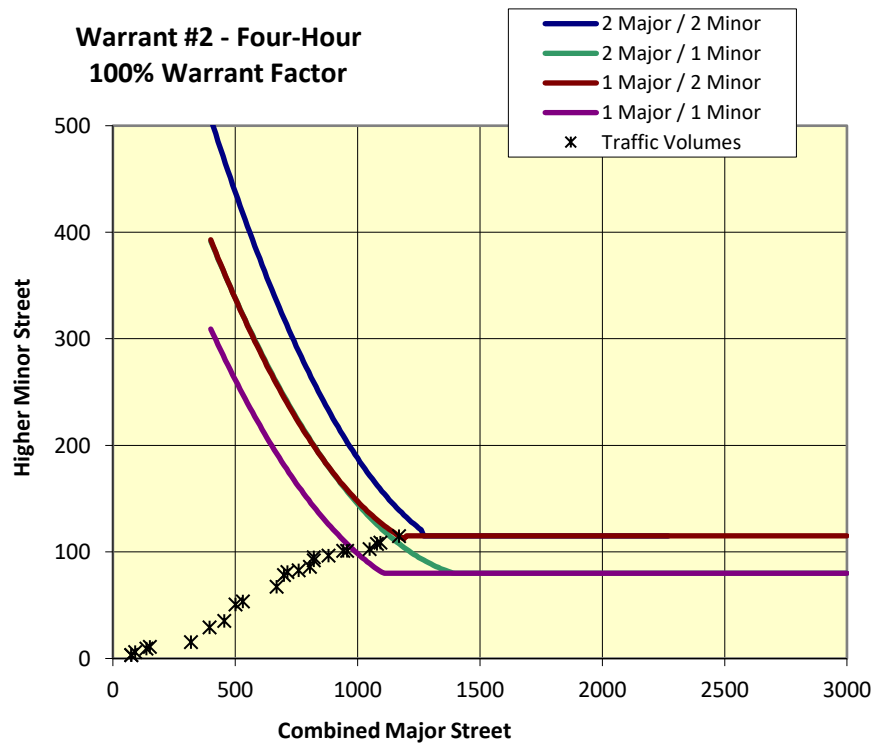
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	90%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

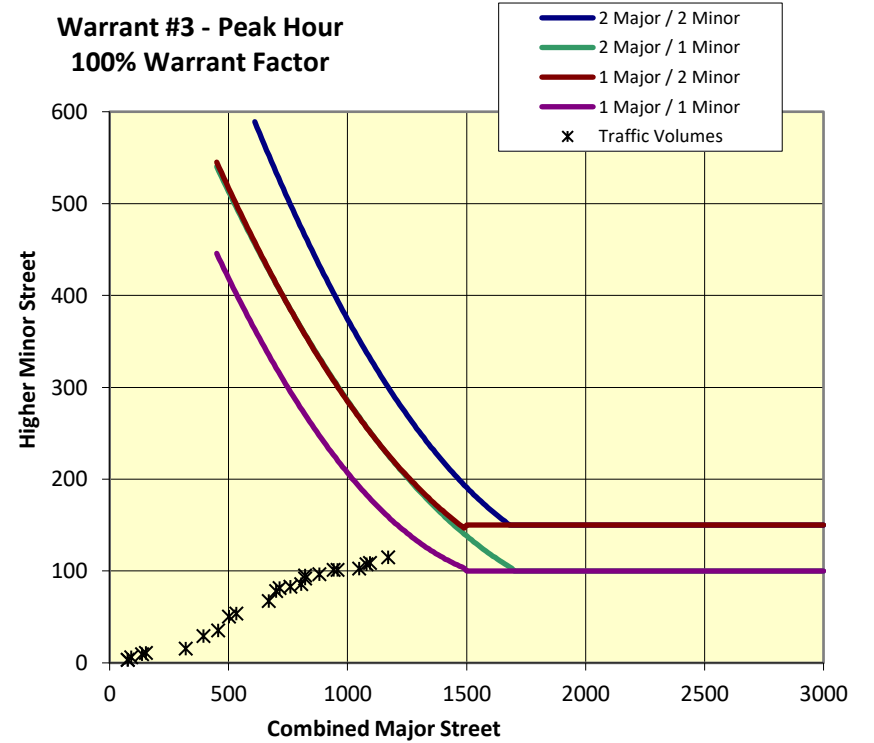
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	0	No	No
	B	900	75	6	No	
80%	A	480	120	0	No	Yes
	B	720	60	11	Yes	
70%	A	420	105	3	No	Yes
	B	630	53	14	Yes	
56%	A	336	84	10	Yes	Yes
	B	504	42	15	Yes	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\129019 Signal-Warrant-Analysis 04 Baker NE Baker St (OR99W) & NE 3rd St
Intersection: NE Baker St (OR99W) & NE 3rd St
Scenario: 2027 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	1195	0	70	136
2nd Highest Hour		1117	0	66	129
3rd Highest Hour		1102	0	65	127
4th Highest Hour		1071	0	63	121
5th Highest Hour		978	0	62	120
6th Highest Hour		962	0	62	120
7th Highest Hour		900	0	59	114
8th Highest Hour		838	0	58	112
9th Highest Hour		838	0	56	109
10th Highest Hour		823	0	52	102
11th Highest Hour		776	0	50	98
12th Highest Hour		729	0	49	96
13th Highest Hour		714	0	48	92
14th Highest Hour		683	0	41	80
15th Highest Hour		543	0	33	63
16th Highest Hour		512	0	31	60
17th Highest Hour		466	0	21	42
18th Highest Hour		404	0	18	34
19th Highest Hour		326	0	9	18
20th Highest Hour		155	0	7	13
21st Highest Hour		140	0	6	11
22nd Highest Hour		93	0	4	7
23rd Highest Hour		78	0	2	4
24th Highest Hour		78	0	2	4

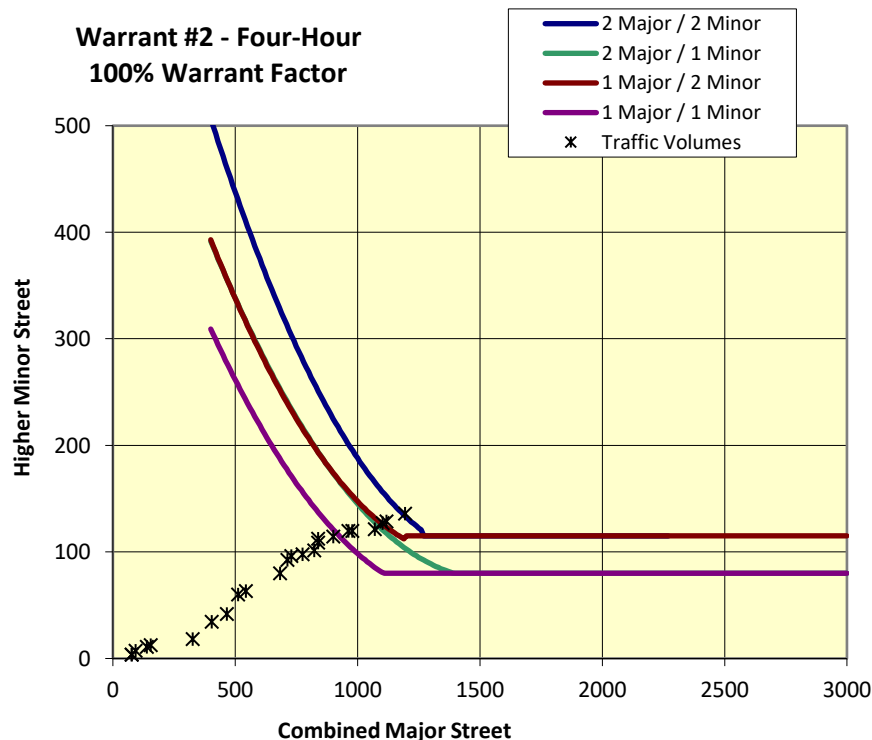
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	90%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

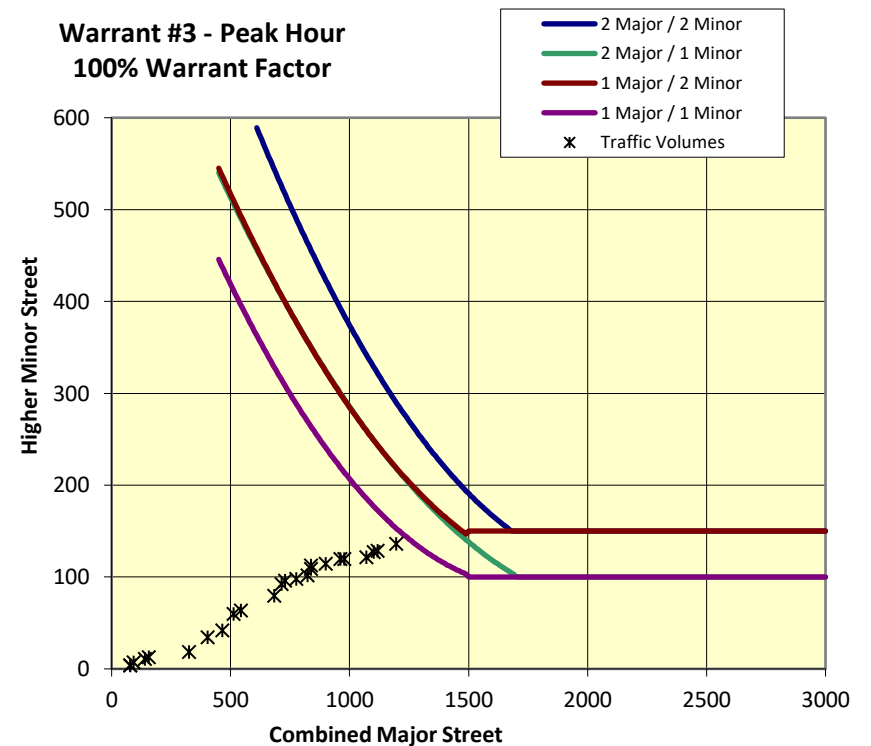
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	0	No	No
	B	900	75	7	No	
80%	A	480	120	6	No	Yes
	B	720	60	12	Yes	
70%	A	420	105	9	Yes	Yes
	B	630	53	14	Yes	
56%	A	336	84	13	Yes	Yes
	B	504	42	16	Yes	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\129019 Signal-Warrant-Analysis 04 Baker NE Baker St (OR99W) & NE 3rd St
Intersection: 2032 PM Peak Hour Volumes
Scenario: 2032 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	1226	0	79	150
2nd Highest Hour		1146	0	75	142
3rd Highest Hour		1130	0	74	140
4th Highest Hour		1099	0	71	134
5th Highest Hour		1003	0	70	132
6th Highest Hour		987	0	70	132
7th Highest Hour		923	0	66	126
8th Highest Hour		860	0	65	124
9th Highest Hour		860	0	63	120
10th Highest Hour		844	0	59	112
11th Highest Hour		796	0	57	108
12th Highest Hour		748	0	56	106
13th Highest Hour		732	0	54	102
14th Highest Hour		701	0	46	88
15th Highest Hour		557	0	37	70
16th Highest Hour		525	0	35	66
17th Highest Hour		478	0	24	46
18th Highest Hour		414	0	20	38
19th Highest Hour		334	0	11	20
20th Highest Hour		159	0	7	14
21st Highest Hour		143	0	6	12
22nd Highest Hour		96	0	4	8
23rd Highest Hour		80	0	2	4
24th Highest Hour		80	0	2	4

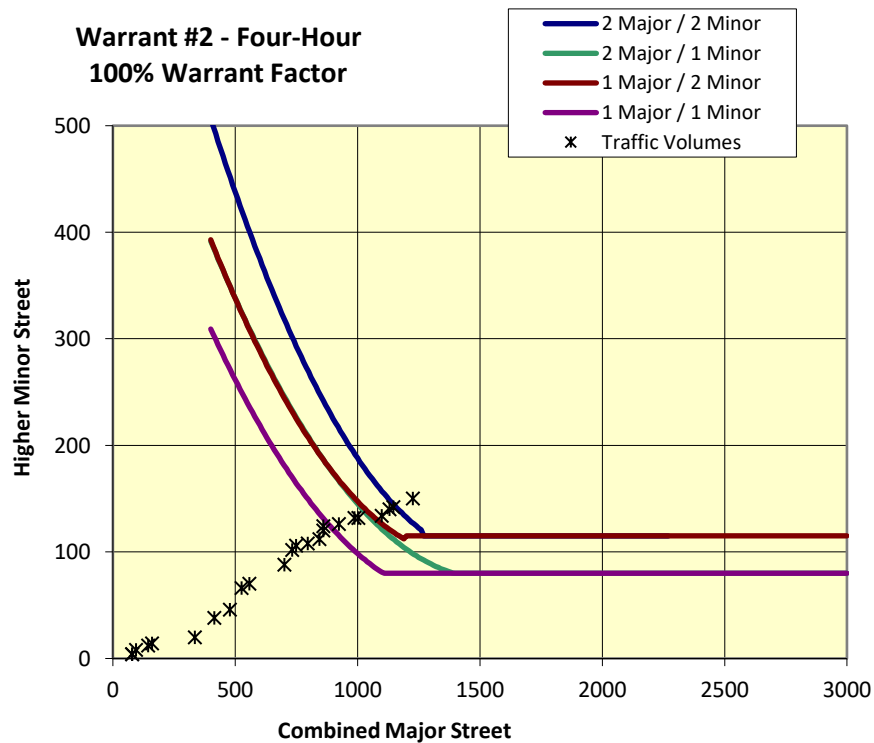
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	90%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

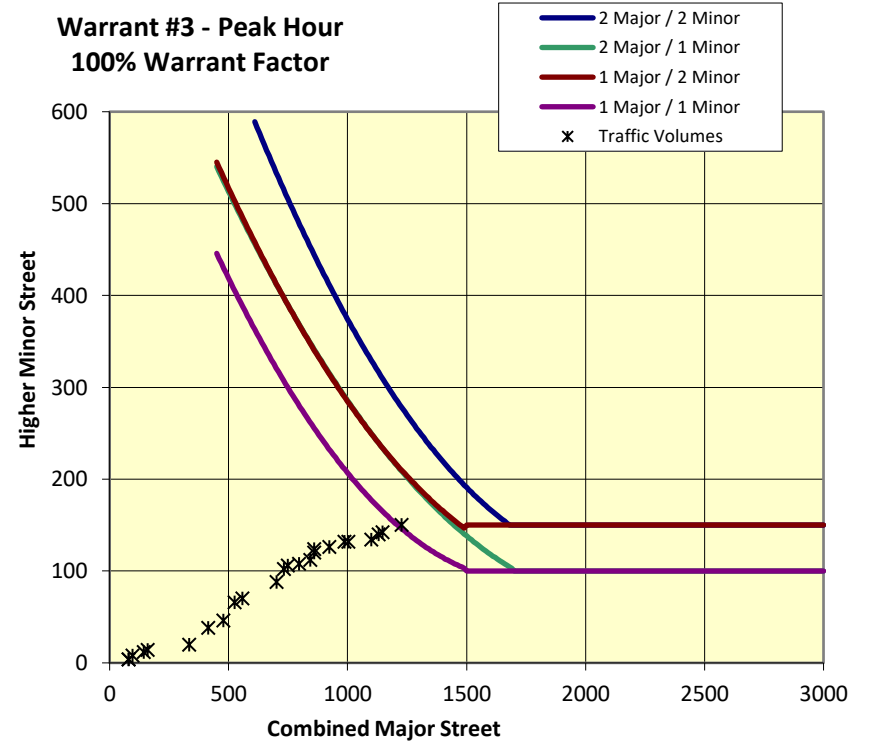
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	1	No	No
	B	900	75	7	No	
80%	A	480	120	9	Yes	Yes
	B	720	60	13	Yes	
70%	A	420	105	12	Yes	Yes
	B	630	53	14	Yes	
56%	A	336	84	14	Yes	Yes
	B	504	42	16	Yes	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\129019 Signal-Warrant-Analysis 04 Baker NE Baker St (OR99W) & NE 3rd St
Intersection: NE Baker St (OR99W) & NE 3rd St
Scenario: 2047 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	1315	0	105	215
2nd Highest Hour		1230	0	99	204
3rd Highest Hour		1213	0	98	201
4th Highest Hour		1178	0	94	192
5th Highest Hour		1076	0	92	189
6th Highest Hour		1059	0	92	189
7th Highest Hour		991	0	88	181
8th Highest Hour		922	0	87	178
9th Highest Hour		922	0	84	172
10th Highest Hour		905	0	78	161
11th Highest Hour		854	0	76	155
12th Highest Hour		803	0	74	152
13th Highest Hour		786	0	71	146
14th Highest Hour		751	0	62	126
15th Highest Hour		598	0	49	100
16th Highest Hour		564	0	46	95
17th Highest Hour		512	0	32	66
18th Highest Hour		444	0	27	54
19th Highest Hour		359	0	14	29
20th Highest Hour		171	0	10	20
21st Highest Hour		154	0	8	17
22nd Highest Hour		102	0	6	11
23rd Highest Hour		85	0	3	6
24th Highest Hour		85	0	3	6

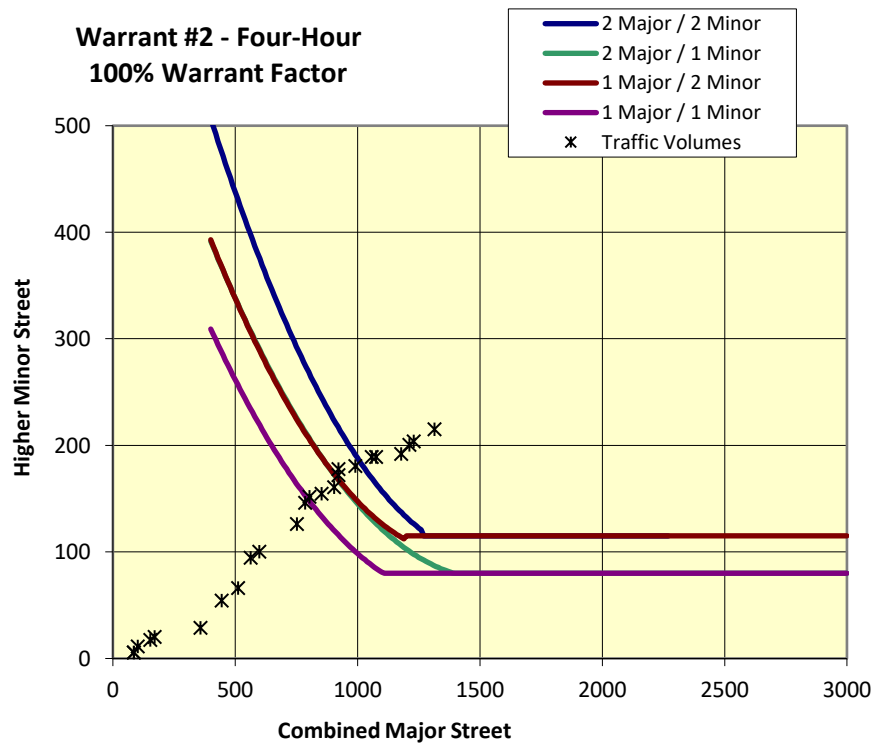
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	2
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	90%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

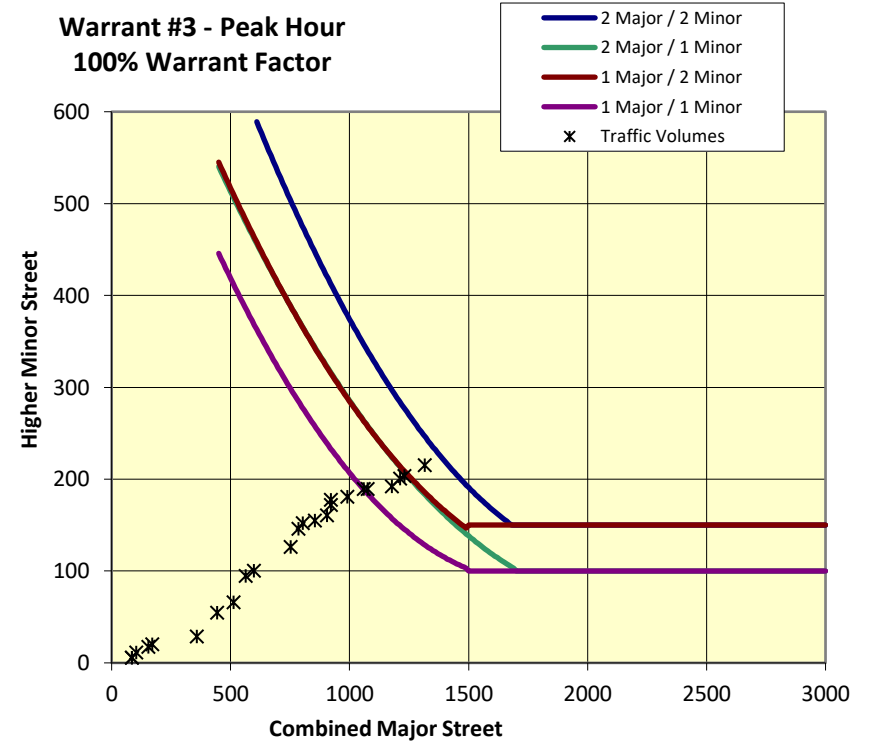
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	600	150	12	Yes	Yes
	B	900	75	10	Yes	
80%	A	480	120	14	Yes	Yes
	B	720	60	14	Yes	
70%	A	420	105	14	Yes	Yes
	B	630	53	14	Yes	
56%	A	336	84	16	Yes	Yes
	B	504	42	17	Yes	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\29019 Signal-Warrant-Analysis 07 Cowls NE Cows St (OR99W) & NE 3rd St
Intersection: 2047 PM Peak Hour Volumes
Scenario: 2047 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
4:25 PM	5:25 PM	170	260	30	25
2nd Highest Hour		161	246	28	24
3rd Highest Hour		159	243	28	23
4th Highest Hour		152	232	27	22
5th Highest Hour		150	229	26	22
6th Highest Hour		150	229	26	22
7th Highest Hour		143	218	25	21
8th Highest Hour		141	215	25	21
9th Highest Hour		136	208	24	20
10th Highest Hour		127	194	22	19
11th Highest Hour		122	187	22	18
12th Highest Hour		120	184	21	18
13th Highest Hour		116	177	20	17
14th Highest Hour		100	153	18	15
15th Highest Hour		79	121	14	12
16th Highest Hour		75	114	13	11
17th Highest Hour		52	80	9	8
18th Highest Hour		43	66	8	6
19th Highest Hour		23	35	4	3
20th Highest Hour		16	24	3	2
21st Highest Hour		14	21	2	2
22nd Highest Hour		9	14	2	1
23rd Highest Hour		5	7	1	1
24th Highest Hour		5	7	1	1

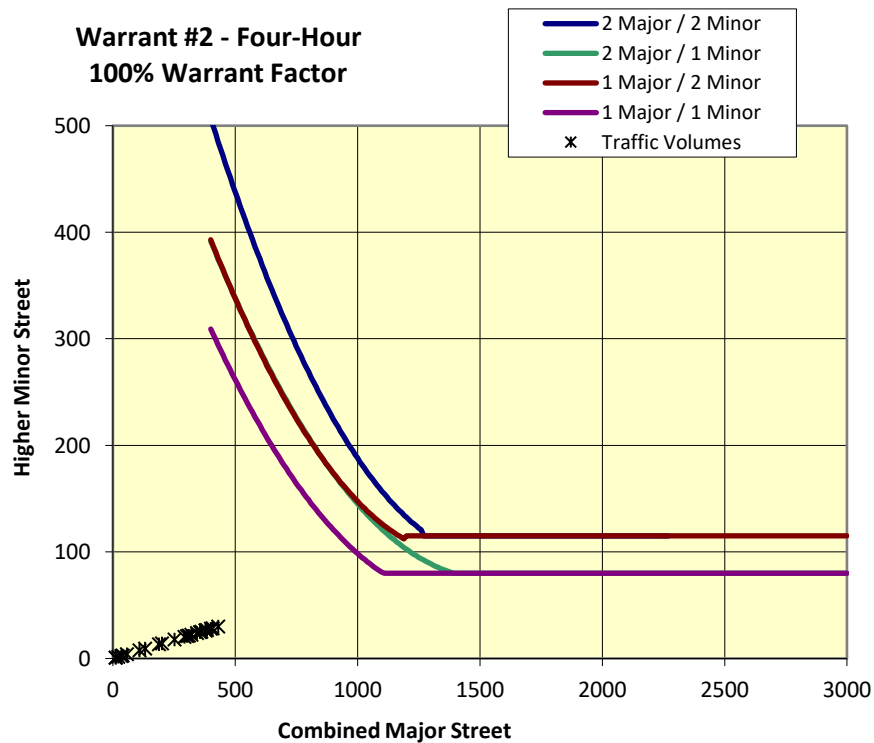
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

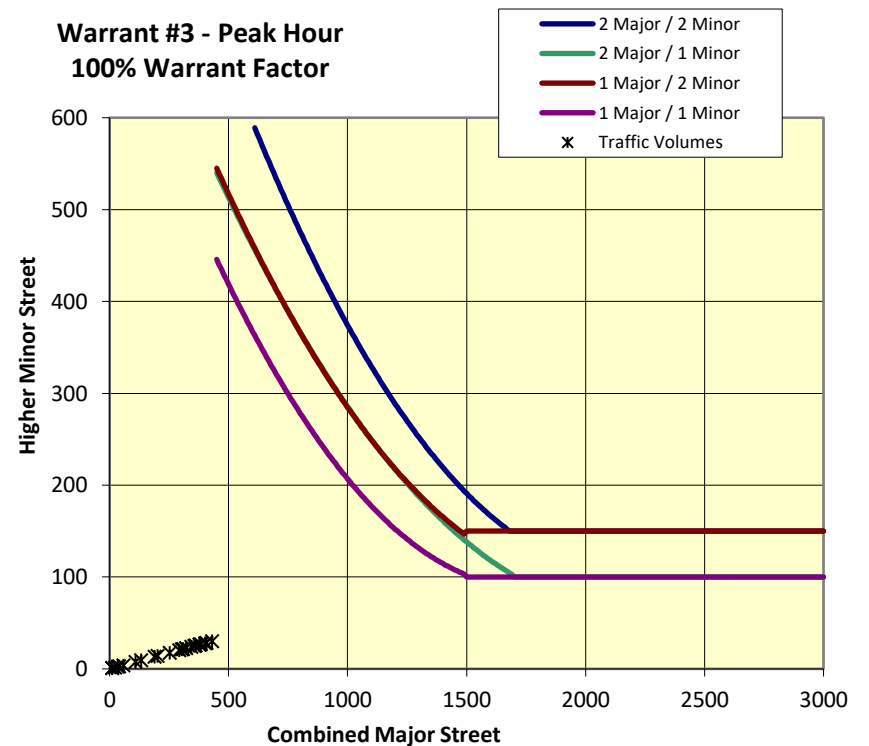
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	No
	B	750	75	0	No	
80%	A	400	120	0	No	No
	B	600	60	0	No	
70%	A	350	105	0	No	No
	B	525	53	0	No	
56%	A	280	84	0	No	No
	B	420	42	0	No	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\179019 Signal-Warrant-Analysis 08 Davis & NE Davis St & NE 3rd St
Intersection: 2047 PM Peak Hour Volumes
Scenario: 2047 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

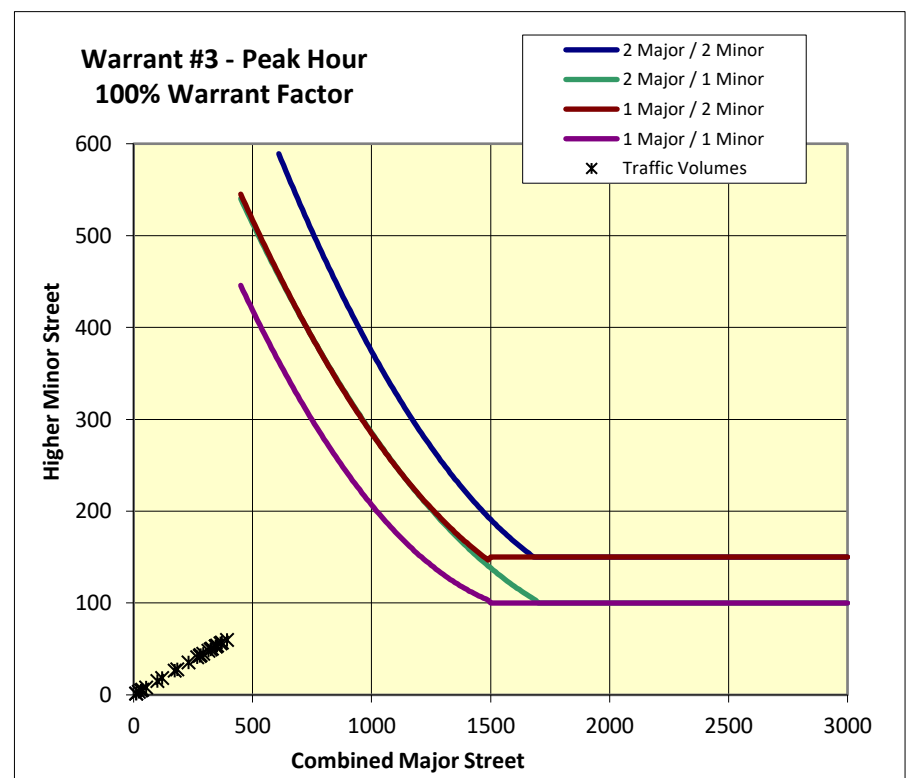
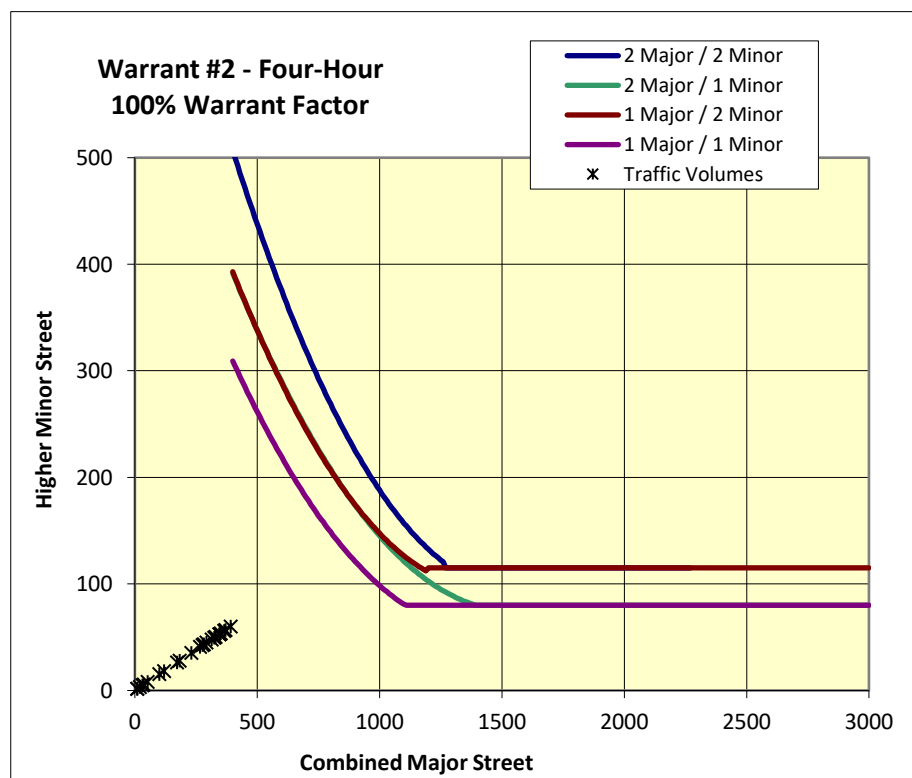
Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
4:25 PM	5:25 PM	137	255	60	55
2nd Highest Hour		130	241	57	52
3rd Highest Hour		128	238	56	51
4th Highest Hour		122	228	54	49
5th Highest Hour		121	224	53	48
6th Highest Hour		121	224	53	48
7th Highest Hour		115	214	50	46
8th Highest Hour		113	211	50	45
9th Highest Hour		110	204	48	44
10th Highest Hour		102	190	45	41
11th Highest Hour		99	184	43	40
12th Highest Hour		97	180	42	39
13th Highest Hour		93	173	41	37
14th Highest Hour		80	150	35	32
15th Highest Hour		64	119	28	26
16th Highest Hour		60	112	26	24
17th Highest Hour		42	78	18	17
18th Highest Hour		35	65	15	14
19th Highest Hour		18	34	8	7
20th Highest Hour		13	24	6	5
21st Highest Hour		11	20	5	4
22nd Highest Hour		7	14	3	3
23rd Highest Hour		4	7	2	1
24th Highest Hour		4	7	2	1

Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	No
	B	750	75	0	No	
80%	A	400	120	0	No	No
	B	600	60	0	No	
70%	A	350	105	0	No	No
	B	525	53	0	No	
56%	A	280	84	0	No	No
	B	420	42	0	No	





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\129019 Signal-Warrant-Analysis 09 Evans NE Evans St & NE 3rd St
Intersection: NE Evans St & NE 3rd St
Scenario: 2047 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
4:25 PM	5:25 PM	145	335	44	120
2nd Highest Hour		137	317	42	114
3rd Highest Hour		135	313	41	112
4th Highest Hour		130	299	39	107
5th Highest Hour		128	295	39	106
6th Highest Hour		128	295	39	106
7th Highest Hour		122	281	37	101
8th Highest Hour		120	277	36	99
9th Highest Hour		116	268	35	96
10th Highest Hour		108	250	33	90
11th Highest Hour		104	241	32	86
12th Highest Hour		102	237	31	85
13th Highest Hour		99	228	30	82
14th Highest Hour		85	197	26	70
15th Highest Hour		68	156	21	56
16th Highest Hour		64	147	19	53
17th Highest Hour		44	103	13	37
18th Highest Hour		37	85	11	30
19th Highest Hour		19	45	6	16
20th Highest Hour		14	31	4	11
21st Highest Hour		12	27	4	10
22nd Highest Hour		8	18	2	6
23rd Highest Hour		4	9	1	3
24th Highest Hour		4	9	1	3

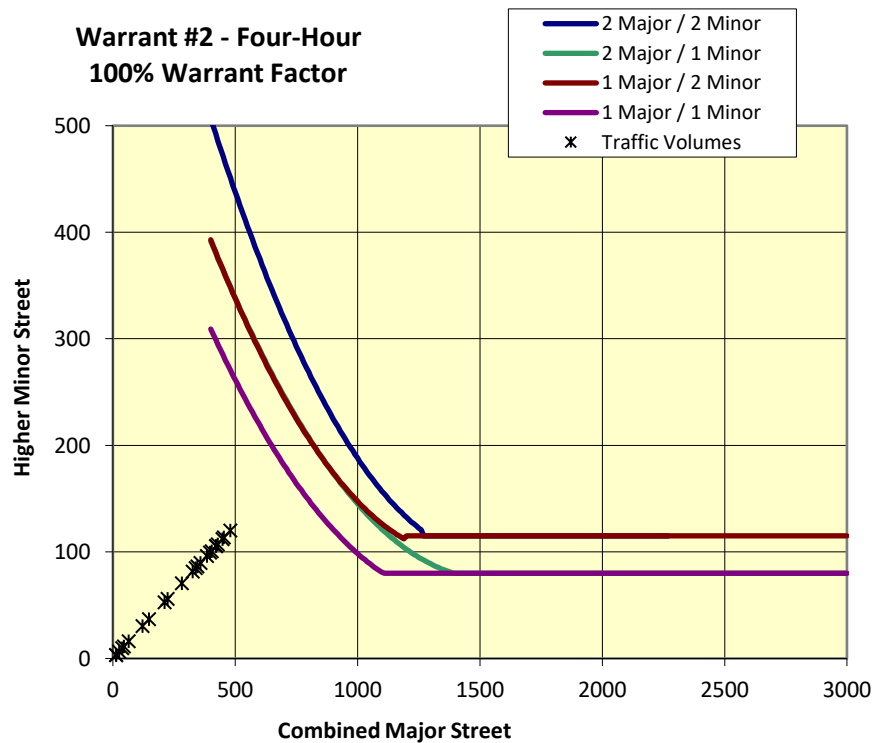
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

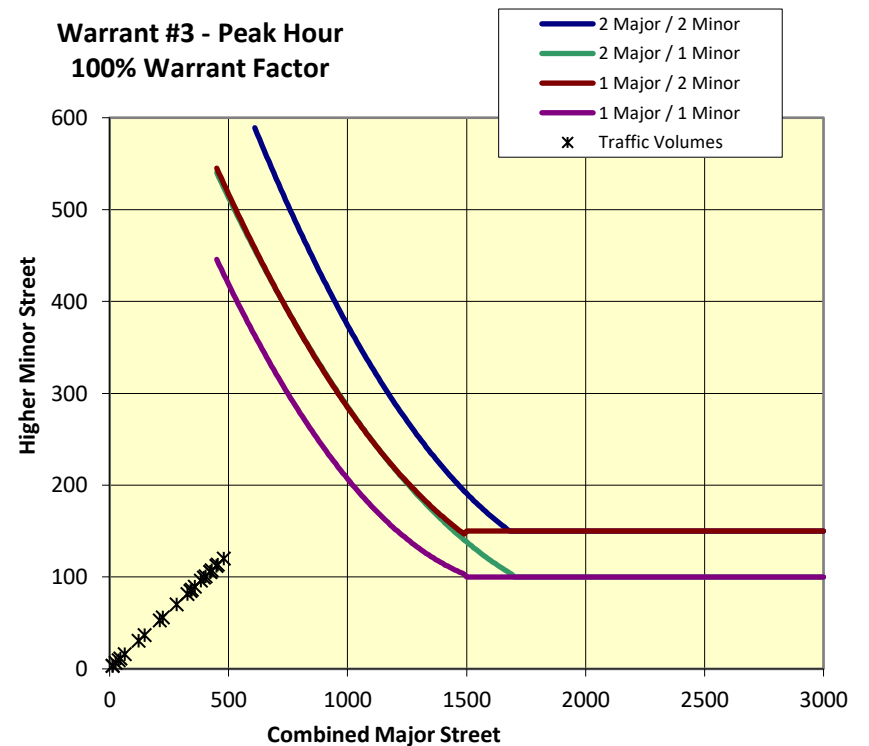
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	No
	B	750	75	0	No	No
80%	A	400	120	1	No	No
	B	600	60	0	No	No
70%	A	350	105	6	No	No
	B	525	53	0	No	No
56%	A	280	84	12	Yes	Yes
	B	420	42	6	No	Yes

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd St Improvements
Analyst: POP
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Stre
Improvement\analysis\Warrant
analysis\29019 Signal-Warrant-Analysis 09 Evans
Intersection: NE Evans St & NE 3rd St
Scenario: Existing 2023
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
12:00 AM	1:00 AM	1	8	1	5
1:00 AM		0	6	0	1
2:00 AM		0	7	0	1
3:00 AM		1	4	0	0
4:00 AM		3	6	2	3
5:00 AM		0	6	1	5
6:00 AM		6	16	4	5
7:00 AM		50	57	36	33
8:00 AM		66	73	31	78
9:00 AM		68	108	20	57
10:00 AM		81	139	24	87
11:00 AM		81	151	26	91
12:00 PM		97	151	50	90
1:00 PM		94	156	29	68
2:00 PM		105	143	37	77
3:00 PM		91	134	46	100
4:00 PM		95	157	34	95
5:00 PM		90	149	42	95
6:00 PM		88	134	31	81
7:00 PM		18	94	19	44
8:00 PM		11	62	11	29
9:00 PM		8	56	7	16
10:00 PM		5	18	5	14
11:00 PM		0	18	1	4

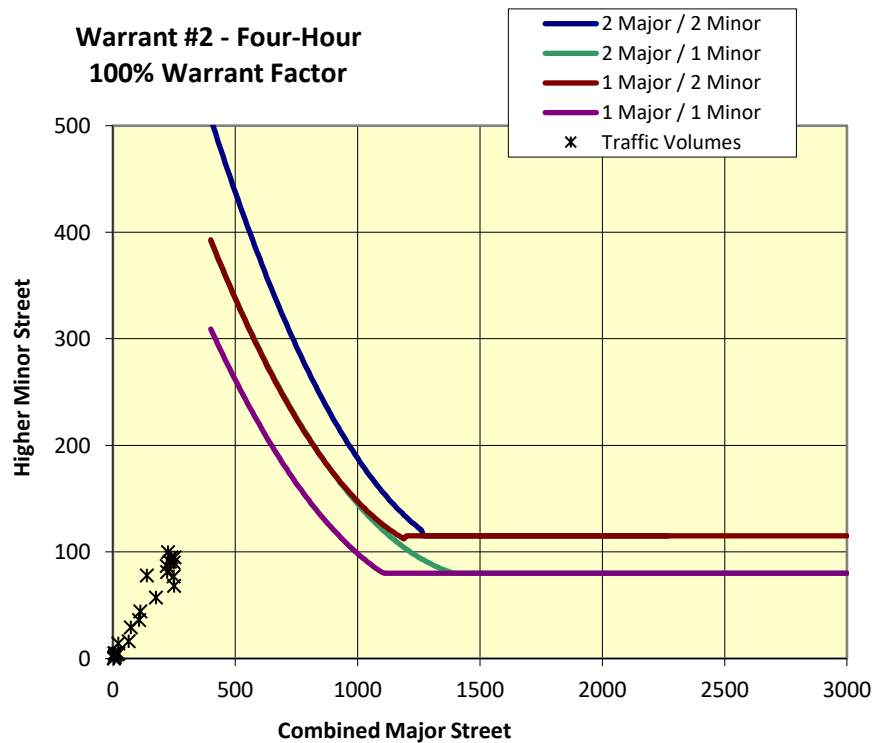
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Daily

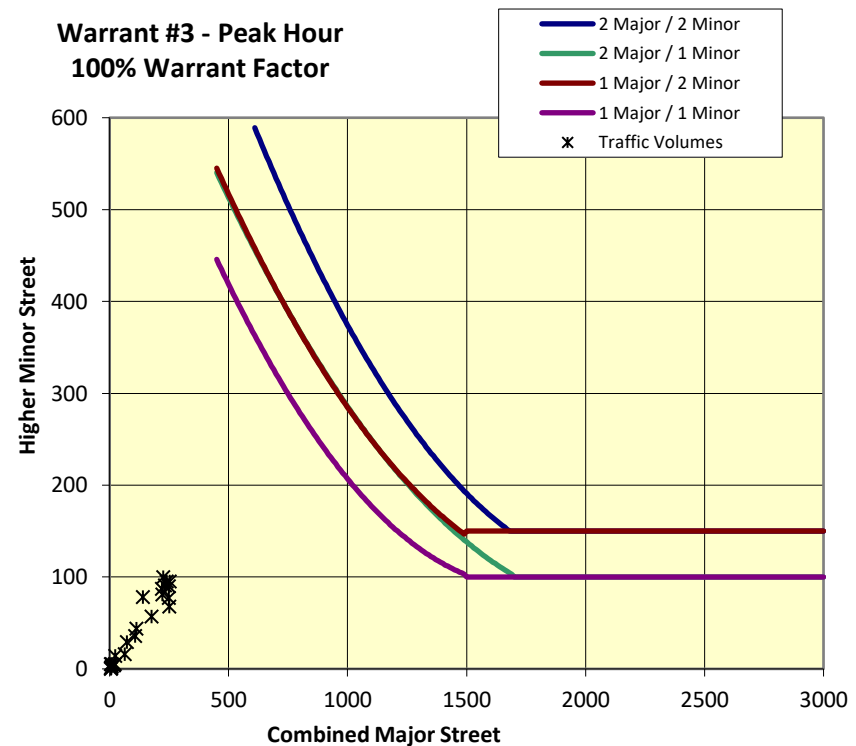
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	No
	B	750	75	0	No	
80%	A	400	120	0	No	No
	B	600	60	0	No	
70%	A	350	105	0	No	No
	B	525	53	0	No	
56%	A	280	84	0	No	No
	B	420	42	0	No	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\129019 Signal-Warrant-Analysis 10 Ford & NE Ford St & NE 3rd St
Intersection: 2047 PM Peak Hour Volumes
Scenario: 2047 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

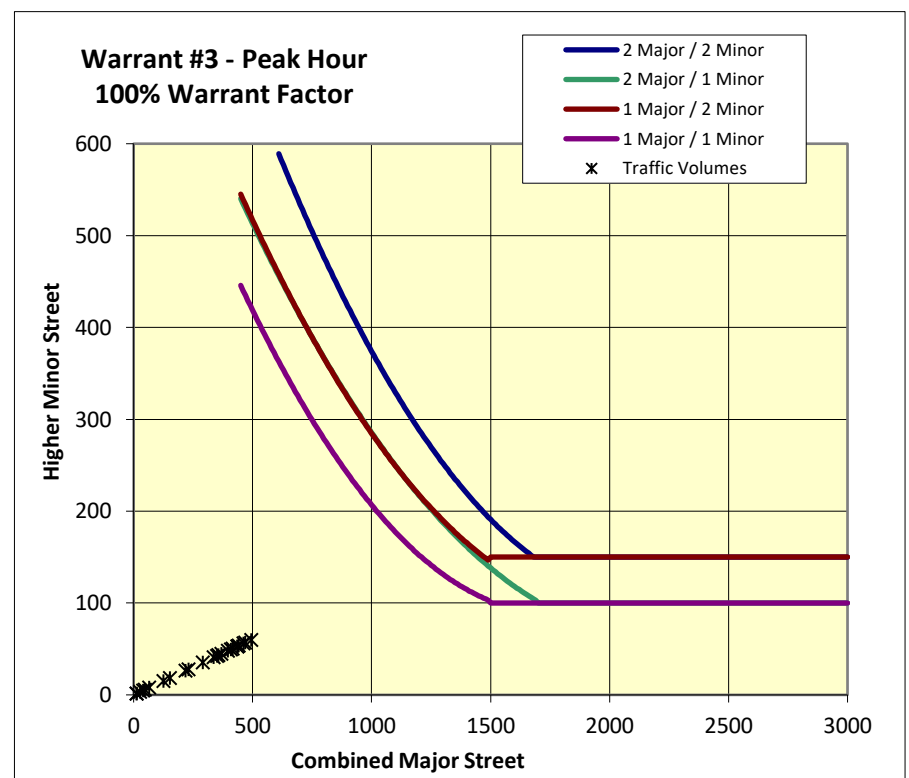
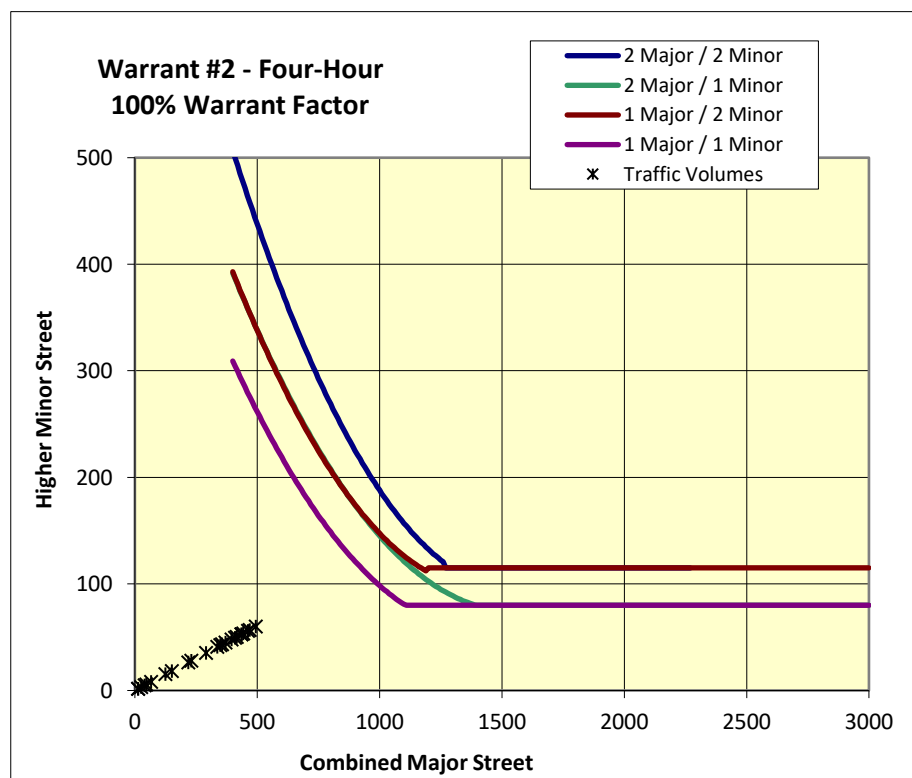
Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
4:25 PM	5:25 PM	165	330	60	50
2nd Highest Hour		156	312	57	47
3rd Highest Hour		154	308	56	47
4th Highest Hour		147	295	54	45
5th Highest Hour		145	290	53	44
6th Highest Hour		145	290	53	44
7th Highest Hour		139	277	50	42
8th Highest Hour		136	273	50	41
9th Highest Hour		132	264	48	40
10th Highest Hour		123	246	45	37
11th Highest Hour		119	238	43	36
12th Highest Hour		117	233	42	35
13th Highest Hour		112	224	41	34
14th Highest Hour		97	194	35	29
15th Highest Hour		77	154	28	23
16th Highest Hour		73	145	26	22
17th Highest Hour		51	101	18	15
18th Highest Hour		42	84	15	13
19th Highest Hour		22	44	8	7
20th Highest Hour		15	31	6	5
21st Highest Hour		13	26	5	4
22nd Highest Hour		9	18	3	3
23rd Highest Hour		4	9	2	1
24th Highest Hour		4	9	2	1

Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	No
	B	750	75	0	No	
80%	A	400	120	0	No	No
	B	600	60	0	No	
70%	A	350	105	0	No	No
	B	525	53	0	No	
56%	A	280	84	0	No	No
	B	420	42	6	No	





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\179019_Signal-Warrant-NE Galloway St & NE 3rd St
Intersection:
Scenario: 2047 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
4:25 PM	5:25 PM	185	320	25	65
2nd Highest Hour		175	303	24	62
3rd Highest Hour		173	299	23	61
4th Highest Hour		165	286	22	58
5th Highest Hour		163	282	22	57
6th Highest Hour		163	282	22	57
7th Highest Hour		155	269	21	55
8th Highest Hour		153	265	21	54
9th Highest Hour		148	256	20	52
10th Highest Hour		138	239	19	49
11th Highest Hour		133	230	18	47
12th Highest Hour		131	226	18	46
13th Highest Hour		126	218	17	44
14th Highest Hour		109	188	15	38
15th Highest Hour		86	149	12	30
16th Highest Hour		81	141	11	29
17th Highest Hour		57	98	8	20
18th Highest Hour		47	81	6	16
19th Highest Hour		25	43	3	9
20th Highest Hour		17	30	2	6
21st Highest Hour		15	26	2	5
22nd Highest Hour		10	17	1	3
23rd Highest Hour		5	9	1	2
24th Highest Hour		5	9	1	2

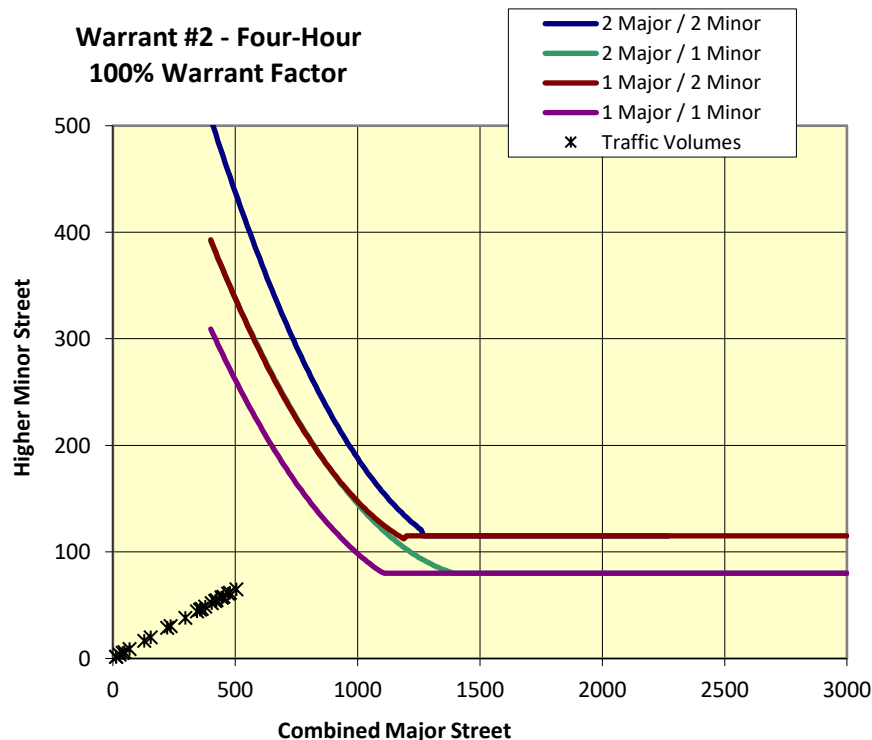
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

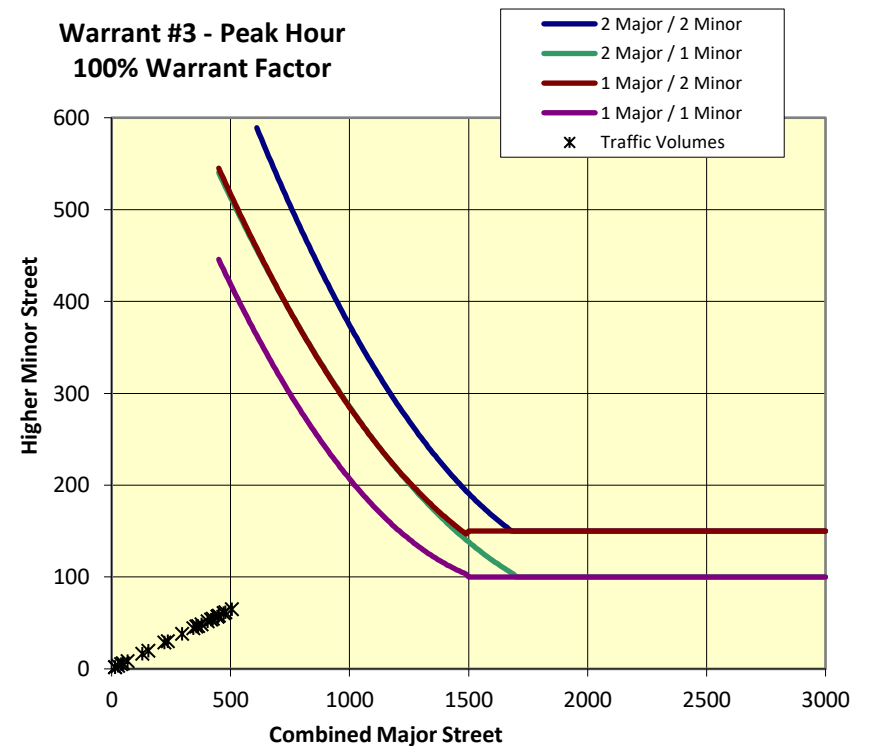
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	No
	B	750	75	0	No	
80%	A	400	120	0	No	No
	B	600	60	0	No	
70%	A	350	105	0	No	No
	B	525	53	0	No	
56%	A	280	84	0	No	No
	B	420	42	7	No	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\29019 Signal-Warrant-Analysis 12 Irvine NE Irvine St & NE 3rd St
Intersection: NE Irvine St & NE 3rd St
Scenario: 2047 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	No
#2	Four-Hour Vehicular volume	Yes	No
#3	Peak Hour	Yes	No
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	EB	WB	NB	SB
4:25 PM	5:25 PM	185	320	25	65
2nd Highest Hour		175	303	24	62
3rd Highest Hour		173	299	23	61
4th Highest Hour		165	286	22	58
5th Highest Hour		163	282	22	57
6th Highest Hour		163	282	22	57
7th Highest Hour		155	269	21	55
8th Highest Hour		153	265	21	54
9th Highest Hour		148	256	20	52
10th Highest Hour		138	239	19	49
11th Highest Hour		133	230	18	47
12th Highest Hour		131	226	18	46
13th Highest Hour		126	218	17	44
14th Highest Hour		109	188	15	38
15th Highest Hour		86	149	12	30
16th Highest Hour		81	141	11	29
17th Highest Hour		57	98	8	20
18th Highest Hour		47	81	6	16
19th Highest Hour		25	43	3	9
20th Highest Hour		17	30	2	6
21st Highest Hour		15	26	2	5
22nd Highest Hour		10	17	1	3
23rd Highest Hour		5	9	1	2
24th Highest Hour		5	9	1	2

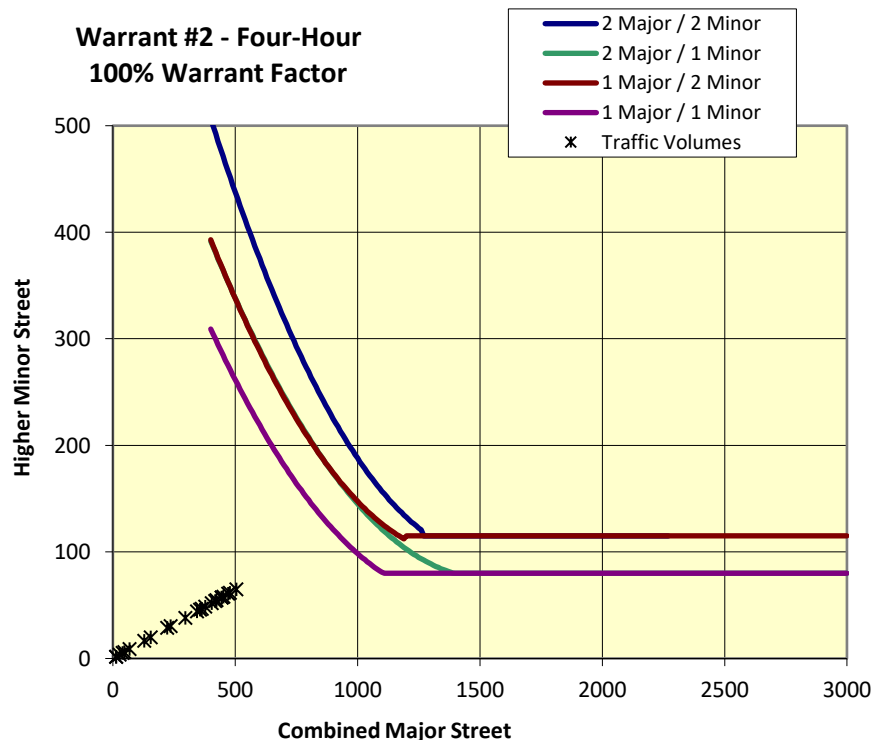
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

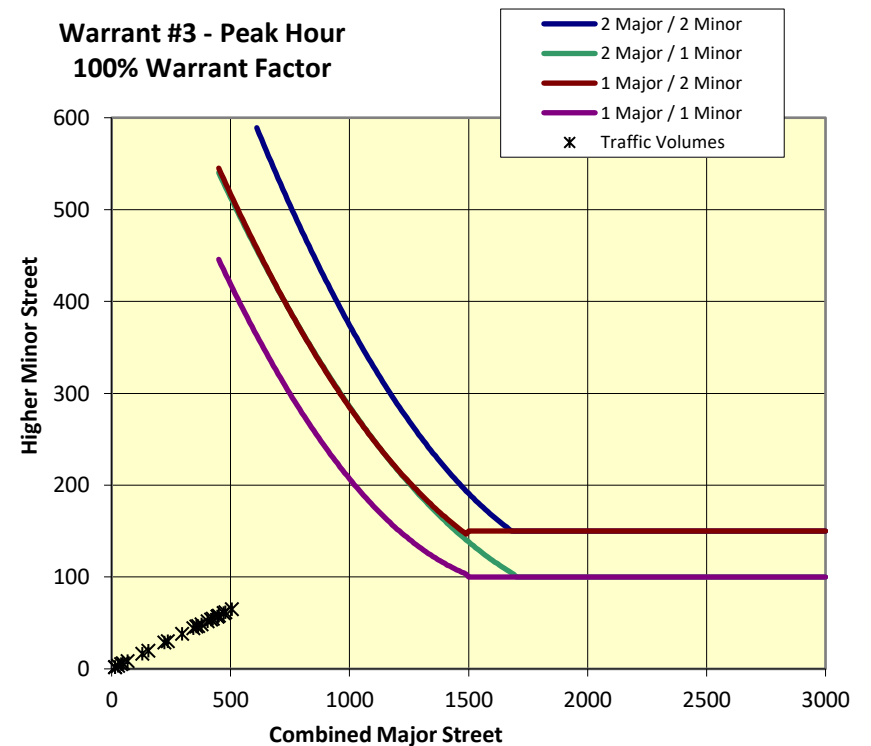
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	No
	B	750	75	0	No	
80%	A	400	120	0	No	No
	B	600	60	0	No	
70%	A	350	105	0	No	No
	B	525	53	0	No	
56%	A	280	84	0	No	No
	B	420	42	7	No	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\179019 Signal-Warrant-NE Johnson St & NE 3rd St
Intersection: NE Johnson St & NE 3rd St
Scenario: 2023 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

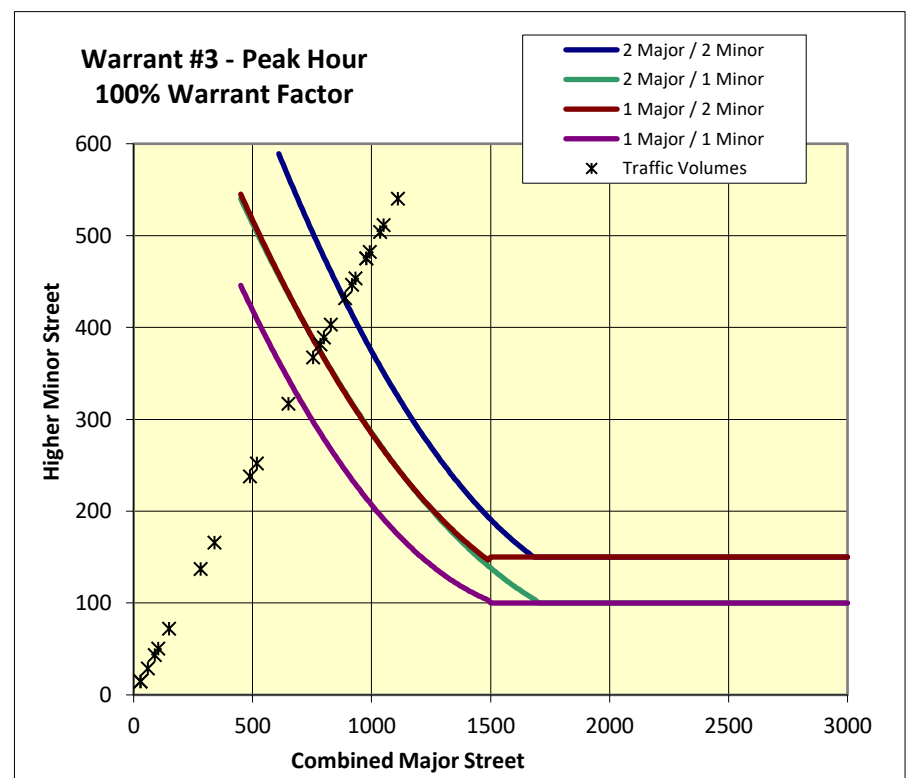
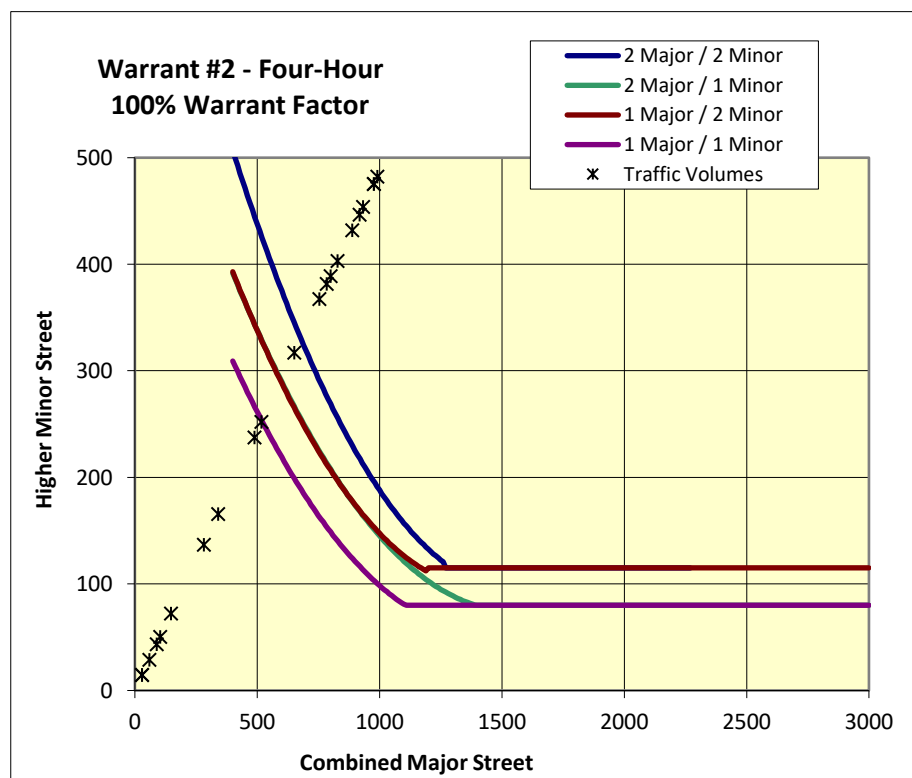
Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	290	820	165	540
2nd Highest Hour		275	776	156	511
3rd Highest Hour		271	765	154	504
4th Highest Hour		259	733	147	482
5th Highest Hour		255	722	145	475
6th Highest Hour		255	722	145	475
7th Highest Hour		244	689	139	454
8th Highest Hour		240	678	136	446
9th Highest Hour		232	656	132	432
10th Highest Hour		217	612	123	403
11th Highest Hour		209	590	119	389
12th Highest Hour		205	579	117	382
13th Highest Hour		197	558	112	367
14th Highest Hour		170	481	97	317
15th Highest Hour		135	383	77	252
16th Highest Hour		128	361	73	238
17th Highest Hour		89	251	51	166
18th Highest Hour		73	208	42	137
19th Highest Hour		39	109	22	72
20th Highest Hour		27	77	15	50
21st Highest Hour		23	66	13	43
22nd Highest Hour		15	44	9	29
23rd Highest Hour		8	22	4	14
24th Highest Hour		8	22	4	14

Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	15	Yes	Yes
	B	750	75	13	Yes	
80%	A	400	120	16	Yes	Yes
	B	600	60	14	Yes	
70%	A	350	105	16	Yes	Yes
	B	525	53	14	Yes	
56%	A	280	84	18	Yes	Yes
	B	420	42	16	Yes	





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\29019 Signal-Warrant-Analysis 14 Three
Intersection: Three Mile Lane & NE 1st St
Scenario: 2023 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	757	695	259	4
2nd Highest Hour		717	658	245	4
3rd Highest Hour		707	649	242	4
4th Highest Hour		676	621	231	4
5th Highest Hour		666	612	228	4
6th Highest Hour		666	612	228	4
7th Highest Hour		636	584	218	3
8th Highest Hour		626	575	214	3
9th Highest Hour		606	556	207	3
10th Highest Hour		565	519	193	3
11th Highest Hour		545	500	186	3
12th Highest Hour		535	491	183	3
13th Highest Hour		515	473	176	3
14th Highest Hour		444	408	152	2
15th Highest Hour		353	324	121	2
16th Highest Hour		333	306	114	2
17th Highest Hour		232	213	79	1
18th Highest Hour		192	176	66	1
19th Highest Hour		101	93	35	1
20th Highest Hour		71	65	24	0
21st Highest Hour		61	56	21	0
22nd Highest Hour		40	37	14	0
23rd Highest Hour		20	19	7	0
24th Highest Hour		20	19	7	0

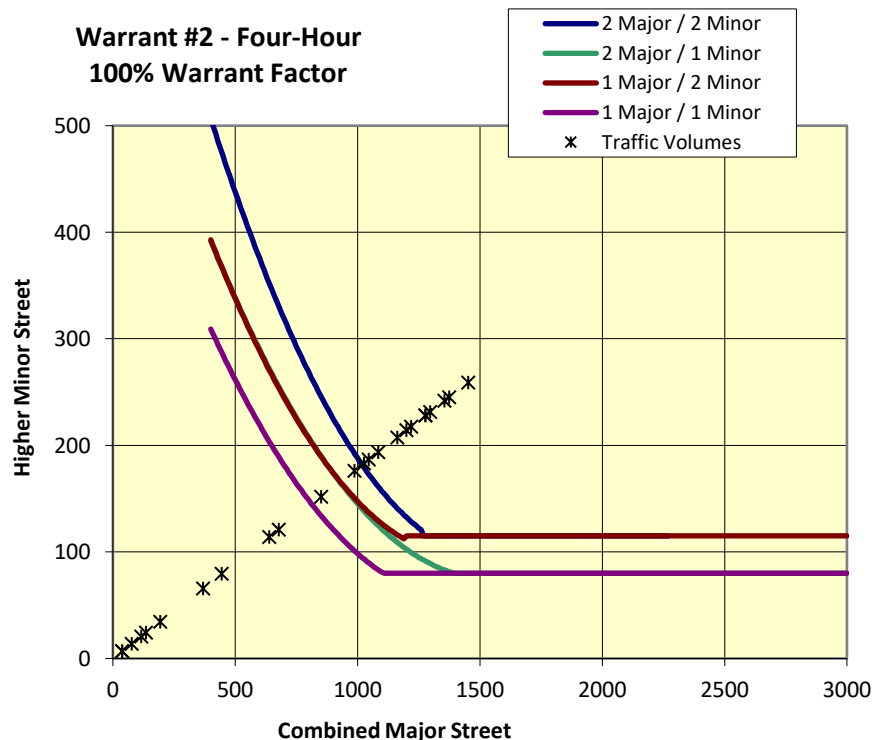
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

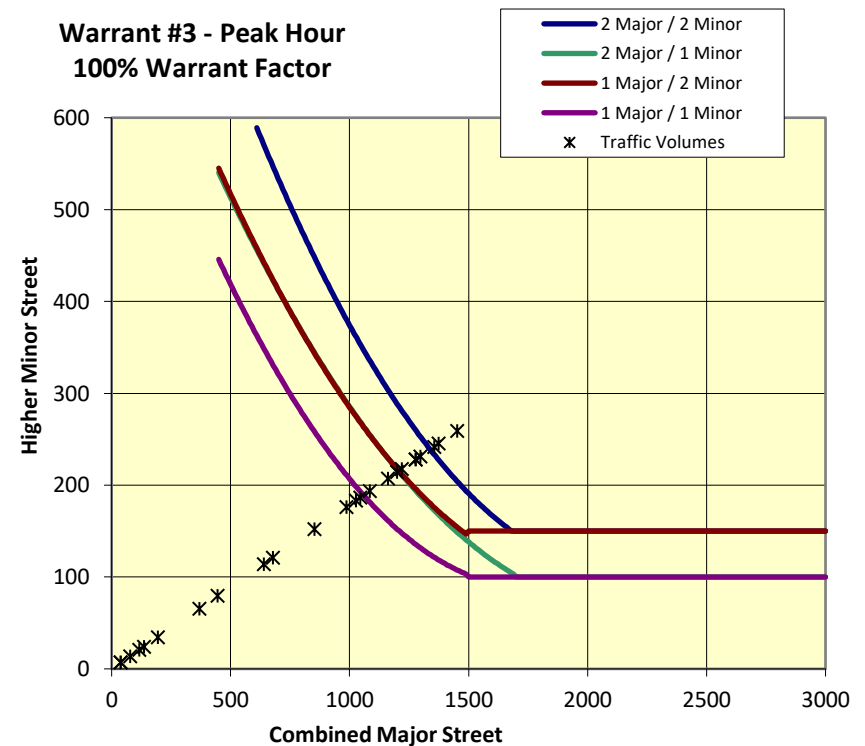
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	14	Yes	Yes
	B	750	75	14	Yes	
80%	A	400	120	15	Yes	Yes
	B	600	60	16	Yes	
70%	A	350	105	16	Yes	Yes
	B	525	53	16	Yes	
56%	A	280	84	16	Yes	Yes
	B	420	42	17	Yes	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\29019 Signal-Warrant-Analysis 14 Three
Intersection: Three Mile Lane & NE 1st St
Scenario: 2027 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour	Begin	End	Major Street		Minor Street	
			NB	SB	EB	WB
4:25 PM	5:25 PM		797	700	284	4
2nd Highest Hour			754	663	269	4
3rd Highest Hour			744	653	265	4
4th Highest Hour			712	625	254	4
5th Highest Hour			701	616	250	4
6th Highest Hour			701	616	250	4
7th Highest Hour			669	588	239	3
8th Highest Hour			659	579	235	3
9th Highest Hour			638	560	227	3
10th Highest Hour			595	523	212	3
11th Highest Hour			574	504	204	3
12th Highest Hour			563	495	201	3
13th Highest Hour			542	476	193	3
14th Highest Hour			468	411	167	2
15th Highest Hour			372	327	133	2
16th Highest Hour			351	308	125	2
17th Highest Hour			244	215	87	1
18th Highest Hour			202	177	72	1
19th Highest Hour			106	93	38	1
20th Highest Hour			74	65	27	0
21st Highest Hour			64	56	23	0
22nd Highest Hour			43	37	15	0
23rd Highest Hour			21	19	8	0
24th Highest Hour			21	19	8	0

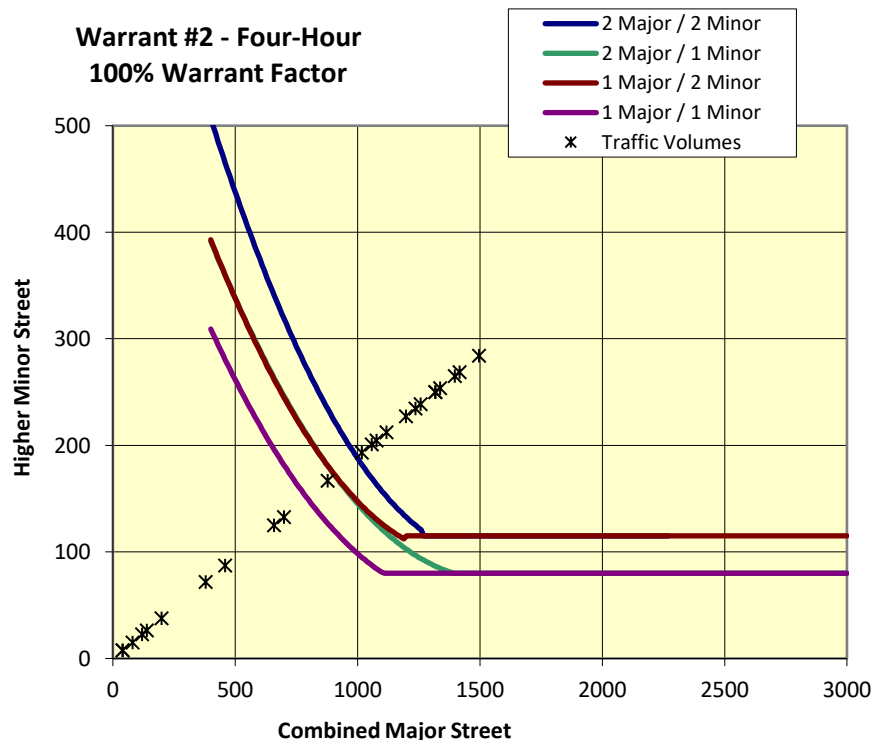
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

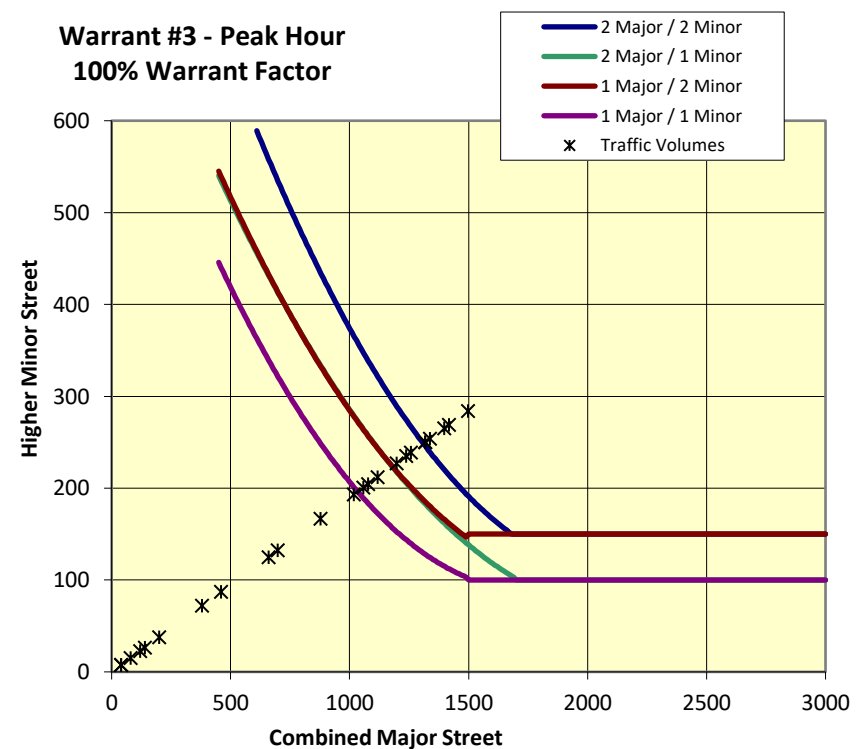
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	14	Yes	Yes
	B	750	75	14	Yes	Yes
80%	A	400	120	16	Yes	Yes
	B	600	60	16	Yes	Yes
70%	A	350	105	16	Yes	Yes
	B	525	53	16	Yes	Yes
56%	A	280	84	17	Yes	Yes
	B	420	42	17	Yes	Yes

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor





Project #: 29019
Project Name: McMinnville 3rd Street Improvements
Analyst: JBB
Analysis Date: 2/21/2024
File: H:\29\29019 - McMinnville 3rd Street Improvement\analysis\Warrant analysis\29019 Signal-Warrant-Analysis 14 Three
Intersection: Three Mile Lane & NE 1st St
Scenario: 2047 PM Peak Hour Volumes
Data Date: 10/3/2023

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
4:25 PM	5:25 PM	983	715	404	4
2nd Highest Hour		931	677	382	4
3rd Highest Hour		917	667	377	4
4th Highest Hour		878	639	361	4
5th Highest Hour		865	629	356	4
6th Highest Hour		865	629	356	4
7th Highest Hour		826	601	339	3
8th Highest Hour		813	591	334	3
9th Highest Hour		786	572	323	3
10th Highest Hour		734	534	302	3
11th Highest Hour		708	515	291	3
12th Highest Hour		695	505	285	3
13th Highest Hour		668	486	275	3
14th Highest Hour		577	419	237	2
15th Highest Hour		459	334	189	2
16th Highest Hour		433	315	178	2
17th Highest Hour		301	219	124	1
18th Highest Hour		249	181	102	1
19th Highest Hour		131	95	54	1
20th Highest Hour		92	67	38	0
21st Highest Hour		79	57	32	0
22nd Highest Hour		52	38	22	0
23rd Highest Hour		26	19	11	0
24th Highest Hour		26	19	11	0

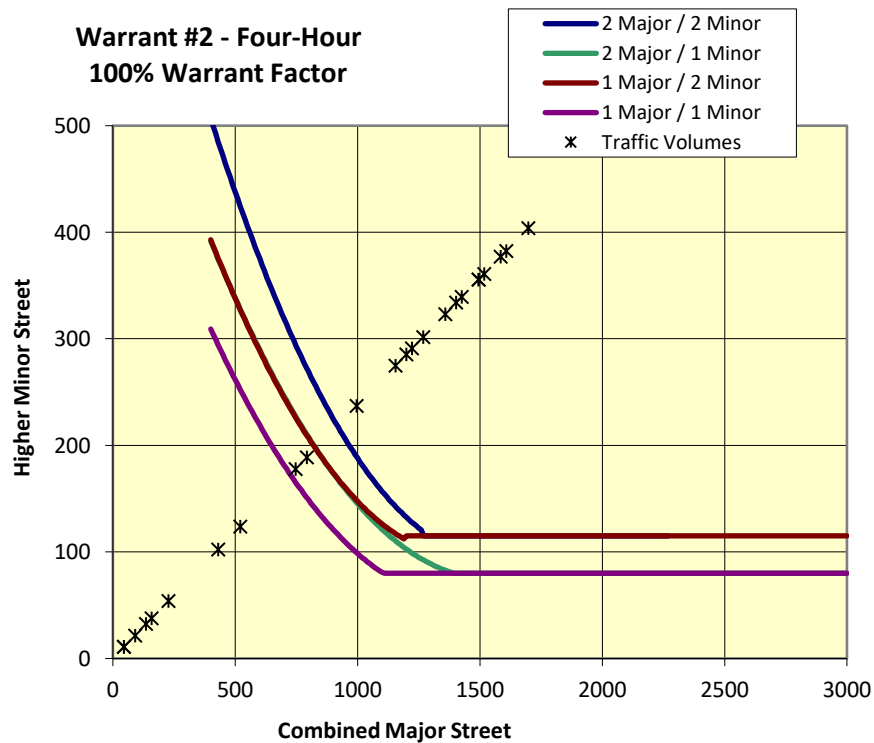
Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor	100%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

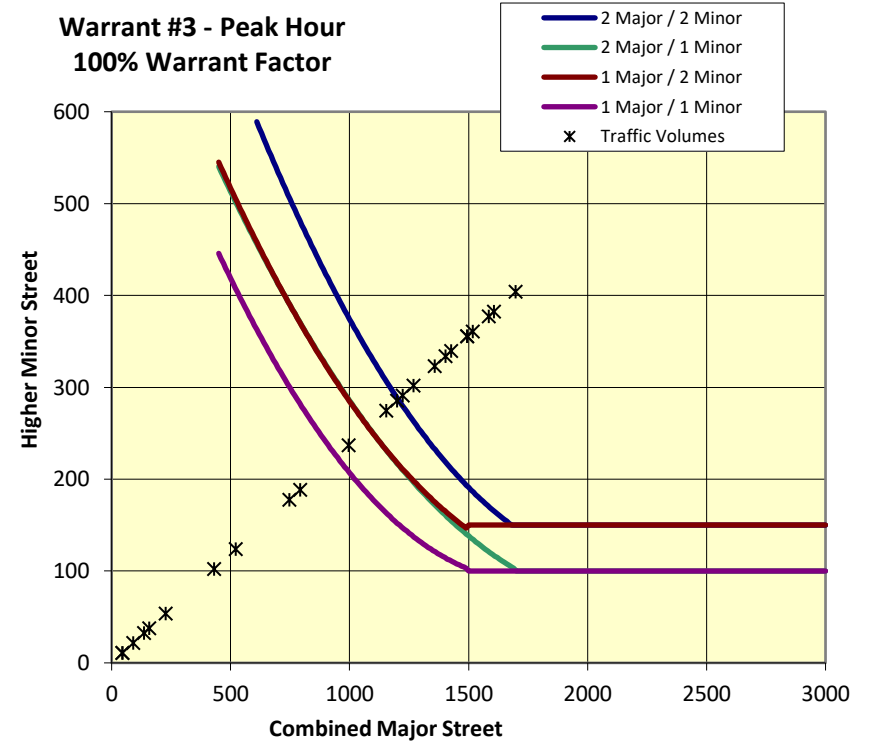
Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	16	Yes	Yes
	B	750	75	15	Yes	
80%	A	400	120	17	Yes	Yes
	B	600	60	16	Yes	
70%	A	350	105	17	Yes	Yes
	B	525	53	16	Yes	
56%	A	280	84	18	Yes	Yes
	B	420	42	18	Yes	

Warrant #2 - Four-Hour 100% Warrant Factor



Warrant #3 - Peak Hour 100% Warrant Factor



Attachment K: All-Way Stop
Control Warrant Analysis
Worksheets



All-Way Stop Application Criteria
Based on Section 2B of the MUTCD 11th Edition

Project #: 29219
Project Name: McMinnville Third Street Improvements
Analyst: JBB
Intersection: NE 3rd St & NE Davis St
Data Date: 10/3/2023
Scenario: 2027 PM Peak Volumes

85th Percentile Speed on Major Road> 40mph? No
Factor (based on speed) 100%

MUTCD Criteria Met?
Yes D

MUTCD Criteria Assessment

Warrant A: Crash Experience

1. For a four-leg intersection, are there five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control?
2. For a three-leg intersection, are there four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

crashes 0
Criteria Met? No

Warrant B: Sight Distance

All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Criteria Met? No

Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Criteria Met? No

Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

1. Is the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches (total of both) at least 300 units per hour for each of any 8 hours of a typical day; **and**
2. Is the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches (total of both) at least 200 units per hour for each of any of the same 8 hours.

No
3. If the 85th percentile speed on the major road exceeds 40 mph, do volumes meet 70% of the values in D-1 and D-2?
No
Criteria Met? No

Warrant E: Other Factors

All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

- A. The need to control left-turn conflicts, **or**
B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, **or**
C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Criteria Met? Yes

Volume Data:

								70% (Criteria D.3)		
Time Period	From	To	Major Road: Both App. (vehicles)	Minor Road: Both App. (ped, bike, & veh)	C.1	C.2	C.1 and C.2 Met?	C.1	C.2	C.1 and C.2 Met?
1	17:00	18:00	411	149	Yes	No	No	Yes	Yes	Yes
2	2nd Highest Hour		389	141	Yes	No	No	Yes	Yes	Yes
3	3rd Highest Hour		384	139	Yes	No	No	Yes	No	No
4	4th Highest Hour		367	133	Yes	No	No	Yes	No	No
5	5th Highest Hour		362	131	Yes	No	No	Yes	No	No
6	6th Highest Hour		362	131	Yes	No	No	Yes	No	No
7	7th Highest Hour		345	125	Yes	No	No	Yes	No	No
8	8th Highest Hour		340	123	Yes	No	No	Yes	No	No
9	9th Highest Hour		329	119	Yes	No	No	Yes	No	No
10	10th Highest Hour		307	111	Yes	No	No	Yes	No	No
11	11th Highest Hour		296	107	No	No	No	Yes	No	No
12	12th Highest Hour		290	105	No	No	No	Yes	No	No
13	13th Highest Hour		279	101	No	No	No	Yes	No	No
14	14th Highest Hour		241	87	No	No	No	Yes	No	No
15	15th Highest Hour		192	70	No	No	No	No	No	No
16	16th Highest Hour		181	66	No	No	No	No	No	No
17	17th Highest Hour		126	46	No	No	No	No	No	No
18	18th Highest Hour		104	38	No	No	No	No	No	No
19	19th Highest Hour		55	20	No	No	No	No	No	No
20	20th Highest Hour		38	14	No	No	No	No	No	No
21	21st Highest Hour		33	12	No	No	No	No	No	No
22	22nd Highest Hour		22	8	No	No	No	No	No	No
23	23rd Highest Hour		11	4	No	No	No	No	No	No
24	24th Highest Hour		11	4	No	No	No	No	No	No



All-Way Stop Application Criteria
Based on Section 2B of the MUTCD 11th Edition

Project #: 29219
Project Name: McMinnville Third Street Improvements
Analyst: JBB
Intersection: NE 3rd St & NE Davis St
Data Date: 10/3/2023
Scenario: 2047 PM Peak Volumes

85th Percentile Speed on Major Road> 40mph? No
Factor (based on speed) 100%

MUTCD Criteria Met?
Yes D

MUTCD Criteria Assessment
Warrant A: Crash Experience

1. For a four-leg intersection, are there five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control?
2. For a three-leg intersection, are there four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
crashes 0
Criteria Met? No

Warrant B: Sight Distance

All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.
Criteria Met? No

Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.
Criteria Met? No

Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

1. Is the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches (total of both) at least 300 units per hour for each of any 8 hours of a typical day; and
2. Is the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches (total of both) at least 200 units per hour for each of any of the same 8 hours.
No
3. If the 85th percentile speed on the major road exceeds 40 mph, do volumes meet 70% of the values in D-1 and D-2?
No
Criteria Met? No

Warrant E: Other Factors

All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:
A. The need to control left-turn conflicts, or
B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or
C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.
Criteria Met? Yes

Volume Data:

								70% (Criteria D.3)		
Time Period	From	To	Major Road: Both App. (vehicles)	Minor Road: Both App. (ped, bike, & veh)	C.1	C.2	C.1 and C.2 Met?	C.1	C.2	C.1 and C.2 Met?
1	17:00	18:00	538	159	Yes	No	No	Yes	Yes	Yes
2	2nd Highest Hour		509	151	Yes	No	No	Yes	Yes	Yes
3	3rd Highest Hour		502	148	Yes	No	No	Yes	Yes	Yes
4	4th Highest Hour		481	142	Yes	No	No	Yes	Yes	Yes
5	5th Highest Hour		473	140	Yes	No	No	Yes	No	No
6	6th Highest Hour		473	140	Yes	No	No	Yes	No	No
7	7th Highest Hour		452	134	Yes	No	No	Yes	No	No
8	8th Highest Hour		445	131	Yes	No	No	Yes	No	No
9	9th Highest Hour		430	127	Yes	No	No	Yes	No	No
10	10th Highest Hour		402	119	Yes	No	No	Yes	No	No
11	11th Highest Hour		387	114	Yes	No	No	Yes	No	No
12	12th Highest Hour		380	112	Yes	No	No	Yes	No	No
13	13th Highest Hour		366	108	Yes	No	No	Yes	No	No
14	14th Highest Hour		316	93	Yes	No	No	Yes	No	No
15	15th Highest Hour		251	74	No	No	No	Yes	No	No
16	16th Highest Hour		237	70	No	No	No	Yes	No	No
17	17th Highest Hour		165	49	No	No	No	No	No	No
18	18th Highest Hour		136	40	No	No	No	No	No	No
19	19th Highest Hour		72	21	No	No	No	No	No	No
20	20th Highest Hour		50	15	No	No	No	No	No	No
21	21st Highest Hour		43	13	No	No	No	No	No	No
22	22nd Highest Hour		29	8	No	No	No	No	No	No
23	23rd Highest Hour		14	4	No	No	No	No	No	No
24	24th Highest Hour		14	4	No	No	No	No	No	No



All-Way Stop Application Criteria
Based on Section 2B of the MUTCD 11th Edition

Project #: 29219
Project Name: McMinnville Third Street Improvements
Analyst: JBB
Intersection: NE 3rd St & NE Ford St
Data Date: 10/3/2023
Scenario: 2027 PM Peak Volumes

85th Percentile Speed on Major Road> 40mph? No
Factor (based on speed) 100%

MUTCD Criteria Met?
Yes D

MUTCD Criteria Assessment

Warrant A: Crash Experience

1. For a four-leg intersection, are there five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control?
2. For a three-leg intersection, are there four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

crashes 0
Criteria Met? No

Warrant B: Sight Distance

All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Criteria Met? No

Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Criteria Met? No

Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

1. Is the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches (total of both) at least 300 units per hour for each of any 8 hours of a typical day; **and**
2. Is the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches (total of both) at least 200 units per hour for each of any of the same 8 hours.

No
3. If the 85th percentile speed on the major road exceeds 40 mph, do volumes meet 70% of the values in D-1 and D-2?
No

Criteria Met? No

Warrant E: Other Factors

All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

- A. The need to control left-turn conflicts, **or**
B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, **or**
C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Criteria Met? Yes

Volume Data:

								70% (Criteria D.3)		
Time Period	From	To	Major Road: Both App. (vehicles)	Minor Road: Both App. (ped, bike, & veh)	C.1	C.2	C.1 and C.2 Met?	C.1	C.2	C.1 and C.2 Met?
1	17:00	18:00	366	122	Yes	No	No	Yes	No	No
2	2nd Highest Hour		346	115	Yes	No	No	Yes	No	No
3	3rd Highest Hour		342	114	Yes	No	No	Yes	No	No
4	4th Highest Hour		327	109	Yes	No	No	Yes	No	No
5	5th Highest Hour		322	107	Yes	No	No	Yes	No	No
6	6th Highest Hour		322	107	Yes	No	No	Yes	No	No
7	7th Highest Hour		307	102	Yes	No	No	Yes	No	No
8	8th Highest Hour		303	101	Yes	No	No	Yes	No	No
9	9th Highest Hour		293	98	No	No	No	Yes	No	No
10	10th Highest Hour		273	91	No	No	No	Yes	No	No
11	11th Highest Hour		264	88	No	No	No	Yes	No	No
12	12th Highest Hour		259	86	No	No	No	Yes	No	No
13	13th Highest Hour		249	83	No	No	No	Yes	No	No
14	14th Highest Hour		215	72	No	No	No	Yes	No	No
15	15th Highest Hour		171	57	No	No	No	No	No	No
16	16th Highest Hour		161	54	No	No	No	No	No	No
17	17th Highest Hour		112	37	No	No	No	No	No	No
18	18th Highest Hour		93	31	No	No	No	No	No	No
19	19th Highest Hour		49	16	No	No	No	No	No	No
20	20th Highest Hour		34	11	No	No	No	No	No	No
21	21st Highest Hour		29	10	No	No	No	No	No	No
22	22nd Highest Hour		20	7	No	No	No	No	No	No
23	23rd Highest Hour		10	3	No	No	No	No	No	No
24	24th Highest Hour		10	3	No	No	No	No	No	No



All-Way Stop Application Criteria
Based on Section 2B of the MUTCD 11th Edition

Project #: 29219
Project Name: McMinnville Third Street Improvements
Analyst: JBB
Intersection: NE 3rd St & NE Ford St
Data Date: 10/3/2023
Scenario: 2047 PM Peak Volumes

85th Percentile Speed on Major Road> 40mph? No
Factor (based on speed) 100%

MUTCD Criteria Met?
Yes D

MUTCD Criteria Assessment

Warrant A: Crash Experience

1. For a four-leg intersection, are there five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control?
2. For a three-leg intersection, are there four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

crashes 0
Criteria Met? No

Warrant B: Sight Distance

All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Criteria Met? No

Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Criteria Met? No

Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

1. Is the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches (total of both) at least 300 units per hour for each of any 8 hours of a typical day; **and**
2. Is the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches (total of both) at least 200 units per hour for each of any of the same 8 hours.

No
3. If the 85th percentile speed on the major road exceeds 40 mph, do volumes meet 70% of the values in D-1 and D-2?
No

Criteria Met? No

Warrant E: Other Factors

All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

- A. The need to control left-turn conflicts, **or**
B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, **or**
C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Criteria Met? Yes

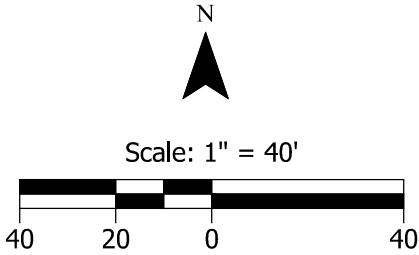
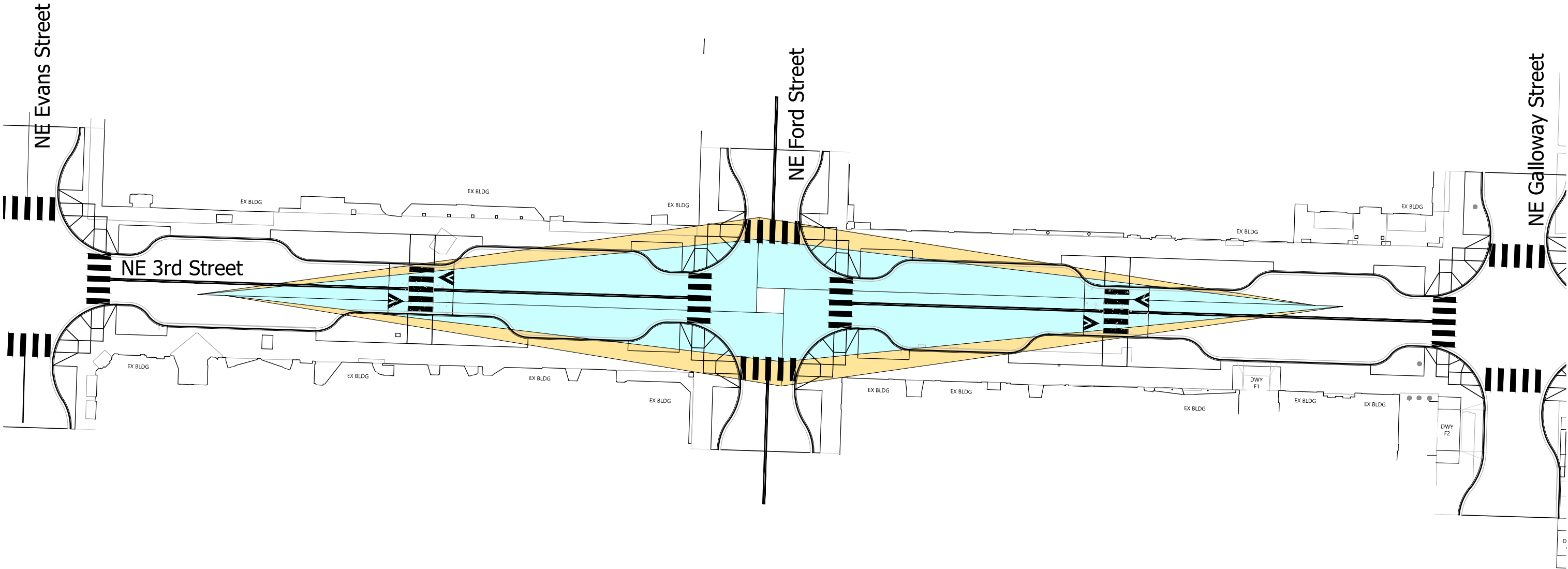
Volume Data:

								70% (Criteria D.3)		
Time Period	From	To	Major Road: Both App. (vehicles)	Minor Road: Both App. (ped, bike, & veh)	C.1	C.2	C.1 and C.2 Met?	C.1	C.2	C.1 and C.2 Met?
1	17:00	18:00	561	132	Yes	No	No	Yes	No	No
2	2nd Highest Hour		531	125	Yes	No	No	Yes	No	No
3	3rd Highest Hour		524	123	Yes	No	No	Yes	No	No
4	4th Highest Hour		501	118	Yes	No	No	Yes	No	No
5	5th Highest Hour		494	116	Yes	No	No	Yes	No	No
6	6th Highest Hour		494	116	Yes	No	No	Yes	No	No
7	7th Highest Hour		471	111	Yes	No	No	Yes	No	No
8	8th Highest Hour		464	109	Yes	No	No	Yes	No	No
9	9th Highest Hour		449	106	Yes	No	No	Yes	No	No
10	10th Highest Hour		419	99	Yes	No	No	Yes	No	No
11	11th Highest Hour		404	95	Yes	No	No	Yes	No	No
12	12th Highest Hour		396	93	Yes	No	No	Yes	No	No
13	13th Highest Hour		381	90	Yes	No	No	Yes	No	No
14	14th Highest Hour		329	77	Yes	No	No	Yes	No	No
15	15th Highest Hour		262	62	No	No	No	Yes	No	No
16	16th Highest Hour		247	58	No	No	No	Yes	No	No
17	17th Highest Hour		172	40	No	No	No	No	No	No
18	18th Highest Hour		142	33	No	No	No	No	No	No
19	19th Highest Hour		75	18	No	No	No	No	No	No
20	20th Highest Hour		52	12	No	No	No	No	No	No
21	21st Highest Hour		45	11	No	No	No	No	No	No
22	22nd Highest Hour		30	7	No	No	No	No	No	No
23	23rd Highest Hour		15	4	No	No	No	No	No	No
24	24th Highest Hour		15	4	No	No	No	No	No	No



Figure
K-1

H:\29019 - McMinnville Third Street Improvement\design\X\29019-sight distance.dwg Jul 02, 2024 - 12:12am - jpbansen Layout Tab: K-1_Ford



-  Sight Triangle - Drivers Eye 14.5' Back from Edge of Traveled Way
 -  Sight Triangle - Drivers Eye Positioned at Sight Obstruction (Building)
- ISD Sight Triangle Length = 225' For Left-Turn from Minor Street (20mph)

Intersection Sight Distance - NE 3rd St & NE Ford St
McMinnville, OR

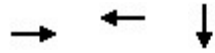
Figure
K-2

Attachment L: Opening Year
2027 Build Synchro Analysis
Worksheets

Queues

1: NE Adams St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	7	92	991
v/c Ratio	0.04	0.62	0.41
Control Delay	18.7	49.5	6.0
Queue Delay	0.0	0.0	0.0
Total Delay	18.7	49.5	6.0
Queue Length 50th (ft)	1	43	76
Queue Length 95th (ft)	10	m37	172
Internal Link Dist (ft)	316	215	253
Turn Bay Length (ft)			
Base Capacity (vph)	450	341	2397
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.27	0.41

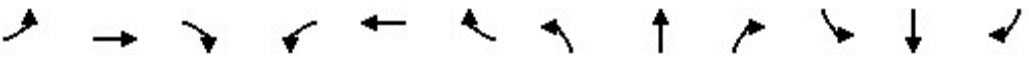
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

1: NE Adams St & NE 5th St

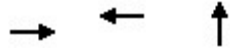
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱						↰↱	
Traffic Volume (vph)	0	3	4	80	5	0	0	0	0	110	800	1
Future Volume (vph)	0	3	4	80	5	0	0	0	0	110	800	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0						7.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.92			1.00						1.00	
Flt Protected		1.00			0.95						0.99	
Satd. Flow (prot)		1739			1729						3252	
Flt Permitted		1.00			0.73						0.99	
Satd. Flow (perm)		1739			1327						3252	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3	4	87	5	0	0	0	0	120	870	1
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3	0	0	92	0	0	0	0	0	991	0
Confl. Peds. (#/hr)	3		2	2		3	1		2	2		1
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	0%	0%	0%	3%	5%	0%
Parking (#/hr)											0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		9.6			9.6						52.4	
Effective Green, g (s)		6.6			6.6						49.4	
Actuated g/C Ratio		0.09			0.09						0.71	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		2.5			2.5						4.0	
Lane Grp Cap (vph)		163			125						2294	
v/s Ratio Prot		0.00										
v/s Ratio Perm					0.07						0.30	
v/c Ratio		0.02			0.74						0.43	
Uniform Delay, d1		28.8			30.9						4.4	
Progression Factor		1.00			1.13						1.00	
Incremental Delay, d2		0.0			18.6						0.6	
Delay (s)		28.8			53.6						5.0	
Level of Service		C			D						A	
Approach Delay (s)		28.8			53.6			0.0			5.0	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.2			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			52.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: NE Baker St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	131	125	1234
v/c Ratio	0.51	0.39	0.51
Control Delay	37.1	21.9	1.9
Queue Delay	0.0	0.0	0.0
Total Delay	37.1	21.9	1.9
Queue Length 50th (ft)	61	38	50
Queue Length 95th (ft)	112	68	6
Internal Link Dist (ft)	215	223	465
Turn Bay Length (ft)			
Base Capacity (vph)	557	660	2443
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.19	0.51
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: NE Baker St & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	90	0	0	85	30	25	975	135	0	0	0
Future Volume (vph)	30	90	0	0	85	30	25	975	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1661			1728			3222				
Flt Permitted		0.89			1.00			1.00				
Satd. Flow (perm)		1502			1728			3222				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	98	0	0	92	33	27	1060	147	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	131	0	0	100	0	0	1226	0	0	0	0
Confl. Peds. (#/hr)	7		7	7		7	6		5	5		6
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	2%	0%	0%	6%	4%	0%	4%	5%	0%	0%	0%
Parking (#/hr)		0						0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		10.7			10.7			51.3				
Effective Green, g (s)		10.7			10.7			51.3				
Actuated g/C Ratio		0.15			0.15			0.73				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.5			2.5			4.0				
Lane Grp Cap (vph)		229			264			2361				
v/s Ratio Prot					0.06							
v/s Ratio Perm		0.09						0.38				
v/c Ratio		0.57			0.38			0.52				
Uniform Delay, d1		27.5			26.7			4.0				
Progression Factor		1.22			1.00			0.27				
Incremental Delay, d2		2.7			0.7			0.5				
Delay (s)		36.2			27.3			1.6				
Level of Service		D			C			A				
Approach Delay (s)		36.2			27.3			1.6			0.0	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.8			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.53										
Actuated Cycle Length (s)		70.0			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		56.0%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th TWSC

3: NE Adams St & NE 3rd St

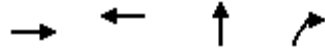
01/11/2024

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	0	0	0	50	810
Future Vol, veh/h	15	0	0	0	50	810
Conflicting Peds, #/hr	0	7	0	2	2	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	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	0	0	5
Mvmt Flow	16	0	0	0	54	880
Major/Minor	Minor1	Major2				
Conflicting Flow All	550	-		2	0	
Stage 1	2	-		-	-	
Stage 2	548	-		-	-	
Critical Hdwy	6.94	-		4.1	-	
Critical Hdwy Stg 1	-	-		-	-	
Critical Hdwy Stg 2	5.94	-		-	-	
Follow-up Hdwy	3.57	-		2.2	-	
Pot Cap-1 Maneuver	453	0		1634	-	
Stage 1	-	0		-	-	
Stage 2	529	0		-	-	
Platoon blocked, %						
Mov Cap-1 Maneuver	423	-		1631	-	
Mov Cap-2 Maneuver	423	-		-	-	
Stage 1	-	-		-	-	
Stage 2	495	-		-	-	
Approach	WB	SB				
HCM Control Delay, s	13.9			0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	WBLn1	SBL	SBT			
Capacity (veh/h)	423	1631	-			
HCM Lane V/C Ratio	0.039	0.033	-			
HCM Control Delay (s)	13.9	7.3	0.2			
HCM Lane LOS	B	A	A			
HCM 95th %tile Q(veh)	0.1	0.1	-			

Queues

4: NE Baker St & NE 3rd St

07/01/2024



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	56	54	1249	38
v/c Ratio	0.09	0.10	0.73	0.05
Control Delay	13.6	8.1	15.9	3.2
Queue Delay	0.0	0.0	49.1	0.0
Total Delay	13.6	8.1	65.0	3.2
Queue Length 50th (ft)	19	4	201	0
Queue Length 95th (ft)	25	26	275	12
Internal Link Dist (ft)	203	235	165	
Turn Bay Length (ft)				
Base Capacity (vph)	608	537	1710	782
Starvation Cap Reductn	0	0	636	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.10	1.16	0.05
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

4: NE Baker St & NE 3rd St

07/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↰↱	↱			
Traffic Volume (vph)	2	50	0	0	15	35	4	1145	35	0	0	0
Future Volume (vph)	2	50	0	0	15	35	4	1145	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			0.95	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.98			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.91			1.00	0.85			
Flt Protected		1.00			1.00			1.00	1.00			
Satd. Flow (prot)		1707			1436			3235	1446			
Flt Permitted		1.00			1.00			1.00	1.00			
Satd. Flow (perm)		1702			1436			3235	1446			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	54	0	0	16	38	4	1245	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	24	0	0	0	18	0	0	0
Lane Group Flow (vph)	0	56	0	0	30	0	0	1249	20	0	0	0
Confl. Peds. (#/hr)	9		3	3		9	6		4	4		6
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	0%	0%	0%	7%	6%	0%	6%	9%	0%	0%	0%
Parking (#/hr)		0			0			0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			6				
Permitted Phases	4						6		6			
Actuated Green, G (s)		25.0			25.0			37.0	37.0			
Effective Green, g (s)		25.0			25.0			37.0	37.0			
Actuated g/C Ratio		0.36			0.36			0.53	0.53			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		2.5			2.5			4.0	4.0			
Lane Grp Cap (vph)		607			512			1709	764			
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.03						0.39	0.01			
v/c Ratio		0.09			0.06			0.73	0.03			
Uniform Delay, d1		15.0			14.8			12.7	7.9			
Progression Factor		0.87			1.00			1.00	1.00			
Incremental Delay, d2		0.3			0.2			2.8	0.1			
Delay (s)		13.3			15.0			15.5	8.0			
Level of Service		B			B			B	A			
Approach Delay (s)		13.3			15.0			15.2			0.0	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			15.2			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			61.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: NE Adams St & SW 2nd St

01/11/2024

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	543	158	43	239	885
v/c Ratio	0.85	0.25	0.20	0.32	0.60
Control Delay	34.9	3.8	11.4	13.3	18.2
Queue Delay	0.0	0.0	0.0	0.8	0.0
Total Delay	34.9	3.8	11.4	14.0	18.2
Queue Length 50th (ft)	203	0	9	55	112
Queue Length 95th (ft)	#326	33	22	94	267
Internal Link Dist (ft)	318			210	164
Turn Bay Length (ft)					
Base Capacity (vph)	718	697	216	921	1465
Starvation Cap Reductn	0	0	0	419	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.76	0.23	0.20	0.48	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

5: NE Adams St & SW 2nd St

01/11/2024

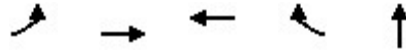
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↕	
Traffic Volume (vph)	0	500	145	40	220	0	0	0	0	85	615	115
Future Volume (vph)	0	500	145	40	220	0	0	0	0	85	615	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	
Frt		1.00	0.85	1.00	1.00						0.98	
Flt Protected		1.00	1.00	0.95	1.00						0.99	
Satd. Flow (prot)		1863	1557	1703	1792						3122	
Flt Permitted		1.00	1.00	0.14	1.00						0.99	
Satd. Flow (perm)		1863	1557	256	1792						3122	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	543	158	43	239	0	0	0	0	92	668	125
RTOR Reduction (vph)	0	0	104	0	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	543	54	43	239	0	0	0	0	0	868	0
Confl. Peds. (#/hr)	2		4	4		2	1		1	1		1
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	0%	2%	2%	6%	6%	0%	0%	0%	0%	6%	7%	5%
Parking (#/hr)											0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		8		7	4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		24.0	24.0	31.1	31.1						30.9	
Effective Green, g (s)		24.0	24.0	31.1	31.1						30.9	
Actuated g/C Ratio		0.34	0.34	0.44	0.44						0.44	
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						4.0	
Lane Grp Cap (vph)		638	533	177	796						1378	
v/s Ratio Prot		c0.29		0.01	c0.13							
v/s Ratio Perm			0.03	0.10							0.28	
v/c Ratio		0.85	0.10	0.24	0.30						0.63	
Uniform Delay, d1		21.3	15.7	14.1	12.5						15.1	
Progression Factor		1.00	1.00	1.00	1.00						1.04	
Incremental Delay, d2		10.5	0.1	0.5	0.2						2.1	
Delay (s)		31.8	15.7	14.6	12.6						17.8	
Level of Service		C	B	B	B						B	
Approach Delay (s)		28.2			12.9			0.0			17.8	
Approach LOS		C			B			A			B	
Intersection Summary												
HCM 2000 Control Delay			21.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			63.6%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

Queues

6: NE Baker St & NE 2nd St

01/11/2024



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	223	408	201	38	1223
v/c Ratio	0.64	0.62	0.58	0.11	0.75
Control Delay	23.0	19.9	27.9	1.2	16.8
Queue Delay	0.0	0.7	0.0	0.0	0.0
Total Delay	23.0	20.6	27.9	1.2	16.8
Queue Length 50th (ft)	59	121	67	0	161
Queue Length 95th (ft)	92	173	110	4	#329
Internal Link Dist (ft)		210	186		203
Turn Bay Length (ft)	230				
Base Capacity (vph)	350	799	489	453	1628
Starvation Cap Reductn	0	152	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.63	0.41	0.08	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

6: NE Baker St & NE 2nd St

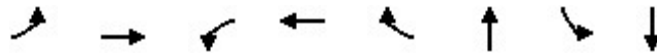
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	375	0	0	185	35	95	950	80	0	0	0
Future Volume (vph)	205	375	0	0	185	35	95	950	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1734	1845			1727	1371		3191				
Flt Permitted	0.39	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	718	1845			1727	1371		3191				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	223	408	0	0	201	38	103	1033	87	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	30	0	8	0	0	0	0
Lane Group Flow (vph)	223	408	0	0	201	8	0	1215	0	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	4%	3%	0%	0%	10%	16%	2%	6%	6%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	3	8			4			6				
Permitted Phases	8					4	6					
Actuated Green, G (s)	21.5	21.5			12.0	12.0		30.5				
Effective Green, g (s)	21.5	21.5			12.0	12.0		30.5				
Actuated g/C Ratio	0.36	0.36			0.20	0.20		0.51				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	350	661			345	274		1622				
v/s Ratio Prot	0.06	c0.22			0.12							
v/s Ratio Perm	c0.17					0.01		0.38				
v/c Ratio	0.64	0.62			0.58	0.03		0.75				
Uniform Delay, d1	14.7	15.9			21.7	19.3		11.7				
Progression Factor	1.00	1.00			1.00	1.00		1.00				
Incremental Delay, d2	3.3	1.5			2.1	0.0		3.2				
Delay (s)	18.0	17.3			23.8	19.3		14.9				
Level of Service	B	B			C	B		B				
Approach Delay (s)		17.6			23.1			14.9			0.0	
Approach LOS		B			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			16.7									
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			60.0									
Intersection Capacity Utilization			63.6%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

13: NE Johnson St & NE 3rd St

01/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	63	86	11	57	392	421	386	239
v/c Ratio	0.24	0.24	0.04	0.21	0.72	0.80	0.78	0.26
Control Delay	22.6	24.7	19.5	28.5	11.4	37.7	36.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	24.7	19.5	28.5	11.4	37.7	36.7	7.5
Queue Length 50th (ft)	22	29	4	23	0	170	153	36
Queue Length 95th (ft)	48	71	14	52	63	#367	#327	88
Internal Link Dist (ft)		231		615		193		426
Turn Bay Length (ft)	175		115		115		160	
Base Capacity (vph)	268	518	247	515	687	549	549	1172
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.17	0.04	0.11	0.57	0.77	0.70	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

13: NE Johnson St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	75	1	10	50	345	1	330	40	340	180	30
Future Volume (vph)	55	75	1	10	50	345	1	330	40	340	180	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0		4.5	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1719	1842		1641	1900	1482		1755		1687	1671	
Flt Permitted	0.60	1.00		0.70	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (perm)	1089	1842		1211	1900	1482		1754		1687	1671	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	62	85	1	11	57	392	1	375	45	386	205	34
RTOR Reduction (vph)	0	1	0	0	0	336	0	5	0	0	6	0
Lane Group Flow (vph)	63	85	0	11	57	56	0	416	0	386	233	0
Confl. Bikes (#/hr)									2			
Heavy Vehicles (%)	5%	3%	0%	10%	0%	9%	100%	6%	8%	7%	12%	7%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Prot	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6		6	8					
Actuated Green, G (s)	14.3	11.6		10.5	9.7	9.7		19.9		19.6	43.5	
Effective Green, g (s)	14.3	11.6		10.5	9.7	9.7		19.9		19.6	43.5	
Actuated g/C Ratio	0.21	0.17		0.15	0.14	0.14		0.29		0.29	0.64	
Clearance Time (s)	4.5	4.0		4.5	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		4.0		3.5	4.3	
Lane Grp Cap (vph)	252	312		190	269	210		510		483	1062	
v/s Ratio Prot	c0.01	c0.05		0.00	0.03					c0.23	0.14	
v/s Ratio Perm	0.04			0.01		0.04		c0.24				
v/c Ratio	0.25	0.27		0.06	0.21	0.26		0.82		0.80	0.22	
Uniform Delay, d1	22.2	24.7		24.7	26.0	26.2		22.5		22.6	5.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.5		0.1	0.4	0.7		10.2		9.2	0.2	
Delay (s)	22.8	25.2		24.8	26.4	26.8		32.8		31.8	5.4	
Level of Service	C	C		C	C	C		C		C	A	
Approach Delay (s)		24.2			26.7			32.8			21.7	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			26.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			68.4			Sum of lost time (s)				16.5		
Intersection Capacity Utilization			58.4%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

14: NE Three Mile Ln & SE 1st St

07/01/2024



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	5	241	5	182	461	2	551
v/c Ratio	0.03	0.63	0.04	0.57	0.37	0.01	0.63
Control Delay	22.5	11.9	20.0	31.7	6.7	27.0	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	11.9	20.0	31.7	6.7	27.0	18.8
Queue Length 50th (ft)	2	1	1	65	38	1	144
Queue Length 95th (ft)	9	48	8	120	192	6	#334
Internal Link Dist (ft)		558	382		425		435
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	395	564	256	317	1252	156	871
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.43	0.02	0.57	0.37	0.01	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

14: NE Three Mile Ln & SE 1st St

07/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	2	210	2	1	2	160	405	1	2	475	10
Future Volume (vph)	4	2	210	2	1	2	160	405	1	2	475	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.95		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1799	1414			1309		1736	1772		1805	1788	
Flt Permitted	0.75	1.00			0.69		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1428	1414			920		1736	1772		1805	1788	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	5	2	239	2	1	2	182	460	1	2	540	11
RTOR Reduction (vph)	0	210	0	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	5	31	0	0	3	0	182	461	0	2	550	0
Confl. Peds. (#/hr)	2					2	3					3
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	3%	0%	0%	50%	4%	7%	100%	0%	6%	0%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	8.0	8.0			8.0		11.9	42.3		1.2	31.6	
Effective Green, g (s)	8.0	8.0			8.0		11.9	42.3		1.2	31.6	
Actuated g/C Ratio	0.12	0.12			0.12		0.18	0.65		0.02	0.49	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	175	174			113		317	1153		33	869	
v/s Ratio Prot		c0.02					c0.10	0.26		0.00	c0.31	
v/s Ratio Perm	0.00				0.00							
v/c Ratio	0.03	0.18			0.03		0.57	0.40		0.06	0.63	
Uniform Delay, d1	25.1	25.6			25.1		24.2	5.4		31.3	12.4	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.5			0.1		2.5	1.0		0.8	3.5	
Delay (s)	25.1	26.1			25.2		26.7	6.4		32.1	15.9	
Level of Service	C	C			C		C	A		C	B	
Approach Delay (s)		26.0			25.2			12.2			16.0	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			16.0				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			65.0				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			58.8%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

15: NE Lafayette Ave & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	131	16	85	721	11	591	91
v/c Ratio	0.49	0.05	0.17	0.65	0.02	0.64	0.11
Control Delay	27.0	21.1	4.9	11.6	4.5	15.5	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	21.1	4.9	11.6	4.5	15.5	5.1
Queue Length 50th (ft)	30	3	8	106	1	138	6
Queue Length 95th (ft)	102	21	28	406	7	311	30
Internal Link Dist (ft)	231	206		426		263	
Turn Bay Length (ft)			110		125		50
Base Capacity (vph)	610	733	699	1504	714	1519	1287
Starvation Cap Reductn	0	0	0	45	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.02	0.12	0.49	0.02	0.39	0.07
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

15: NE Lafayette Ave & NE 5th St

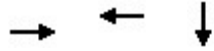
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	20	35	2	10	3	75	630	4	10	520	80
Future Volume (vph)	60	20	35	2	10	3	75	630	4	10	520	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.96			0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1539			1649		1805	1742		1805	1759	1482
Flt Permitted		0.83			0.97		0.28	1.00		0.30	1.00	1.00
Satd. Flow (perm)		1317			1608		530	1742		569	1759	1482
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	68	23	40	2	11	3	85	716	5	11	591	91
RTOR Reduction (vph)	0	17	0	0	2	0	0	0	0	0	0	24
Lane Group Flow (vph)	0	114	0	0	14	0	85	721	0	11	591	67
Confl. Peds. (#/hr)	2		1	1		2			1	1		
Heavy Vehicles (%)	4%	0%	3%	0%	0%	0%	0%	9%	0%	0%	8%	9%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Actuated Green, G (s)		11.2			11.2		42.4	37.6		34.2	33.4	33.4
Effective Green, g (s)		11.2			11.2		42.4	37.6		34.2	33.4	33.4
Actuated g/C Ratio		0.18			0.18		0.69	0.61		0.56	0.54	0.54
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)		239			292		468	1063		331	953	803
v/s Ratio Prot							c0.01	c0.41		0.00	0.34	
v/s Ratio Perm		c0.09			0.01		0.11			0.02		0.05
v/c Ratio		0.48			0.05		0.18	0.68		0.03	0.62	0.08
Uniform Delay, d1		22.6			20.8		4.9	8.0		6.6	9.7	6.8
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.1			0.0		0.1	1.9		0.0	1.4	0.1
Delay (s)		23.7			20.8		5.0	9.9		6.7	11.2	6.8
Level of Service		C			C		A	A		A	B	A
Approach Delay (s)		23.7			20.8			9.4			10.5	
Approach LOS		C			C			A			B	
Intersection Summary												
HCM 2000 Control Delay			11.1		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			61.6		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			60.0%		ICU Level of Service					B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

1: NE Adams St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	9	224	1339
v/c Ratio	0.03	0.90	0.60
Control Delay	19.8	56.3	11.0
Queue Delay	0.0	0.4	0.0
Total Delay	19.8	56.7	11.0
Queue Length 50th (ft)	2	138	201
Queue Length 95th (ft)	13	210	335
Internal Link Dist (ft)	316	215	253
Turn Bay Length (ft)			
Base Capacity (vph)	452	352	2224
Starvation Cap Reductn	0	13	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.66	0.60
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

1: NE Adams St & NE 5th St

01/11/2024

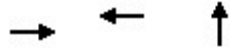
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	5	200	15	0	0	0	0	85	1195	5
Future Volume (vph)	0	4	5	200	15	0	0	0	0	85	1195	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0						7.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.93			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1742			1776						3350	
Flt Permitted		1.00			0.73						1.00	
Satd. Flow (perm)		1742			1366						3350	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	4	5	208	16	0	0	0	0	89	1245	5
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	5	0	0	224	0	0	0	0	0	1339	0
Confl. Peds. (#/hr)	19		3	3		19	13		2	2		13
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	1%	2%	0%
Parking (#/hr)											0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		19.4			19.4						62.6	
Effective Green, g (s)		16.4			16.4						59.6	
Actuated g/C Ratio		0.18			0.18						0.66	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		2.5			2.5						4.0	
Lane Grp Cap (vph)		317			248						2218	
v/s Ratio Prot		0.00										
v/s Ratio Perm					c0.16						0.40	
v/c Ratio		0.02			0.90						0.60	
Uniform Delay, d1		30.2			36.0						8.6	
Progression Factor		1.00			0.67						1.00	
Incremental Delay, d2		0.0			29.6						1.2	
Delay (s)		30.2			53.6						9.8	
Level of Service		C			D						A	
Approach Delay (s)		30.2			53.6			0.0			9.8	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			16.1			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			69.2%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

Queues

2: NE Baker St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	103	315	1342
v/c Ratio	0.41	0.77	0.59
Control Delay	23.9	42.0	5.7
Queue Delay	0.0	0.3	0.1
Total Delay	23.9	42.3	5.7
Queue Length 50th (ft)	51	154	83
Queue Length 95th (ft)	m67	222	372
Internal Link Dist (ft)	215	223	465
Turn Bay Length (ft)			
Base Capacity (vph)	391	626	2291
Starvation Cap Reductn	0	0	99
Spillback Cap Reductn	0	52	69
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.55	0.61

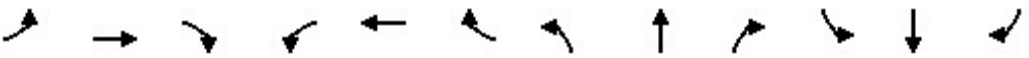
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: NE Baker St & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↰			↰↰				
Traffic Volume (vph)	25	70	0	0	200	90	15	1185	35	0	0	0
Future Volume (vph)	25	70	0	0	200	90	15	1185	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			1.00				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1670			1767			3314				
Flt Permitted		0.67			1.00			1.00				
Satd. Flow (perm)		1137			1767			3314				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	76	0	0	217	98	16	1288	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	22	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	103	0	0	293	0	0	1340	0	0	0	0
Confl. Peds. (#/hr)	22		3	3		22	2		5	5		2
Confl. Bikes (#/hr)			1			2			2			
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	3%	0%	0%	0%	0%
Parking (#/hr)		0						0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		19.8			19.8			62.2				
Effective Green, g (s)		19.8			19.8			62.2				
Actuated g/C Ratio		0.22			0.22			0.69				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.5			2.5			4.0				
Lane Grp Cap (vph)		250			388			2290				
v/s Ratio Prot					c0.17							
v/s Ratio Perm		0.09						0.40				
v/c Ratio		0.41			0.76			0.59				
Uniform Delay, d1		30.1			32.8			7.2				
Progression Factor		0.69			1.00			0.58				
Incremental Delay, d2		0.7			7.8			0.9				
Delay (s)		21.3			40.6			5.1				
Level of Service		C			D			A				
Approach Delay (s)		21.3			40.6			5.1			0.0	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.4			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			69.9%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th TWSC

3: NE Adams St & NE 3rd St

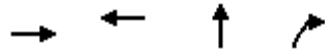
01/11/2024

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	0	0	0	50	1330
Future Vol, veh/h	75	0	0	0	50	1330
Conflicting Peds, #/hr	0	41	0	1	1	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	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	0	0	2
Mvmt Flow	81	0	0	0	54	1430
Major/Minor	Minor1	Major2				
Conflicting Flow All	824	-		1	0	
Stage 1	1	-		-	-	
Stage 2	823	-		-	-	
Critical Hdwy	6.84	-		4.1	-	
Critical Hdwy Stg 1	-	-		-	-	
Critical Hdwy Stg 2	5.84	-		-	-	
Follow-up Hdwy	3.52	-		2.2	-	
Pot Cap-1 Maneuver	311	0		1635	-	
Stage 1	-	0		-	-	
Stage 2	392	0		-	-	
Platoon blocked, %						-
Mov Cap-1 Maneuver	261	-		1633	-	
Mov Cap-2 Maneuver	261	-		-	-	
Stage 1	-	-		-	-	
Stage 2	329	-		-	-	
Approach	WB	SB				
HCM Control Delay, s	24.8			0.7		
HCM LOS	C					
Minor Lane/Major Mvmt	WBLn1	SBL	SBT			
Capacity (veh/h)	261	1633	-			
HCM Lane V/C Ratio	0.309	0.033	-			
HCM Control Delay (s)	24.8	7.3	0.5			
HCM Lane LOS	C	A	A			
HCM 95th %tile Q(veh)	1.3	0.1	-			

Queues

4: NE Baker St & NE 3rd St

07/01/2024



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	75	144	1218	53
v/c Ratio	0.13	0.25	0.70	0.06
Control Delay	16.1	11.8	15.1	2.9
Queue Delay	0.0	0.0	49.3	0.0
Total Delay	16.1	11.8	64.4	2.9
Queue Length 50th (ft)	21	27	190	0
Queue Length 95th (ft)	48	65	261	14
Internal Link Dist (ft)	203	235	165	
Turn Bay Length (ft)				
Base Capacity (vph)	563	583	1742	856
Starvation Cap Reductn	0	0	673	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.25	1.14	0.06
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

4: NE Baker St & NE 3rd St

07/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	55	0	1	65	70	20	1125	50	0	0	0
Future Volume (vph)	15	55	0	1	65	70	20	1125	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			0.95	1.00			
Frpb, ped/bikes		1.00			0.98			1.00	0.97			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.93			1.00	0.85			
Flt Protected		0.99			1.00			1.00	1.00			
Satd. Flow (prot)		1655			1543			3297	1573			
Flt Permitted		0.94			1.00			1.00	1.00			
Satd. Flow (perm)		1578			1542			3297	1573			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	16	59	0	1	69	74	21	1197	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	33	0	0	0	25	0	0	0
Lane Group Flow (vph)	0	75	0	0	111	0	0	1218	28	0	0	0
Confl. Peds. (#/hr)	35		11	11		35	5		5	5		5
Confl. Bikes (#/hr)			2						2			1
Heavy Vehicles (%)	8%	0%	0%	0%	2%	0%	0%	4%	0%	0%	0%	0%
Parking (#/hr)		0			0			0				
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm			
Protected Phases		4			4			6				
Permitted Phases	4			4			6		6			
Actuated Green, G (s)		25.0			25.0			37.0	37.0			
Effective Green, g (s)		25.0			25.0			37.0	37.0			
Actuated g/C Ratio		0.36			0.36			0.53	0.53			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		2.5			2.5			4.0	4.0			
Lane Grp Cap (vph)		563			550			1742	831			
v/s Ratio Prot												
v/s Ratio Perm		0.05			0.07			0.37	0.02			
v/c Ratio		0.13			0.20			0.70	0.03			
Uniform Delay, d1		15.2			15.6			12.3	7.9			
Progression Factor		1.00			1.00			1.00	1.00			
Incremental Delay, d2		0.5			0.8			2.4	0.1			
Delay (s)		15.7			16.4			14.7	8.0			
Level of Service		B			B			B	A			
Approach Delay (s)		15.7			16.4			14.4			0.0	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			14.7		HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			70.0		Sum of lost time (s)				8.0			
Intersection Capacity Utilization			62.5%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: NE Adams St & SW 2nd St

01/11/2024

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	382	75	102	430	1521
v/c Ratio	0.87	0.18	0.47	0.68	0.84
Control Delay	48.2	6.8	22.4	25.5	19.9
Queue Delay	0.0	0.0	0.0	6.2	0.0
Total Delay	48.2	6.8	22.4	31.8	19.9
Queue Length 50th (ft)	157	0	29	147	280
Queue Length 95th (ft)	#297	28	60	238	#446
Internal Link Dist (ft)	318			210	164
Turn Bay Length (ft)					
Base Capacity (vph)	456	434	217	698	1801
Starvation Cap Reductn	0	0	0	212	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	0.17	0.47	0.88	0.84

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

5: NE Adams St & SW 2nd St

01/11/2024

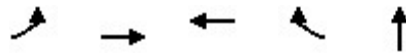
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↕	
Traffic Volume (vph)	0	355	70	95	400	0	0	0	0	85	1065	265
Future Volume (vph)	0	355	70	95	400	0	0	0	0	85	1065	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	
Frt		1.00	0.85	1.00	1.00						0.97	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1881	1546	1718	1881						3230	
Flt Permitted		1.00	1.00	0.20	1.00						1.00	
Satd. Flow (perm)		1881	1546	356	1881						3230	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	382	75	102	430	0	0	0	0	91	1145	285
RTOR Reduction (vph)	0	0	58	0	0	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	382	17	102	430	0	0	0	0	0	1494	0
Confl. Peds. (#/hr)	7		9	9		7	2			1	1	2
Confl. Bikes (#/hr)			1			2						2
Heavy Vehicles (%)	0%	1%	2%	5%	1%	0%	0%	0%	0%	2%	3%	0%
Parking (#/hr)											0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		8		7	4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		16.3	16.3	24.3	24.3						37.7	
Effective Green, g (s)		16.3	16.3	24.3	24.3						37.7	
Actuated g/C Ratio		0.23	0.23	0.35	0.35						0.54	
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						4.0	
Lane Grp Cap (vph)		438	359	201	652						1739	
v/s Ratio Prot		c0.20		0.03	c0.23							
v/s Ratio Perm			0.01	0.15							0.46	
v/c Ratio		0.87	0.05	0.51	0.66						0.86	
Uniform Delay, d1		25.8	20.8	17.5	19.3						13.9	
Progression Factor		1.00	1.00	1.00	1.00						1.00	
Incremental Delay, d2		17.0	0.0	1.5	2.2						5.8	
Delay (s)		42.9	20.9	19.0	21.5						19.7	
Level of Service		D	C	B	C						B	
Approach Delay (s)		39.2			21.0			0.0			19.7	
Approach LOS		D			C			A			B	
Intersection Summary												
HCM 2000 Control Delay			23.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			74.4%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

Queues

6: NE Baker St & NE 2nd St

01/11/2024



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	151	328	392	38	1312
v/c Ratio	0.58	0.46	0.81	0.08	0.82
Control Delay	20.6	15.4	35.4	0.9	20.8
Queue Delay	0.0	1.0	0.0	0.0	0.0
Total Delay	20.6	16.4	35.4	0.9	20.8
Queue Length 50th (ft)	32	77	127	0	221
Queue Length 95th (ft)	64	134	#244	4	#363
Internal Link Dist (ft)		210	186		203
Turn Bay Length (ft)	230				
Base Capacity (vph)	262	815	532	501	1600
Starvation Cap Reductn	0	266	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.60	0.74	0.08	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

6: NE Baker St & NE 2nd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	305	0	0	365	35	125	1005	90	0	0	0
Future Volume (vph)	140	305	0	0	365	35	125	1005	90	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		0.99				
Satd. Flow (prot)	1769	1881			1881	1540		3259				
Flt Permitted	0.21	1.00			1.00	1.00		0.99				
Satd. Flow (perm)	382	1881			1881	1540		3259				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	151	328	0	0	392	38	134	1081	97	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	28	0	9	0	0	0	0
Lane Group Flow (vph)	151	328	0	0	392	10	0	1303	0	0	0	0
Confl. Peds. (#/hr)	3		5	5		3	4		3	3		4
Confl. Bikes (#/hr)			2			3						2
Heavy Vehicles (%)	2%	1%	0%	0%	1%	3%	1%	3%	10%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	3	8			4			6				
Permitted Phases	8					4	6					
Actuated Green, G (s)	23.5	23.5			15.5	15.5		28.5				
Effective Green, g (s)	23.5	23.5			15.5	15.5		28.5				
Actuated g/C Ratio	0.39	0.39			0.26	0.26		0.48				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	242	736			485	397		1548				
v/s Ratio Prot	c0.04	0.17			c0.21							
v/s Ratio Perm	0.20					0.01		0.40				
v/c Ratio	0.62	0.45			0.81	0.02		0.84				
Uniform Delay, d1	13.6	13.4			20.9	16.6		13.8				
Progression Factor	1.00	1.00			1.00	1.00		1.00				
Incremental Delay, d2	4.3	0.3			9.3	0.0		5.7				
Delay (s)	17.9	13.8			30.2	16.6		19.5				
Level of Service	B	B			C	B		B				
Approach Delay (s)		15.1			29.0			19.5			0.0	
Approach LOS		B			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			20.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			74.4%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC

7: NE Cows St & NE 3rd St

01/11/2024

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	85	15	30	125	15	5	10	10	5	15	5
Future Vol, veh/h	5	85	15	30	125	15	5	10	10	5	15	5
Conflicting Peds, #/hr	43	0	91	91	0	43	41	0	14	14	0	41
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	6	100	18	35	147	18	6	12	12	6	18	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	208	0	0	209	0	0	491	490	214	416	490	240
Stage 1	-	-	-	-	-	-	212	212	-	269	269	-
Stage 2	-	-	-	-	-	-	279	278	-	147	221	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1375	-	-	1374	-	-	491	482	831	551	482	804
Stage 1	-	-	-	-	-	-	795	731	-	741	690	-
Stage 2	-	-	-	-	-	-	732	684	-	860	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1319	-	-	1255	-	-	402	407	749	488	407	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	407	-	488	407	-
Stage 1	-	-	-	-	-	-	723	664	-	707	641	-
Stage 2	-	-	-	-	-	-	658	635	-	816	657	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.4			12.7			13.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	496	1319	-	-	1255	-	-	464				
HCM Lane V/C Ratio	0.059	0.004	-	-	0.028	-	-	0.063				
HCM Control Delay (s)	12.7	7.7	0	-	8	0	-	13.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2				

HCM 6th AWSC

8: NE Davis St & NE 3rd St

07/01/2024

Intersection													
Intersection Delay, s/veh	8.3												
Intersection LOS	A												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	2	85	10	3	155	10	10	30	10	10	40	5	
Future Vol, veh/h	2	85	10	3	155	10	10	30	10	10	40	5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0	
Mvmt Flow	2	100	12	4	182	12	12	35	12	12	47	6	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach	EB				WB				NB				SB
Opposing Approach	WB				EB				SB				NB
Opposing Lanes	1				1				1				1
Conflicting Approach Left	SB				NB				EB				WB
Conflicting Lanes Left	1				1				1				1
Conflicting Approach Right	NB				SB				WB				EB
Conflicting Lanes Right	1				1				1				1
HCM Control Delay	8.1				8.6				8				8.1
HCM LOS	A				A				A				A
Lane	NBLn1	EBLn1	WBLn1	SBLn1									
Vol Left, %	20%	2%	2%	18%									
Vol Thru, %	60%	88%	92%	73%									
Vol Right, %	20%	10%	6%	9%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	50	97	168	55									
LT Vol	10	2	3	10									
Through Vol	30	85	155	40									
RT Vol	10	10	10	5									
Lane Flow Rate	59	114	198	65									
Geometry Grp	1	1	1	1									
Degree of Util (X)	0.075	0.138	0.235	0.083									
Departure Headway (Hd)	4.589	4.343	4.282	4.644									
Convergence, Y/N	Yes	Yes	Yes	Yes									
Cap	781	827	840	773									
Service Time	2.613	2.361	2.298	2.667									
HCM Lane V/C Ratio	0.076	0.138	0.236	0.084									
HCM Control Delay	8	8.1	8.6	8.1									
HCM Lane LOS	A	A	A	A									
HCM 95th-tile Q	0.2	0.5	0.9	0.3									

HCM 6th TWSC

9: NE Evans St & NE 3rd St

01/11/2024

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	85	5	10	145	30	4	25	10	25	55	20
Future Vol, veh/h	10	85	5	10	145	30	4	25	10	25	55	20
Conflicting Peds, #/hr	55	0	80	80	0	55	11	0	31	31	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	2	14
Mvmt Flow	12	100	6	12	171	35	5	29	12	29	65	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	186	0	0	475	492	214	447	478	255
Stage 1	-	-	-	-	-	-	207	207	-	268	268	-
Stage 2	-	-	-	-	-	-	268	285	-	179	210	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.018	3.426
Pot Cap-1 Maneuver	1315	-	-	1401	-	-	503	481	831	525	486	755
Stage 1	-	-	-	-	-	-	800	734	-	742	687	-
Stage 2	-	-	-	-	-	-	742	679	-	827	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1246	-	-	1294	-	-	385	413	745	442	417	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	385	413	-	442	417	-
Stage 1	-	-	-	-	-	-	732	672	-	696	644	-
Stage 2	-	-	-	-	-	-	631	637	-	748	666	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.4			13.7			15.5		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	462	1246	-	-	1294	-	-	461				
HCM Lane V/C Ratio	0.099	0.009	-	-	0.009	-	-	0.255				
HCM Control Delay (s)	13.7	7.9	0	-	7.8	0	-	15.5				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	1				

HCM 6th AWSC

10: NE Ford St & NE 3rd St

07/01/2024

Intersection

Intersection Delay, s/veh 8.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	110	10	0	170	10	5	35	10	20	25	5
Future Vol, veh/h	0	110	10	0	170	10	5	35	10	20	25	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	1	12	0	0	0	0	0	0
Mvmt Flow	0	129	12	0	200	12	6	41	12	24	29	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.8	8.1	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	0%	0%	40%
Vol Thru, %	70%	92%	94%	50%
Vol Right, %	20%	8%	6%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	120	180	50
LT Vol	5	0	0	20
Through Vol	35	110	170	25
RT Vol	10	10	10	5
Lane Flow Rate	59	141	212	59
Geometry Grp	1	1	1	1
Degree of Util (X)	0.076	0.171	0.254	0.078
Departure Headway (Hd)	4.657	4.359	4.319	4.776
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	769	824	834	750
Service Time	2.685	2.377	2.336	2.804
HCM Lane V/C Ratio	0.077	0.171	0.254	0.079
HCM Control Delay	8.1	8.3	8.8	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.6	1	0.3

HCM 6th TWSC

11: NE Galloway St & NE 3rd St

01/11/2024

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	120	10	5	165	15	5	10	5	10	10	10
Future Vol, veh/h	5	120	10	5	165	15	5	10	5	10	10	10
Conflicting Peds, #/hr	30	0	18	18	0	30	17	0	3	3	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	136	11	6	188	17	6	11	6	11	11	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	235	0	0	165	0	0	409	419	163	404	416	244
Stage 1	-	-	-	-	-	-	172	172	-	239	239	-
Stage 2	-	-	-	-	-	-	237	247	-	165	177	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1344	-	-	1426	-	-	556	528	887	561	530	800
Stage 1	-	-	-	-	-	-	835	760	-	769	711	-
Stage 2	-	-	-	-	-	-	771	706	-	842	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1402	-	-	517	499	869	526	501	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	517	499	-	526	501	-
Stage 1	-	-	-	-	-	-	817	743	-	744	687	-
Stage 2	-	-	-	-	-	-	731	682	-	817	739	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			11.7			11.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	564	1306	-	-	1402	-	-	576				
HCM Lane V/C Ratio	0.04	0.004	-	-	0.004	-	-	0.059				
HCM Control Delay (s)	11.7	7.8	0	-	7.6	0	-	11.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

HCM 6th TWSC

12: NE Irvine St & NE 3rd St

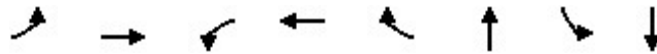
01/11/2024

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	120	10	10	170	5	5	35	30	20	20	15
Future Vol, veh/h	10	120	10	10	170	5	5	35	30	20	20	15
Conflicting Peds, #/hr	13	0	4	4	0	13	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	40	0	12	6	0	5	7
Mvmt Flow	12	141	12	12	200	6	6	41	35	24	24	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	219	0	0	157	0	0	427	418	153	451	421	220
Stage 1	-	-	-	-	-	-	175	175	-	240	240	-
Stage 2	-	-	-	-	-	-	252	243	-	211	181	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.62	6.26	7.1	6.55	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.62	-	6.1	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.62	-	6.1	5.55	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.108	3.354	3.5	4.045	3.363
Pot Cap-1 Maneuver	1362	-	-	1435	-	-	541	511	883	522	519	807
Stage 1	-	-	-	-	-	-	832	736	-	768	701	-
Stage 2	-	-	-	-	-	-	757	687	-	796	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1430	-	-	499	493	878	456	501	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	493	-	456	501	-
Stage 1	-	-	-	-	-	-	820	726	-	751	686	-
Stage 2	-	-	-	-	-	-	706	673	-	712	734	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.4			11.8			12.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	608	1345	-	-	1430	-	-	536				
HCM Lane V/C Ratio	0.135	0.009	-	-	0.008	-	-	0.121				
HCM Control Delay (s)	11.8	7.7	0	-	7.5	0	-	12.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.4				

Queues

13: NE Johnson St & NE 3rd St

01/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	63	131	28	153	455	341	540	398
v/c Ratio	0.25	0.34	0.10	0.50	0.72	0.81	0.87	0.34
Control Delay	25.8	31.4	23.6	37.9	10.5	48.2	41.4	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	31.4	23.6	37.9	10.5	48.2	41.4	8.1
Queue Length 50th (ft)	26	55	11	76	0	171	257	81
Queue Length 95th (ft)	54	113	30	130	74	#332	#462	150
Internal Link Dist (ft)		231		615		193		426
Turn Bay Length (ft)	175		115		115		160	
Base Capacity (vph)	257	486	294	458	721	450	715	1286
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.27	0.10	0.33	0.63	0.76	0.76	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

13: NE Johnson St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	115	0	25	135	400	5	265	30	475	290	60
Future Volume (vph)	55	115	0	25	135	400	5	265	30	475	290	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0		4.5	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881		1805	1881	1548		1794		1752	1815	
Flt Permitted	0.48	1.00		0.67	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	905	1881		1279	1881	1548		1781		1752	1815	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	62	131	0	28	153	455	6	301	34	540	330	68
RTOR Reduction (vph)	0	0	0	0	0	381	0	5	0	0	8	0
Lane Group Flow (vph)	63	131	0	28	153	74	0	336	0	540	390	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	0%	5%	0%	3%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Prot	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6		6	8					
Actuated Green, G (s)	18.5	14.8		14.7	12.9	12.9		18.4		28.3	50.7	
Effective Green, g (s)	18.5	14.8		14.7	12.9	12.9		18.4		28.3	50.7	
Actuated g/C Ratio	0.23	0.19		0.18	0.16	0.16		0.23		0.35	0.64	
Clearance Time (s)	4.5	4.0		4.5	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		4.0		3.5	4.3	
Lane Grp Cap (vph)	251	348		247	304	250		410		621	1153	
v/s Ratio Prot	c0.01	0.07		0.00	c0.08					c0.31	0.22	
v/s Ratio Perm	0.05			0.02		0.05		c0.19				
v/c Ratio	0.25	0.38		0.11	0.50	0.29		0.82		0.87	0.34	
Uniform Delay, d1	24.5	28.5		27.0	30.5	29.4		29.1		24.0	6.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.7		0.2	1.3	0.7		12.9		12.7	0.3	
Delay (s)	25.0	29.1		27.2	31.8	30.1		42.1		36.7	7.0	
Level of Service	C	C		C	C	C		D		D	A	
Approach Delay (s)		27.8			30.4			42.1			24.1	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			29.2			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			79.8			Sum of lost time (s)				16.5		
Intersection Capacity Utilization			67.4%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

14: NE Three Mile Ln & SE 1st St

07/01/2024



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	4	315	6	236	659	11	776
v/c Ratio	0.03	0.73	0.10	0.74	0.45	0.09	0.73
Control Delay	33.5	14.6	27.6	49.4	6.3	41.1	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	14.6	27.6	49.4	6.3	41.1	21.2
Queue Length 50th (ft)	2	0	1	125	62	6	286
Queue Length 95th (ft)	10	62	12	#224	316	23	#605
Internal Link Dist (ft)		558	382		425		435
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	286	548	125	336	1453	119	1067
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.57	0.05	0.70	0.45	0.09	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

14: NE Three Mile Ln & SE 1st St

07/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	280	1	1	4	210	585	2	10	685	5
Future Volume (vph)	4	0	280	1	1	4	210	585	2	10	685	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.91		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1796	1439			1518		1770	1862		1805	1860	
Flt Permitted	0.75	1.00			0.40		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1425	1439			606		1770	1862		1805	1860	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	4	0	315	1	1	4	236	657	2	11	770	6
RTOR Reduction (vph)	0	285	0	0	4	0	0	0	0	0	0	0
Lane Group Flow (vph)	4	30	0	0	2	0	236	659	0	11	776	0
Confl. Peds. (#/hr)	2					2	3		1	1		3
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	2%	0%	0%	2%	0%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	8.6	8.6			8.6		16.3	66.6		1.3	51.6	
Effective Green, g (s)	8.6	8.6			8.6		16.3	66.6		1.3	51.6	
Actuated g/C Ratio	0.10	0.10			0.10		0.18	0.74		0.01	0.57	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	136	137			57		320	1377		26	1066	
v/s Ratio Prot		c0.02					c0.13	0.35		0.01	c0.42	
v/s Ratio Perm	0.00				0.00							
v/c Ratio	0.03	0.22			0.04		0.74	0.48		0.42	0.73	
Uniform Delay, d1	36.9	37.6			37.0		34.8	4.7		44.0	14.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.8			0.3		8.6	1.2		10.7	4.4	
Delay (s)	37.0	38.4			37.3		43.4	5.9		54.7	18.4	
Level of Service	D	D			D		D	A		D	B	
Approach Delay (s)		38.4			37.3			15.8			18.9	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			20.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			76.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

15: NE Lafayette Ave & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	207	52	73	756	4	831	112
v/c Ratio	0.68	0.15	0.22	0.62	0.01	0.78	0.12
Control Delay	35.4	21.0	6.3	11.7	5.0	20.8	5.9
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	35.4	21.0	6.3	12.3	5.0	20.8	5.9
Queue Length 50th (ft)	74	14	9	153	1	285	12
Queue Length 95th (ft)	154	44	28	455	4	#601	41
Internal Link Dist (ft)	231	206		426		263	
Turn Bay Length (ft)			110		125		50
Base Capacity (vph)	513	599	522	1374	637	1296	1126
Starvation Cap Reductn	0	0	0	264	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.09	0.14	0.68	0.01	0.64	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

15: NE Lafayette Ave & NE 5th St

01/11/2024

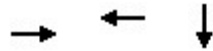
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	↗
Traffic Volume (vph)	75	20	90	1	30	15	65	670	3	4	740	100
Future Volume (vph)	75	20	90	1	30	15	65	670	3	4	740	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.93			0.96		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.98			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1539			1621		1770	1844		1804	1845	1582
Flt Permitted		0.85			1.00		0.16	1.00		0.28	1.00	1.00
Satd. Flow (perm)		1331			1615		293	1844		524	1845	1582
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	84	22	101	1	34	17	73	753	3	4	831	112
RTOR Reduction (vph)	0	36	0	0	14	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	171	0	0	38	0	73	756	0	4	831	90
Confl. Peds. (#/hr)	1		3	3		1			3	3		
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	3%	0%	0%	3%	0%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Actuated Green, G (s)		14.9			14.9		53.4	48.7		45.6	44.8	44.8
Effective Green, g (s)		14.9			14.9		53.4	48.7		45.6	44.8	44.8
Actuated g/C Ratio		0.20			0.20		0.70	0.64		0.60	0.59	0.59
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)		259			314		295	1175		326	1081	927
v/s Ratio Prot							c0.02	c0.41		0.00	c0.45	
v/s Ratio Perm		c0.13			0.02		0.16			0.01		0.06
v/c Ratio		0.66			0.12		0.25	0.64		0.01	0.77	0.10
Uniform Delay, d1		28.4			25.4		9.0	8.5		7.2	11.9	6.9
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		5.3			0.1		0.3	1.4		0.0	3.6	0.1
Delay (s)		33.7			25.5		9.3	9.9		7.2	15.5	7.0
Level of Service		C			C		A	A		A	B	A
Approach Delay (s)		33.7			25.5			9.8			14.4	
Approach LOS		C			C			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			76.4				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			70.1%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Attachment M: Future Year
2047 Build Synchro Analysis
Worksheets

Queues

1: NE Adams St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	7	92	1110
v/c Ratio	0.04	0.62	0.46
Control Delay	18.7	47.3	6.4
Queue Delay	0.0	0.0	0.0
Total Delay	18.7	47.3	6.4
Queue Length 50th (ft)	1	38	90
Queue Length 95th (ft)	10	m34	203
Internal Link Dist (ft)	316	215	253
Turn Bay Length (ft)			
Base Capacity (vph)	450	341	2398
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.27	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

1: NE Adams St & NE 5th St

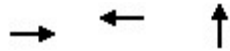
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	4	80	5	0	0	0	0	100	920	1
Future Volume (vph)	0	3	4	80	5	0	0	0	0	100	920	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0						7.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.92			1.00						1.00	
Flt Protected		1.00			0.95						1.00	
Satd. Flow (prot)		1739			1729						3255	
Flt Permitted		1.00			0.73						1.00	
Satd. Flow (perm)		1739			1327						3255	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3	4	87	5	0	0	0	0	109	1000	1
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3	0	0	92	0	0	0	0	0	1110	0
Confl. Peds. (#/hr)	3		2	2		3	1		2	2		1
Heavy Vehicles (%)	0%	0%	0%	5%	0%	0%	0%	0%	0%	3%	5%	0%
Parking (#/hr)												0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		9.6			9.6						52.4	
Effective Green, g (s)		6.6			6.6						49.4	
Actuated g/C Ratio		0.09			0.09						0.71	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		2.5			2.5						4.0	
Lane Grp Cap (vph)		163			125						2297	
v/s Ratio Prot		0.00										
v/s Ratio Perm					0.07						0.34	
v/c Ratio		0.02			0.74						0.48	
Uniform Delay, d1		28.8			30.9						4.6	
Progression Factor		1.00			1.06						1.00	
Incremental Delay, d2		0.0			18.6						0.7	
Delay (s)		28.8			51.2						5.3	
Level of Service		C			D						A	
Approach Delay (s)		28.8			51.2			0.0			5.3	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.0			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			55.1%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: NE Baker St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	119	125	1250
v/c Ratio	0.48	0.41	0.51
Control Delay	33.2	22.5	1.8
Queue Delay	0.0	0.0	0.0
Total Delay	33.2	22.5	1.8
Queue Length 50th (ft)	54	38	53
Queue Length 95th (ft)	103	68	m8
Internal Link Dist (ft)	215	223	465
Turn Bay Length (ft)			
Base Capacity (vph)	565	660	2460
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.19	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: NE Baker St & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	85	0	0	85	30	25	985	140	0	0	0
Future Volume (vph)	25	85	0	0	85	30	25	985	140	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1663			1728			3221				
Flt Permitted		0.91			1.00			1.00				
Satd. Flow (perm)		1523			1728			3221				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	92	0	0	92	33	27	1071	152	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	119	0	0	100	0	0	1242	0	0	0	0
Confl. Peds. (#/hr)	7		7	7		7	6		5	5		6
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	2%	0%	0%	6%	4%	0%	4%	5%	0%	0%	0%
Parking (#/hr)		0						0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		10.3			10.3			51.7				
Effective Green, g (s)		10.3			10.3			51.7				
Actuated g/C Ratio		0.15			0.15			0.74				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.5			2.5			4.0				
Lane Grp Cap (vph)		224			254			2378				
v/s Ratio Prot					0.06							
v/s Ratio Perm		0.08						0.39				
v/c Ratio		0.53			0.39			0.52				
Uniform Delay, d1		27.6			27.0			3.9				
Progression Factor		1.10			1.00			0.27				
Incremental Delay, d2		1.7			0.7			0.5				
Delay (s)		32.1			27.8			1.5				
Level of Service		C			C			A				
Approach Delay (s)		32.1			27.8			1.5			0.0	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.1			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.52										
Actuated Cycle Length (s)		70.0			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		56.0%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

3: NE Adams St & NE 3rd St

02/05/2024



Lane Group	WBL	SBT
Lane Group Flow (vph)	27	1065
v/c Ratio	0.17	0.38
Control Delay	35.9	3.3
Queue Delay	0.0	0.0
Total Delay	35.9	3.3
Queue Length 50th (ft)	15	55
Queue Length 95th (ft)	34	177
Internal Link Dist (ft)	203	470
Turn Bay Length (ft)		
Base Capacity (vph)	396	2817
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.38
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

3: NE Adams St & NE 3rd St

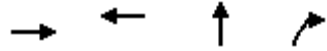
02/05/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (vph)	25	0	0	0	70	910
Future Volume (vph)	25	0	0	0	70	910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.0
Lane Util. Factor	1.00					0.95
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1518					3265
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1518					3265
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	0	0	0	76	989
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	27	0	0	0	0	1065
Confl. Peds. (#/hr)		7		2	2	
Heavy Vehicles (%)	7%	0%	0%	0%	0%	5%
Parking (#/hr)	0					0
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	7.2					74.3
Effective Green, g (s)	7.2					74.3
Actuated g/C Ratio	0.08					0.83
Clearance Time (s)	4.5					4.0
Vehicle Extension (s)	3.0					4.0
Lane Grp Cap (vph)	121					2695
v/s Ratio Prot	c0.02					
v/s Ratio Perm						0.33
v/c Ratio	0.22					0.40
Uniform Delay, d1	38.8					2.0
Progression Factor	1.00					1.00
Incremental Delay, d2	0.9					0.4
Delay (s)	39.7					2.5
Level of Service	D					A
Approach Delay (s)	39.7		0.0			2.5
Approach LOS	D		A			A
Intersection Summary						
HCM 2000 Control Delay			3.4		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.38			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	8.5
Intersection Capacity Utilization			45.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Queues

4: NE Baker St & NE 3rd St

07/01/2024



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	83	65	1271	103
v/c Ratio	0.14	0.12	0.74	0.13
Control Delay	13.5	8.2	16.2	2.4
Queue Delay	0.0	0.0	49.0	0.0
Total Delay	13.5	8.2	65.2	2.4
Queue Length 50th (ft)	28	6	206	0
Queue Length 95th (ft)	25	29	284	20
Internal Link Dist (ft)	203	235	165	
Turn Bay Length (ft)				
Base Capacity (vph)	610	544	1710	812
Starvation Cap Reductn	0	0	628	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.12	1.17	0.13
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

4: NE Baker St & NE 3rd St

07/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	75	0	0	20	40	5	1165	95	0	0	0
Future Volume (vph)	1	75	0	0	20	40	5	1165	95	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			0.95	1.00			
Frpb, ped/bikes		1.00			0.99			1.00	0.98			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.91			1.00	0.85			
Flt Protected		1.00			1.00			1.00	1.00			
Satd. Flow (prot)		1709			1446			3235	1446			
Flt Permitted		1.00			1.00			1.00	1.00			
Satd. Flow (perm)		1708			1446			3235	1446			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	82	0	0	22	43	5	1266	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	28	0	0	0	49	0	0	0
Lane Group Flow (vph)	0	83	0	0	37	0	0	1271	54	0	0	0
Confl. Peds. (#/hr)	9		3	3		9	6		4	4		6
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	0%	0%	0%	7%	6%	0%	6%	9%	0%	0%	0%
Parking (#/hr)		0			0			0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			6				
Permitted Phases	4						6		6			
Actuated Green, G (s)		25.0			25.0			37.0	37.0			
Effective Green, g (s)		25.0			25.0			37.0	37.0			
Actuated g/C Ratio		0.36			0.36			0.53	0.53			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		2.5			2.5			4.0	4.0			
Lane Grp Cap (vph)		610			516			1709	764			
v/s Ratio Prot					0.03							
v/s Ratio Perm		0.05						0.39	0.04			
v/c Ratio		0.14			0.07			0.74	0.07			
Uniform Delay, d1		15.2			14.8			12.8	8.1			
Progression Factor		0.84			1.00			1.00	1.00			
Incremental Delay, d2		0.4			0.3			3.0	0.2			
Delay (s)		13.2			15.1			15.8	8.3			
Level of Service		B			B			B	A			
Approach Delay (s)		13.2			15.1			15.2			0.0	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			15.1									B
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			70.0									8.0
Intersection Capacity Utilization			63.2%									B
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: NE Adams St & SW 2nd St

01/11/2024

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	543	201	87	359	1011
v/c Ratio	0.88	0.33	0.35	0.44	0.77
Control Delay	37.3	6.6	11.9	12.5	21.5
Queue Delay	0.0	0.0	0.0	1.1	0.0
Total Delay	37.3	6.6	11.9	13.6	21.5
Queue Length 50th (ft)	176	13	15	75	168
Queue Length 95th (ft)	#335	52	35	129	#280
Internal Link Dist (ft)	318			210	164
Turn Bay Length (ft)					
Base Capacity (vph)	652	640	252	896	1320
Starvation Cap Reductn	0	0	0	317	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.83	0.31	0.35	0.62	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

5: NE Adams St & SW 2nd St

01/11/2024

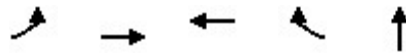
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	500	185	80	330	0	0	0	0	75	740	115
Future Volume (vph)	0	500	185	80	330	0	0	0	0	75	740	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	
Frt		1.00	0.85	1.00	1.00						0.98	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1863	1558	1703	1792						3134	
Flt Permitted		1.00	1.00	0.17	1.00						1.00	
Satd. Flow (perm)		1863	1558	301	1792						3134	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	543	201	87	359	0	0	0	0	82	804	125
RTOR Reduction (vph)	0	0	98	0	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	543	103	87	359	0	0	0	0	0	994	0
Confl. Peds. (#/hr)	2		4	4		2	1		1	1		1
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	0%	2%	2%	6%	6%	0%	0%	0%	0%	6%	7%	5%
Parking (#/hr)											0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		8		7	4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		19.8	19.8	27.8	27.8						24.2	
Effective Green, g (s)		19.8	19.8	27.8	27.8						24.2	
Actuated g/C Ratio		0.33	0.33	0.46	0.46						0.40	
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						4.0	
Lane Grp Cap (vph)		614	514	232	830						1264	
v/s Ratio Prot		c0.29		0.02	c0.20							
v/s Ratio Perm			0.07	0.15							0.32	
v/c Ratio		0.88	0.20	0.38	0.43						0.79	
Uniform Delay, d1		19.0	14.4	11.8	10.8						15.6	
Progression Factor		1.00	1.00	1.00	1.00						1.00	
Incremental Delay, d2		14.2	0.1	0.7	0.3						5.0	
Delay (s)		33.2	14.6	12.6	11.1						20.6	
Level of Service		C	B	B	B						C	
Approach Delay (s)		28.2			11.4			0.0			20.6	
Approach LOS		C			B			A			C	
Intersection Summary												
HCM 2000 Control Delay			21.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			71.8%			ICU Level of Service				C		
Analysis Period (min)			15									

c Critical Lane Group

Queues

6: NE Baker St & NE 2nd St

01/11/2024



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	201	418	326	49	1380
v/c Ratio	0.73	0.60	0.80	0.13	0.87
Control Delay	33.0	20.0	39.4	2.9	22.6
Queue Delay	0.0	3.1	0.0	0.0	0.0
Total Delay	33.0	23.1	39.4	2.9	22.6
Queue Length 50th (ft)	52	124	117	0	245
Queue Length 95th (ft)	#125	204	#226	11	#395
Internal Link Dist (ft)		210	186		203
Turn Bay Length (ft)	230				
Base Capacity (vph)	275	738	451	420	1591
Starvation Cap Reductn	0	218	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.80	0.72	0.12	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

6: NE Baker St & NE 2nd St

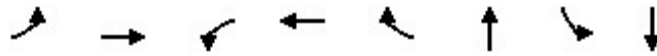
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	385	0	0	300	45	130	1045	95	0	0	0
Future Volume (vph)	185	385	0	0	300	45	130	1045	95	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		0.99				
Satd. Flow (prot)	1735	1845			1727	1371		3187				
Flt Permitted	0.24	1.00			1.00	1.00		0.99				
Satd. Flow (perm)	443	1845			1727	1371		3187				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	201	418	0	0	326	49	141	1136	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	37	0	9	0	0	0	0
Lane Group Flow (vph)	201	418	0	0	326	12	0	1371	0	0	0	0
Confl. Peds. (#/hr)	3		2	2		3	3		5	5		3
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	4%	3%	0%	0%	10%	16%	2%	6%	6%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	3	8			4			6				
Permitted Phases	8					4	6					
Actuated Green, G (s)	24.7	24.7			15.3	15.3		32.3				
Effective Green, g (s)	24.7	24.7			15.3	15.3		32.3				
Actuated g/C Ratio	0.38	0.38			0.24	0.24		0.50				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	275	701			406	322		1583				
v/s Ratio Prot	c0.06	0.23			0.19							
v/s Ratio Perm	c0.22					0.01		0.43				
v/c Ratio	0.73	0.60			0.80	0.04		0.87				
Uniform Delay, d1	15.3	16.2			23.4	19.2		14.4				
Progression Factor	1.00	1.00			1.00	1.00		1.00				
Incremental Delay, d2	9.1	1.1			10.6	0.0		6.6				
Delay (s)	24.3	17.3			34.1	19.2		21.1				
Level of Service	C	B			C	B		C				
Approach Delay (s)		19.6			32.1			21.1			0.0	
Approach LOS		B			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			22.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			65.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			71.8%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

13: NE Johnson St & NE 3rd St

01/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	131	144	11	45	415	382	426	346
v/c Ratio	0.47	0.35	0.04	0.17	0.74	0.80	0.81	0.32
Control Delay	27.5	25.9	19.5	28.4	12.1	41.6	37.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.5	25.9	19.5	28.4	12.1	41.6	37.5	7.7
Queue Length 50th (ft)	47	51	4	18	0	156	164	56
Queue Length 95th (ft)	86	109	14	44	66	#346	#352	132
Internal Link Dist (ft)		231		615		193		426
Turn Bay Length (ft)	175		115		115		160	
Base Capacity (vph)	280	496	248	494	692	476	577	1123
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.29	0.04	0.09	0.60	0.80	0.74	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

13: NE Johnson St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	125	2	10	40	365	1	315	20	375	260	45
Future Volume (vph)	115	125	2	10	40	365	1	315	20	375	260	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0		4.5	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1719	1842		1641	1900	1482		1769		1687	1670	
Flt Permitted	0.57	1.00		0.67	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (perm)	1034	1842		1149	1900	1482		1768		1687	1670	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	131	142	2	11	45	415	1	358	23	426	295	51
RTOR Reduction (vph)	0	1	0	0	0	353	0	3	0	0	7	0
Lane Group Flow (vph)	131	143	0	11	45	62	0	379	0	426	339	0
Confl. Bikes (#/hr)									2			
Heavy Vehicles (%)	5%	3%	0%	10%	0%	9%	100%	6%	8%	7%	12%	7%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Prot	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6		6	8					
Actuated Green, G (s)	17.3	13.5		11.5	10.6	10.6		18.4		21.5	43.9	
Effective Green, g (s)	17.3	13.5		11.5	10.6	10.6		18.4		21.5	43.9	
Actuated g/C Ratio	0.24	0.19		0.16	0.15	0.15		0.26		0.30	0.62	
Clearance Time (s)	4.5	4.0		4.5	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		4.0		3.5	4.3	
Lane Grp Cap (vph)	289	351		192	284	221		459		512	1035	
v/s Ratio Prot	c0.02	0.08		0.00	0.02					c0.25	0.20	
v/s Ratio Perm	c0.09			0.01		0.04		c0.21				
v/c Ratio	0.45	0.41		0.06	0.16	0.28		0.83		0.83	0.33	
Uniform Delay, d1	22.3	25.1		25.0	26.2	26.7		24.7		23.0	6.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.8		0.1	0.3	0.7		12.1		11.3	0.3	
Delay (s)	23.4	25.9		25.1	26.5	27.4		36.7		34.3	6.7	
Level of Service	C	C		C	C	C		D		C	A	
Approach Delay (s)		24.7			27.3			36.7			21.9	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			26.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			70.8			Sum of lost time (s)				16.5		
Intersection Capacity Utilization			61.7%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

14: NE Three Mile Ln & SE 1st St

07/01/2024



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	5	309	5	267	478	2	648
v/c Ratio	0.03	0.72	0.09	0.73	0.36	0.02	0.71
Control Delay	28.5	14.4	27.5	43.1	6.1	34.5	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	14.4	27.5	43.1	6.1	34.5	22.5
Queue Length 50th (ft)	2	1	1	121	40	1	225
Queue Length 95th (ft)	11	60	10	#236	209	8	#464
Internal Link Dist (ft)		558	382		425		435
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	322	557	112	372	1332	127	916
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.55	0.04	0.72	0.36	0.02	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

14: NE Three Mile Ln & SE 1st St

07/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	2	270	2	1	2	235	420	1	2	555	15
Future Volume (vph)	4	2	270	2	1	2	235	420	1	2	555	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.95		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1797	1413			1309		1736	1772		1805	1787	
Flt Permitted	0.75	1.00			0.37		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1427	1413			492		1736	1772		1805	1787	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	5	2	307	2	1	2	267	477	1	2	631	17
RTOR Reduction (vph)	0	274	0	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	5	35	0	0	3	0	267	478	0	2	647	0
Confl. Peds. (#/hr)	2					2	3					3
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	3%	0%	0%	50%	4%	7%	100%	0%	6%	0%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	8.7	8.7			8.7		16.8	56.6		1.2	41.0	
Effective Green, g (s)	8.7	8.7			8.7		16.8	56.6		1.2	41.0	
Actuated g/C Ratio	0.11	0.11			0.11		0.21	0.71		0.01	0.51	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	155	153			53		364	1253		27	915	
v/s Ratio Prot		c0.03					c0.15	0.27		0.00	c0.36	
v/s Ratio Perm	0.00				0.01							
v/c Ratio	0.03	0.23			0.06		0.73	0.38		0.07	0.71	
Uniform Delay, d1	31.9	32.6			32.0		29.5	4.7		38.9	14.9	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.8			0.5		7.5	0.9		1.2	4.6	
Delay (s)	32.0	33.4			32.5		37.0	5.6		40.0	19.5	
Level of Service	C	C			C		D	A		D	B	
Approach Delay (s)		33.3			32.5			16.8			19.6	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			20.9				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			71.2%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

15: NE Lafayette Ave & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	137	16	74	818	11	727	97
v/c Ratio	0.55	0.05	0.18	0.69	0.03	0.72	0.11
Control Delay	32.1	23.6	5.0	12.9	4.4	17.1	4.9
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	32.1	23.6	5.0	13.2	4.4	17.1	4.9
Queue Length 50th (ft)	41	4	7	148	1	203	7
Queue Length 95th (ft)	111	22	25	508	7	427	32
Internal Link Dist (ft)	231	206		426		263	
Turn Bay Length (ft)			110		125		50
Base Capacity (vph)	512	621	613	1363	635	1353	1153
Starvation Cap Reductn	0	0	0	126	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.03	0.12	0.66	0.02	0.54	0.08
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

15: NE Lafayette Ave & NE 5th St

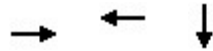
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	20	35	2	10	3	65	715	4	10	640	85
Future Volume (vph)	65	20	35	2	10	3	65	715	4	10	640	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.96			0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1540			1649		1805	1742		1805	1759	1482
Flt Permitted		0.82			0.97		0.22	1.00		0.25	1.00	1.00
Satd. Flow (perm)		1303			1610		421	1742		470	1759	1482
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	74	23	40	2	11	3	74	812	5	11	727	97
RTOR Reduction (vph)	0	16	0	0	2	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	121	0	0	14	0	74	818	0	11	727	75
Confl. Peds. (#/hr)	2		1	1		2			1	1		
Heavy Vehicles (%)	4%	0%	3%	0%	0%	0%	0%	9%	0%	0%	8%	9%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Actuated Green, G (s)		12.2			12.2		50.5	45.7		42.5	41.7	41.7
Effective Green, g (s)		12.2			12.2		50.5	45.7		42.5	41.7	41.7
Actuated g/C Ratio		0.17			0.17		0.71	0.65		0.60	0.59	0.59
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)		224			277		394	1126		297	1037	874
v/s Ratio Prot							c0.01	c0.47		0.00	0.41	
v/s Ratio Perm		c0.09			0.01		0.12			0.02		0.05
v/c Ratio		0.54			0.05		0.19	0.73		0.04	0.70	0.09
Uniform Delay, d1		26.7			24.4		6.0	8.3		6.8	10.1	6.3
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.1			0.1		0.2	2.5		0.0	2.3	0.1
Delay (s)		28.8			24.5		6.2	10.9		6.9	12.5	6.3
Level of Service		C			C		A	B		A	B	A
Approach Delay (s)		28.8			24.5			10.5			11.7	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		12.5			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.69										
Actuated Cycle Length (s)		70.7			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		64.8%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

1: NE Adams St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	9	230	1365
v/c Ratio	0.03	0.90	0.62
Control Delay	19.6	56.3	11.5
Queue Delay	0.0	0.5	0.0
Total Delay	19.6	56.8	11.5
Queue Length 50th (ft)	2	142	210
Queue Length 95th (ft)	13	214	351
Internal Link Dist (ft)	316	215	253
Turn Bay Length (ft)			
Base Capacity (vph)	453	353	2213
Starvation Cap Reductn	0	15	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.68	0.62
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

1: NE Adams St & NE 5th St

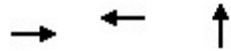
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	5	205	15	0	0	0	0	65	1240	5
Future Volume (vph)	0	4	5	205	15	0	0	0	0	65	1240	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0						7.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.93			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1742			1775						3352	
Flt Permitted		1.00			0.73						1.00	
Satd. Flow (perm)		1742			1365						3352	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	4	5	214	16	0	0	0	0	68	1292	5
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	5	0	0	230	0	0	0	0	0	1365	0
Confl. Peds. (#/hr)	19		3	3		19	13		2	2		13
Confl. Bikes (#/hr)						1						1
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	1%	2%	0%
Parking (#/hr)											0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		19.9			19.9						62.1	
Effective Green, g (s)		16.9			16.9						59.1	
Actuated g/C Ratio		0.19			0.19						0.66	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		2.5			2.5						4.0	
Lane Grp Cap (vph)		327			256						2201	
v/s Ratio Prot		0.00										
v/s Ratio Perm					c0.17						0.41	
v/c Ratio		0.02			0.90						0.62	
Uniform Delay, d1		29.8			35.7						8.9	
Progression Factor		1.00			0.68						1.00	
Incremental Delay, d2		0.0			28.2						1.3	
Delay (s)		29.8			52.6						10.3	
Level of Service		C			D						B	
Approach Delay (s)		29.8			52.6			0.0			10.3	
Approach LOS		C			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			16.4			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			70.1%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

2: NE Baker St & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	81	294	1435
v/c Ratio	0.29	0.76	0.62
Control Delay	21.3	42.3	5.4
Queue Delay	0.0	0.3	0.1
Total Delay	21.3	42.6	5.5
Queue Length 50th (ft)	39	144	82
Queue Length 95th (ft)	m45	210	400
Internal Link Dist (ft)	215	223	465
Turn Bay Length (ft)			
Base Capacity (vph)	470	627	2327
Starvation Cap Reductn	0	0	140
Spillback Cap Reductn	0	65	84
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.17	0.52	0.66

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: NE Baker St & NE 5th St

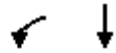
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	60	0	0	190	80	20	1255	45	0	0	0
Future Volume (vph)	15	60	0	0	190	80	20	1255	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.96			0.99				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1675			1771			3311				
Flt Permitted		0.81			1.00			1.00				
Satd. Flow (perm)		1367			1771			3311				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	65	0	0	207	87	22	1364	49	0	0	0
RTOR Reduction (vph)	0	0	0	0	21	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	81	0	0	273	0	0	1433	0	0	0	0
Confl. Peds. (#/hr)	22		3	3		22	2		5	5		2
Confl. Bikes (#/hr)			1			2			2			
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	3%	0%	0%	0%	0%
Parking (#/hr)		0						0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		18.8			18.8			63.2				
Effective Green, g (s)		18.8			18.8			63.2				
Actuated g/C Ratio		0.21			0.21			0.70				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.5			2.5			4.0				
Lane Grp Cap (vph)		285			369			2325				
v/s Ratio Prot					c0.15							
v/s Ratio Perm		0.06						0.43				
v/c Ratio		0.28			0.74			0.62				
Uniform Delay, d1		29.9			33.3			7.0				
Progression Factor		0.68			1.00			0.55				
Incremental Delay, d2		0.3			7.4			0.9				
Delay (s)		20.7			40.7			4.8				
Level of Service		C			D			A				
Approach Delay (s)		20.7			40.7			4.8			0.0	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			11.4				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			63.3%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

3: NE Adams St & NE 3rd St

02/05/2024



Lane Group	WBL	SBT
Lane Group Flow (vph)	177	1538
v/c Ratio	0.68	0.62
Control Delay	35.0	10.1
Queue Delay	9.5	0.3
Total Delay	44.6	10.3
Queue Length 50th (ft)	54	138
Queue Length 95th (ft)	m74	493
Internal Link Dist (ft)	203	470
Turn Bay Length (ft)		
Base Capacity (vph)	398	2485
Starvation Cap Reductn	6	316
Spillback Cap Reductn	184	278
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.83	0.71

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

3: NE Adams St & NE 3rd St

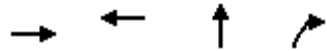
02/05/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (vph)	165	0	0	0	80	1350
Future Volume (vph)	165	0	0	0	80	1350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.0
Lane Util. Factor	1.00					0.95
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1593					3356
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1593					3356
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	177	0	0	0	86	1452
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	177	0	0	0	0	1538
Confl. Peds. (#/hr)		41		1	1	
Confl. Bikes (#/hr)				1		
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%
Parking (#/hr)	0					0
Turn Type	Prot				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	14.8					66.7
Effective Green, g (s)	14.8					66.7
Actuated g/C Ratio	0.16					0.74
Clearance Time (s)	4.5					4.0
Vehicle Extension (s)	2.5					4.0
Lane Grp Cap (vph)	261					2487
v/s Ratio Prot	c0.11					
v/s Ratio Perm						0.46
v/c Ratio	0.68					0.62
Uniform Delay, d1	35.4					5.6
Progression Factor	0.68					1.41
Incremental Delay, d2	5.4					0.9
Delay (s)	29.5					8.8
Level of Service	C					A
Approach Delay (s)	29.5		0.0			8.8
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			10.9		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.63			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	8.5
Intersection Capacity Utilization			65.4%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Queues

4: NE Baker St & NE 3rd St

07/01/2024



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	112	229	1308	90
v/c Ratio	0.20	0.39	0.75	0.10
Control Delay	16.7	15.9	16.4	2.5
Queue Delay	0.0	0.0	48.9	0.0
Total Delay	16.7	15.9	65.3	2.5
Queue Length 50th (ft)	33	58	214	0
Queue Length 95th (ft)	67	112	293	18
Internal Link Dist (ft)	203	235	165	
Turn Bay Length (ft)				
Base Capacity (vph)	573	591	1742	873
Starvation Cap Reductn	0	0	641	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.39	1.19	0.10
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

4: NE Baker St & NE 3rd St

07/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	90	0	0	135	80	35	1195	85	0	0	0
Future Volume (vph)	15	90	0	0	135	80	35	1195	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			0.95	1.00			
Frpb, ped/bikes		1.00			0.98			1.00	0.97			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.95			1.00	0.85			
Flt Protected		0.99			1.00			1.00	1.00			
Satd. Flow (prot)		1674			1580			3296	1573			
Flt Permitted		0.95			1.00			1.00	1.00			
Satd. Flow (perm)		1605			1580			3296	1573			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	16	96	0	0	144	85	37	1271	90	0	0	0
RTOR Reduction (vph)	0	0	0	0	27	0	0	0	42	0	0	0
Lane Group Flow (vph)	0	112	0	0	202	0	0	1308	48	0	0	0
Confl. Peds. (#/hr)	35		11	11		35	5		5	5		5
Confl. Bikes (#/hr)			2						2			1
Heavy Vehicles (%)	8%	0%	0%	0%	2%	0%	0%	4%	0%	0%	0%	0%
Parking (#/hr)		0			0			0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			6				
Permitted Phases	4						6		6			
Actuated Green, G (s)		25.0			25.0			37.0	37.0			
Effective Green, g (s)		25.0			25.0			37.0	37.0			
Actuated g/C Ratio		0.36			0.36			0.53	0.53			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		2.5			2.5			4.0	4.0			
Lane Grp Cap (vph)		573			564			1742	831			
v/s Ratio Prot					0.13							
v/s Ratio Perm		0.07						0.40	0.03			
v/c Ratio		0.20			0.36			0.75	0.06			
Uniform Delay, d1		15.5			16.6			12.9	8.0			
Progression Factor		1.00			1.00			1.00	1.00			
Incremental Delay, d2		0.8			1.8			3.0	0.1			
Delay (s)		16.3			18.4			15.9	8.2			
Level of Service		B			B			B	A			
Approach Delay (s)		16.3			18.4			15.4			0.0	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			15.9									B
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			70.0									8.0
Intersection Capacity Utilization			64.9%									C
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: NE Adams St & SW 2nd St

01/11/2024

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Group Flow (vph)	430	118	145	489	1651
v/c Ratio	0.92	0.28	0.77	0.73	0.91
Control Delay	61.0	16.0	50.9	33.0	27.9
Queue Delay	0.0	0.0	0.0	54.1	0.0
Total Delay	61.0	16.0	50.9	87.1	27.9
Queue Length 50th (ft)	236	25	57	239	392
Queue Length 95th (ft)	#407	69	#145	357	#608
Internal Link Dist (ft)	318			210	164
Turn Bay Length (ft)					
Base Capacity (vph)	480	439	189	668	1820
Starvation Cap Reductn	0	0	0	248	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.90	0.27	0.77	1.16	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

5: NE Adams St & SW 2nd St

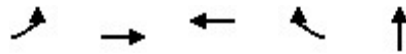
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	110	135	455	0	0	0	0	60	1210	265
Future Volume (vph)	0	400	110	135	455	0	0	0	0	60	1210	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	
Frpb, ped/bikes		1.00	0.97	1.00	1.00						1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	
Frt		1.00	0.85	1.00	1.00						0.97	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		1881	1541	1719	1881						3240	
Flt Permitted		1.00	1.00	0.15	1.00						1.00	
Satd. Flow (perm)		1881	1541	275	1881						3240	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	430	118	145	489	0	0	0	0	65	1301	285
RTOR Reduction (vph)	0	0	46	0	0	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	430	72	145	489	0	0	0	0	0	1631	0
Confl. Peds. (#/hr)	7		9	9		7	2			1	1	2
Confl. Bikes (#/hr)			1			2						2
Heavy Vehicles (%)	0%	1%	2%	5%	1%	0%	0%	0%	0%	2%	3%	0%
Parking (#/hr)												0
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		8		7	4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		22.3	22.3	32.0	32.0						50.0	
Effective Green, g (s)		22.3	22.3	32.0	32.0						50.0	
Actuated g/C Ratio		0.25	0.25	0.36	0.36						0.56	
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						4.0	
Lane Grp Cap (vph)		466	381	189	668						1800	
v/s Ratio Prot		c0.23		0.05	c0.26							
v/s Ratio Perm			0.05	0.22							0.50	
v/c Ratio		0.92	0.19	0.77	0.73						0.91	
Uniform Delay, d1		33.0	26.7	23.2	25.3						17.9	
Progression Factor		1.00	1.00	1.00	1.00						1.15	
Incremental Delay, d2		23.9	0.2	16.2	3.9						7.1	
Delay (s)		56.9	26.9	39.4	29.2						27.6	
Level of Service		E	C	D	C						C	
Approach Delay (s)		50.4			31.5			0.0			27.6	
Approach LOS		D			C			A			C	
Intersection Summary												
HCM 2000 Control Delay			32.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			82.2%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

6: NE Baker St & NE 2nd St

01/11/2024



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	134	366	478	54	1516
v/c Ratio	0.64	0.50	0.92	0.11	0.92
Control Delay	32.4	20.9	53.0	5.0	28.8
Queue Delay	0.0	4.4	0.0	0.0	0.0
Total Delay	32.4	25.3	53.0	5.0	28.8
Queue Length 50th (ft)	42	133	227	0	348
Queue Length 95th (ft)	#96	209	#398	20	#518
Internal Link Dist (ft)		210	186		203
Turn Bay Length (ft)	230				
Base Capacity (vph)	209	752	540	490	1654
Starvation Cap Reductn	0	304	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.82	0.89	0.11	0.92

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

6: NE Baker St & NE 2nd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	340	0	0	445	50	140	1145	125	0	0	0
Future Volume (vph)	125	340	0	0	445	50	140	1145	125	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1770	1881			1881	1539		3247				
Flt Permitted	0.15	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	284	1881			1881	1539		3247				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	134	366	0	0	478	54	151	1231	134	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	39	0	9	0	0	0	0
Lane Group Flow (vph)	134	366	0	0	478	15	0	1507	0	0	0	0
Confl. Peds. (#/hr)	3		5	5		3	4		3	3		4
Confl. Bikes (#/hr)			2			3						2
Heavy Vehicles (%)	2%	1%	0%	0%	1%	3%	1%	3%	10%	0%	0%	0%
Parking (#/hr)								0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	3	8			4			6				
Permitted Phases	8					4	6					
Actuated Green, G (s)	31.5	31.5			22.2	22.2		40.5				
Effective Green, g (s)	31.5	31.5			22.2	22.2		40.5				
Actuated g/C Ratio	0.39	0.39			0.28	0.28		0.51				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	210	740			521	427		1643				
v/s Ratio Prot	c0.04	0.19			c0.25							
v/s Ratio Perm	0.21					0.01		0.46				
v/c Ratio	0.64	0.49			0.92	0.04		0.92				
Uniform Delay, d1	18.9	18.3			28.0	21.1		18.2				
Progression Factor	1.00	1.00			1.00	1.00		1.00				
Incremental Delay, d2	5.5	0.4			21.0	0.0		9.6				
Delay (s)	24.4	18.6			49.0	21.1		27.9				
Level of Service	C	B			D	C		C				
Approach Delay (s)		20.2			46.2			27.9			0.0	
Approach LOS		C			D			C			A	
Intersection Summary												
HCM 2000 Control Delay			30.2				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			82.2%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC

7: NE Cows St & NE 3rd St

01/11/2024

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	125	35	40	205	15	10	10	10	5	15	5
Future Vol, veh/h	10	125	35	40	205	15	10	10	10	5	15	5
Conflicting Peds, #/hr	43	0	91	91	0	43	41	0	14	14	0	41
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	12	147	41	47	241	18	12	12	12	6	18	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	302	0	0	279	0	0	680	679	273	605	690	334
Stage 1	-	-	-	-	-	-	283	283	-	387	387	-
Stage 2	-	-	-	-	-	-	397	396	-	218	303	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1270	-	-	1295	-	-	368	376	771	413	371	712
Stage 1	-	-	-	-	-	-	728	681	-	641	613	-
Stage 2	-	-	-	-	-	-	633	607	-	789	667	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1218	-	-	1183	-	-	293	310	695	357	306	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	310	-	357	306	-
Stage 1	-	-	-	-	-	-	657	615	-	608	560	-
Stage 2	-	-	-	-	-	-	556	555	-	742	602	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.3			15.7			16.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	371	1218	-	-	1183	-	-	354
HCM Lane V/C Ratio	0.095	0.01	-	-	0.04	-	-	0.083
HCM Control Delay (s)	15.7	8	0	-	8.2	0	-	16.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.3

HCM 6th AWSC

8: NE Davis St & NE 3rd St

07/01/2024

Intersection												
Intersection Delay, s/veh	9.3											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	120	15	5	240	10	10	30	20	10	40	5
Future Vol, veh/h	2	120	15	5	240	10	10	30	20	10	40	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	141	18	6	282	12	12	35	24	12	47	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB			NB			SB				
Opposing Approach	WB	EB			SB			NB				
Opposing Lanes	1	1			1			1				
Conflicting Approach Left	SB	NB			EB			WB				
Conflicting Lanes Left	1	1			1			1				
Conflicting Approach Right	NB	SB			WB			EB				
Conflicting Lanes Right	1	1			1			1				
HCM Control Delay	8.7	10			8.4			8.5				
HCM LOS	A	A			A			A				
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	17%	1%	2%	18%								
Vol Thru, %	50%	88%	94%	73%								
Vol Right, %	33%	11%	4%	9%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	60	137	255	55								
LT Vol	10	2	5	10								
Through Vol	30	120	240	40								
RT Vol	20	15	10	5								
Lane Flow Rate	71	161	300	65								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.095	0.201	0.366	0.09								
Departure Headway (Hd)	4.853	4.499	4.395	5.009								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	736	796	819	714								
Service Time	2.896	2.531	2.422	3.051								
HCM Lane V/C Ratio	0.096	0.202	0.366	0.091								
HCM Control Delay	8.4	8.7	10	8.5								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.3	0.7	1.7	0.3								

HCM 6th TWSC

9: NE Evans St & NE 3rd St

01/11/2024

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	120	5	15	235	85	4	30	10	40	55	25
Future Vol, veh/h	20	120	5	15	235	85	4	30	10	40	55	25
Conflicting Peds, #/hr	55	0	80	80	0	55	11	0	31	31	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	2	14
Mvmt Flow	24	141	6	18	276	100	5	35	12	47	65	29
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	431	0	0	227	0	0	692	739	255	664	692	392
Stage 1	-	-	-	-	-	-	272	272	-	417	417	-
Stage 2	-	-	-	-	-	-	420	467	-	247	275	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.018	3.426
Pot Cap-1 Maneuver	1139	-	-	1353	-	-	361	347	789	377	367	631
Stage 1	-	-	-	-	-	-	738	688	-	617	591	-
Stage 2	-	-	-	-	-	-	615	565	-	761	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1079	-	-	1250	-	-	255	291	707	300	308	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	291	-	300	308	-
Stage 1	-	-	-	-	-	-	666	621	-	571	550	-
Stage 2	-	-	-	-	-	-	501	526	-	669	616	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.4			17.9			23		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	331	1079	-	-	1250	-	-	339				
HCM Lane V/C Ratio	0.156	0.022	-	-	0.014	-	-	0.416				
HCM Control Delay (s)	17.9	8.4	0	-	7.9	0	-	23				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	2				

HCM 6th AWSC

10: NE Ford St & NE 3rd St

07/01/2024

Intersection

Intersection Delay, s/veh 10.4

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	150	15	0	315	15	10	35	15	20	25	5
Future Vol, veh/h	0	150	15	0	315	15	10	35	15	20	25	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	1	12	0	0	0	0	0	0
Mvmt Flow	0	176	18	0	371	18	12	41	18	24	29	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	11.5	8.8	8.9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	0%	0%	40%
Vol Thru, %	58%	91%	95%	50%
Vol Right, %	25%	9%	5%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	165	330	50
LT Vol	10	0	0	20
Through Vol	35	150	315	25
RT Vol	15	15	15	5
Lane Flow Rate	71	194	388	59
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.248	0.479	0.087
Departure Headway (Hd)	5.172	4.604	4.444	5.326
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	689	776	808	669
Service Time	3.235	2.65	2.481	3.391
HCM Lane V/C Ratio	0.103	0.25	0.48	0.088
HCM Control Delay	8.8	9.2	11.5	8.9
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.3	1	2.6	0.3

HCM 6th TWSC

11: NE Galloway St & NE 3rd St

01/11/2024

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	155	10	5	290	25	10	10	5	20	10	35
Future Vol, veh/h	20	155	10	5	290	25	10	10	5	20	10	35
Conflicting Peds, #/hr	30	0	18	18	0	30	17	0	3	3	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	23	176	11	6	330	28	11	11	6	23	11	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	205	0	0	645	646	203	625	637	391
Stage 1	-	-	-	-	-	-	246	246	-	386	386	-
Stage 2	-	-	-	-	-	-	399	400	-	239	251	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1182	-	-	1378	-	-	388	393	843	400	398	662
Stage 1	-	-	-	-	-	-	762	706	-	641	614	-
Stage 2	-	-	-	-	-	-	631	605	-	769	703	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1148	-	-	1354	-	-	336	365	826	368	369	633
Mov Cap-2 Maneuver	-	-	-	-	-	-	336	365	-	368	369	-
Stage 1	-	-	-	-	-	-	732	678	-	609	593	-
Stage 2	-	-	-	-	-	-	567	584	-	732	676	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			14.8			14		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	1148	-	-	1354	-	-	475
HCM Lane V/C Ratio	0.072	0.02	-	-	0.004	-	-	0.156
HCM Control Delay (s)	14.8	8.2	0	-	7.7	0	-	14
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5

HCM 6th TWSC

12: NE Irvine St & NE 3rd St

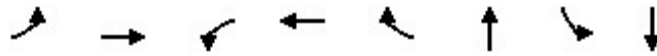
01/11/2024

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	160	10	15	300	10	5	35	35	20	20	20
Future Vol, veh/h	15	160	10	15	300	10	5	35	35	20	20	20
Conflicting Peds, #/hr	13	0	4	4	0	13	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	40	0	12	6	0	5	7
Mvmt Flow	18	188	12	18	353	12	6	41	41	24	24	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	204	0	0	657	648	200	681	648	376
Stage 1	-	-	-	-	-	-	234	234	-	408	408	-
Stage 2	-	-	-	-	-	-	423	414	-	273	240	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.62	6.26	7.1	6.55	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.62	-	6.1	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.62	-	6.1	5.55	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.108	3.354	3.5	4.045	3.363
Pot Cap-1 Maneuver	1192	-	-	1380	-	-	381	377	831	367	385	659
Stage 1	-	-	-	-	-	-	774	693	-	624	592	-
Stage 2	-	-	-	-	-	-	613	576	-	737	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1177	-	-	1375	-	-	338	359	826	306	367	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	338	359	-	306	367	-
Stage 1	-	-	-	-	-	-	758	678	-	606	575	-
Stage 2	-	-	-	-	-	-	555	560	-	645	686	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			14.1			16		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	485	1177	-	-	1375	-	-	398				
HCM Lane V/C Ratio	0.182	0.015	-	-	0.013	-	-	0.177				
HCM Control Delay (s)	14.1	8.1	0	-	7.7	0	-	16				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.6				

Queues

13: NE Johnson St & NE 3rd St

01/11/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	97	153	17	227	466	391	540	432
v/c Ratio	0.46	0.39	0.06	0.72	0.72	0.92	0.82	0.37
Control Delay	33.0	33.6	30.5	47.4	12.9	64.1	38.8	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	33.6	30.5	47.4	12.9	64.1	38.8	7.9
Queue Length 50th (ft)	41	67	5	102	10	221	285	97
Queue Length 95th (ft)	78	133	m15	166	156	#392	#456	149
Internal Link Dist (ft)		231		615		193		426
Turn Bay Length (ft)	175		115		115		160	
Base Capacity (vph)	211	424	284	355	670	423	658	1182
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.36	0.06	0.64	0.70	0.92	0.82	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

13: NE Johnson St & NE 3rd St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	135	0	15	200	410	10	310	25	475	255	125
Future Volume (vph)	85	135	0	15	200	410	10	310	25	475	255	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0		4.5	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1805	1881		1805	1881	1549		1798		1752	1771	
Flt Permitted	0.34	1.00		0.64	1.00	1.00		0.98		0.95	1.00	
Satd. Flow (perm)	646	1881		1210	1881	1549		1772		1752	1771	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	97	153	0	17	227	466	11	352	28	540	290	142
RTOR Reduction (vph)	0	0	0	0	0	378	0	3	0	0	19	0
Lane Group Flow (vph)	97	153	0	17	227	88	0	388	0	540	413	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	0%	5%	0%	3%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Prot	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6		6	8					
Actuated Green, G (s)	23.0	19.0		19.0	17.0	17.0		21.4		31.1	56.5	
Effective Green, g (s)	23.0	19.0		19.0	17.0	17.0		21.4		31.1	56.5	
Actuated g/C Ratio	0.26	0.21		0.21	0.19	0.19		0.24		0.35	0.63	
Clearance Time (s)	4.5	4.0		4.5	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		4.0		3.5	4.3	
Lane Grp Cap (vph)	216	397		268	355	292		421		605	1111	
v/s Ratio Prot	c0.02	0.08		0.00	c0.12					c0.31	0.23	
v/s Ratio Perm	0.09			0.01		0.06		c0.22				
v/c Ratio	0.45	0.39		0.06	0.64	0.30		0.92		0.89	0.37	
Uniform Delay, d1	26.8	30.5		28.3	33.7	31.4		33.5		27.9	8.1	
Progression Factor	1.00	1.00		1.29	1.03	1.99		1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.6		0.1	3.2	0.5		25.8		18.0	0.3	
Delay (s)	28.3	31.1		36.5	37.8	62.8		59.2		45.9	8.5	
Level of Service	C	C		D	D	E		E		D	A	
Approach Delay (s)		30.0			54.2			59.2			29.3	
Approach LOS		C			D			E			C	
Intersection Summary												
HCM 2000 Control Delay			42.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)				16.5		
Intersection Capacity Utilization			73.7%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

14: NE Three Mile Ln & SE 1st St

07/01/2024



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	4	450	6	343	761	11	793
v/c Ratio	0.02	0.87	0.05	0.86	0.56	0.10	0.89
Control Delay	29.5	26.2	22.4	56.6	9.2	52.3	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	26.2	22.4	56.6	9.2	52.3	27.3
Queue Length 50th (ft)	2	44	1	180	154	7	409
Queue Length 95th (ft)	10	#185	11	#348	400	m12	m#672
Internal Link Dist (ft)		558	382		425		435
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	289	582	180	401	1368	108	896
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.77	0.03	0.86	0.56	0.10	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

14: NE Three Mile Ln & SE 1st St

07/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	400	1	1	4	305	675	3	10	700	5
Future Volume (vph)	4	1	400	1	1	4	305	675	3	10	700	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.91		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1796	1440			1518		1770	1862		1805	1861	
Flt Permitted	0.75	1.00			0.57		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1425	1440			872		1770	1862		1805	1861	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	4	1	449	1	1	4	343	758	3	11	787	6
RTOR Reduction (vph)	0	312	0	0	3	0	0	0	0	0	1	0
Lane Group Flow (vph)	4	138	0	0	3	0	343	761	0	11	792	0
Confl. Peds. (#/hr)	2					2	3		1	1		3
Confl. Bikes (#/hr)									2			1
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	2%	0%	0%	2%	0%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	12.9	12.9			12.9		20.3	62.6		1.0	43.3	
Effective Green, g (s)	12.9	12.9			12.9		20.3	62.6		1.0	43.3	
Actuated g/C Ratio	0.14	0.14			0.14		0.23	0.70		0.01	0.48	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	204	206			124		399	1295		20	895	
v/s Ratio Prot		c0.10					c0.19	0.41		0.01	c0.43	
v/s Ratio Perm	0.00				0.00							
v/c Ratio	0.02	0.67			0.02		0.86	0.59		0.55	0.89	
Uniform Delay, d1	33.1	36.5			33.1		33.5	7.1		44.3	21.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.25	0.66	
Incremental Delay, d2	0.0	8.3			0.1		16.6	2.0		22.4	9.8	
Delay (s)	33.2	44.8			33.2		50.1	9.0		77.9	23.8	
Level of Service	C	D			C		D	A		E	C	
Approach Delay (s)		44.7			33.2			21.8			24.6	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			27.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			90.1%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

15: NE Lafayette Ave & NE 5th St

01/11/2024



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	241	52	84	856	4	876	169
v/c Ratio	0.76	0.14	0.29	0.71	0.01	0.82	0.18
Control Delay	42.8	21.1	7.9	15.1	5.8	24.7	7.8
Queue Delay	0.0	0.0	0.0	1.2	0.0	0.0	0.0
Total Delay	42.8	21.1	7.9	16.2	5.8	24.7	7.8
Queue Length 50th (ft)	108	16	13	230	1	360	27
Queue Length 95th (ft)	194	45	33	581	4	#716	68
Internal Link Dist (ft)	231	206		426		263	
Turn Bay Length (ft)			110		125		50
Base Capacity (vph)	456	539	460	1339	540	1203	1050
Starvation Cap Reductn	0	0	0	259	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.10	0.18	0.79	0.01	0.73	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

15: NE Lafayette Ave & NE 5th St

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	20	90	1	30	15	75	760	2	4	780	150
Future Volume (vph)	105	20	90	1	30	15	75	760	2	4	780	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.94			0.96		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.98			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1548			1621		1770	1844		1805	1845	1582
Flt Permitted		0.84			1.00		0.13	1.00		0.21	1.00	1.00
Satd. Flow (perm)		1328			1616		236	1844		390	1845	1582
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	118	22	101	1	34	17	84	854	2	4	876	169
RTOR Reduction (vph)	0	27	0	0	13	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	214	0	0	39	0	84	856	0	4	876	147
Confl. Peds. (#/hr)	1		3	3		1			3	3		
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	3%	0%	0%	3%	0%
Parking (#/hr)		0			0							
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Actuated Green, G (s)		17.9			17.9		57.9	53.0		49.8	48.9	48.9
Effective Green, g (s)		17.9			17.9		57.9	53.0		49.8	48.9	48.9
Actuated g/C Ratio		0.21			0.21		0.69	0.63		0.59	0.58	0.58
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0		2.5	4.0	4.0
Lane Grp Cap (vph)		283			345		254	1166		246	1076	923
v/s Ratio Prot							c0.02	c0.46		0.00	c0.47	
v/s Ratio Perm		c0.16			0.02		0.21			0.01		0.09
v/c Ratio		0.76			0.11		0.33	0.73		0.02	0.81	0.16
Uniform Delay, d1		30.9			26.5		11.7	10.6		9.3	13.8	8.0
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		10.5			0.1		0.6	2.6		0.0	5.1	0.1
Delay (s)		41.4			26.7		12.3	13.2		9.3	18.9	8.1
Level of Service		D			C		B	B		A	B	A
Approach Delay (s)		41.4			26.7			13.1			17.1	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			18.2			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			83.8			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			74.4%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												