Allison Way Apartments

Traffic Impact Analysis

Woodburn, Oregon

Date:
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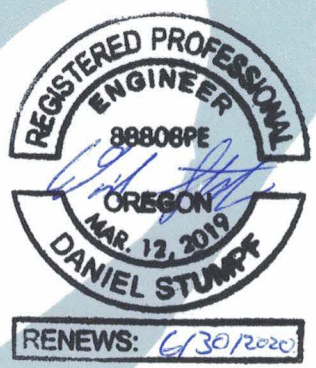

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Executive Summary

1. A 586-unit apartment complex is proposed to be located on tax lots 052W1402000, 052W142100, and 052W142300 in Woodburn, Oregon. The proposed development will be built in two phases over a period of four years.

2. The trip generation calculations show that the proposed development will generate a total of 211 trips during the morning peak hour, 258 trips during the evening peak hour, and 3,188 trips on a typical weekday.

3. The projected number of site trips is well below the Interchange Area Management threshold for the two tax lots, which is 495 peak hour trips.

4. The intersecion of OR 214 at Evergreen Road is calculated to have a crash rate above 1.0. Based on the high number of southbound left-turn collisions, it is recommended that the eastbound and westbound left-turn movements be altered to protected only mode. Based on the review of crash history, no design flaws or deficiencies are evident at any other intersections.

5. Pedestrian crossing warning signs should be installed for all proposed marked crosswalks at non-intersection locations and adequate visibility should be provided by parking prohibitions.

6. Preliminary traffic signal warrants are met at the intersection of Evergreen Road at Stacey Allison Way under year 2022 background conditions, without the addition of site trips from the proposed development. Capacity analysis results show this intersection exceeds the City of Woodburn performance thresholds under the year 2034 planning horizon, which is ten years after the full buildout of the proposed development. While there is no mitigation in the City's TSP, an alternative route on Harvard Drive is planned to be improved which may aleviate some of the congestion along Evergreen Road.

7. Preliminary traffic signal warrants are met at the intersection of Evergreen Road at Hayes Street under year 2024 traffic conditions with the addition of site trips from Phases 1 and 2 of the proposed development. Capacity analysis results show this intersection exceeds the City of Woodburn performance thresholds under year 2022 background conditions, prior to the addition of site trips from the proposed development. Mitigation for this intersection is discussed in the Smith Creek TIS, which includes adding a southbound left-turn and a northbound receving lane.

8. Similar to the Smith Creek development, a proportional share contribution to determine potential tranpsortation related mitigation measures is proposed for the subject development.

9. No other study intersections meet traffic signal warrants under any analysis scenario.

10. All other study intersections are projected to operate acceptably per ODOT and City of Woodburn standards.

Introduction

The purpose of this study is to provide an analysis of potential traffic impacts of a proposed 586-unit apartment complex, to be located on tax lots 052W1402000, 052W142100, and 052W142300, on the surrounding transportation system and to recommend any required mitigative measures. The proposed development will be built in two phases of equal size, with each buildout taking approximately two years. The analysis includes an estimate of trip generation and distribution of the proposed development as well as an operational analysis. An aerial image of the site vicinity is shown in Figure 1 on page 3 with the project site highlighted in yellow.

According to the requirements for a traffic study outlined in the Analysis Procedures Manual[1], ODOT requires analysis at all state highway intersections that will increase by either 50 peak hour trips or 300 ADT. The scope of work has been coordinated with both local and state jurisdictions and includes the following intersections:

1. Evergreen Road at Hooper Street
2. Evergreen Road at Hayes Street
3. Evergreen Road at Stacey Allison Way
4. OR 214 at I-5 Southbound ramps
5. OR 214 at I-5 Northbound ramps
6. OR 214 at Lawson Avenue
7. OR 214 at Evergreen Road
8. OR 214 at Oregon Way

[1] ODOT Transportation Planning Analysis Unit, *Analysis Procedures Manual (APM)*, April 2020

Figure 1: Aerial Image of Site Vicinity

Project Area Description

The site is located north of Parr Road NE, east of Interstate 5, and west of Evergreen Road. Surrounding uses include residential uses to the east, agricultural land to the south, and undeveloped land/Interstate 5 to the north and west.

Supporting Transportation Facilities

There are seven study roadways near the site that are anticipated to carry the majority of site trips to and from the proposed development. The characteristics of these roadways are summarized in Table 1.

Table 1 - Summary of Study Area Roadways

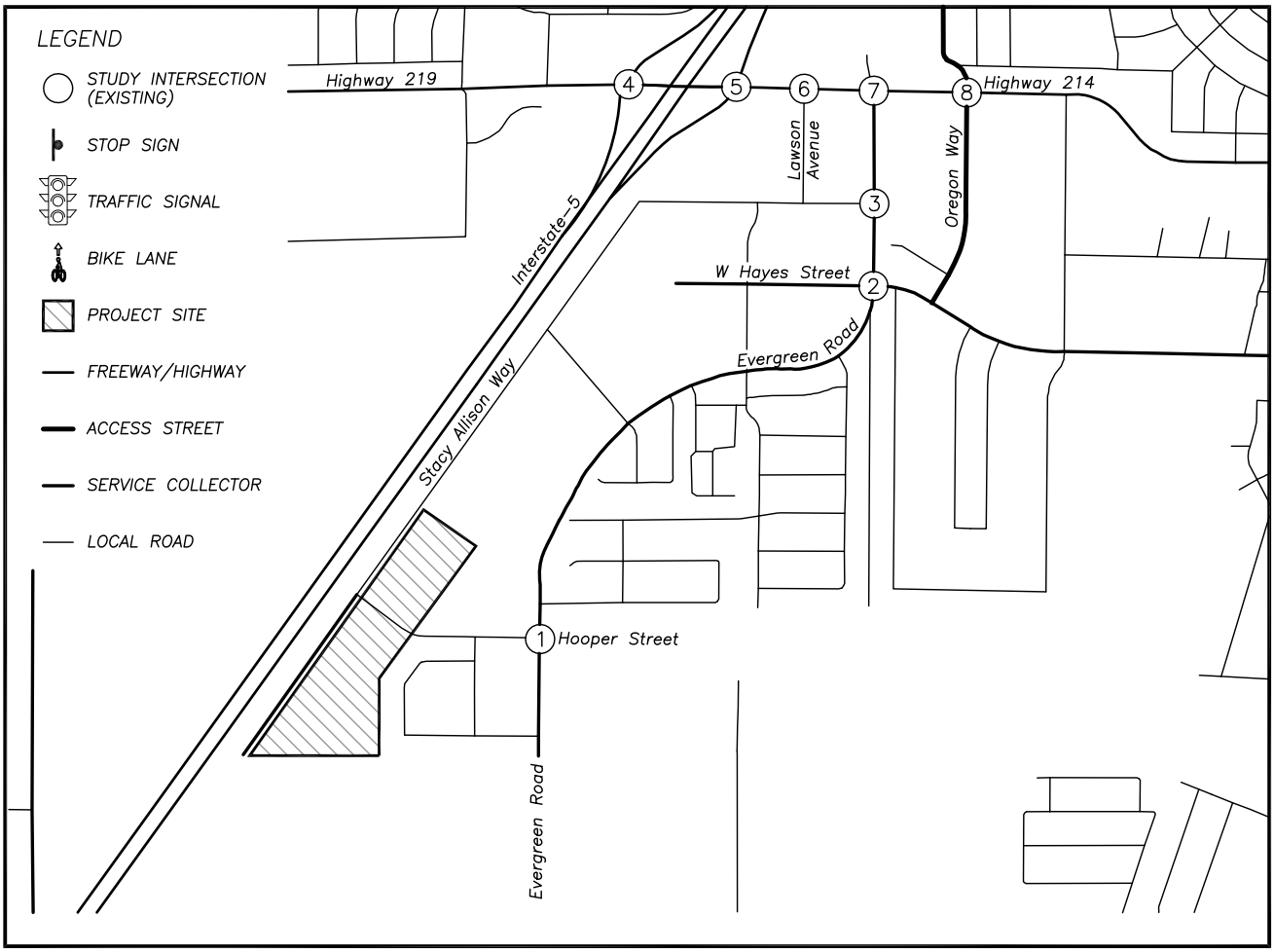
Street Name	Jurisdiction	Classification	Speed (MPH)	Curbs	Side-walks	On-Street Parking	Bike Lanes
Evergreen Road	Woodburn	Minor Arterial	25	Partial	Partial	No	Partial
Hooper Street	Woodburn	Local Road	25	Yes	Yes	No	Yes
Hayes Street	Woodburn	Service Collector /Local Road	25	Partial	Partial	Partial	Partial
Stacey Allison Way	Woodburn	Service Collector	25	Partial	Partial	No	Partial
OR 214	ODOT	District Highway	30-35	Yes	Yes	No	Yes
Lawson Avenue	Woodburn	Local Road	20	Yes	Yes	No	No
Oregon Way	Woodburn	Access Street	25	Partial	Partial	No	No

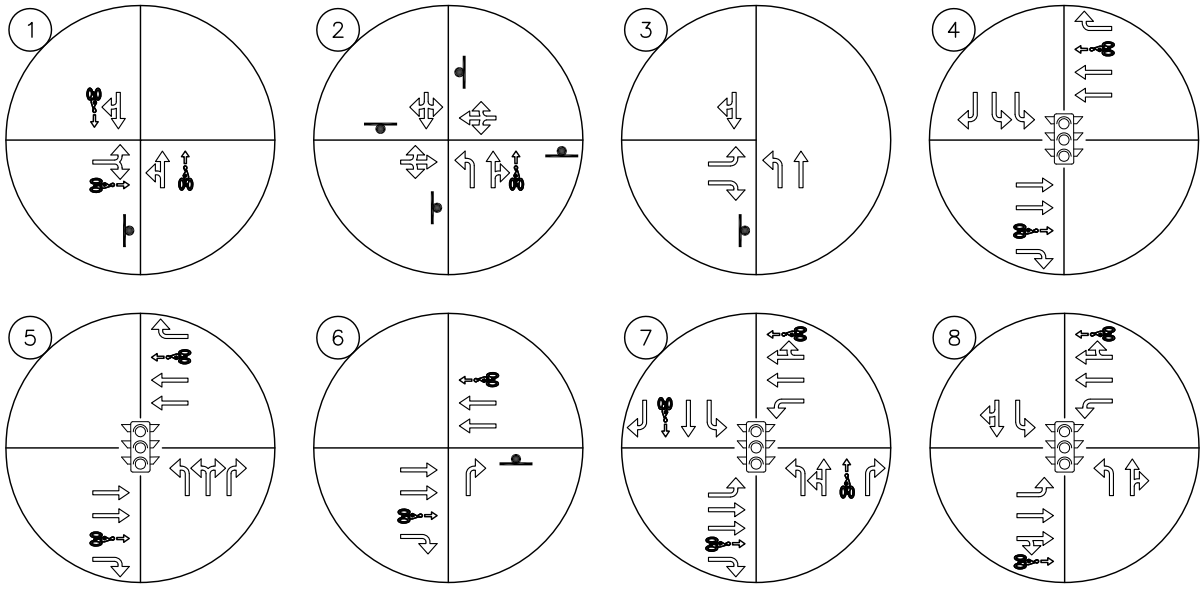
Study Intersections

Through coordination with the ODOT and the City of Woodburn, eight study intersections were identified for evaluation. The existing characteristics of these intersections are summarized in Table 2. The existing and proposed intersection configurations are shown in Figure 2 on page 5.

Table 2 - Summary of Study Area Intersections

Intersection	Geometry	Control Type	Phasing/Stopped Approaches
Evergreen Road at Hooper Street	3-legged	Stop Sign	Eastbound Stop Controlled
Evergreen Road at Hayes Street	4-legged	Stop Sign	All-Way Stop Controlled
Evergreen Road at Stacey Allison Way	3-legged	Stop Sign	Eastbound Stop Controlled
OR 214 at I-5 Southbound ramps	4-legged	Signalized	Protected Southbound Lefts
OR 214 at I-5 Northbound ramps	4-legged	Signalized	Protected Northbound Lefts
OR 214 at Lawson Avenue	3-legged	Stop Sign	Northbound Stop Controlled
OR 214 at Evergreen Road	4-legged	Signalized	Protected North& Southbound Lefts, Protected/Permissive East and Westbound Lefts
OR 214 at Oregon Way	4-legged	Signalized	Protected Lefts





STUDY INTERSECTION CONFIGURATIONS

no scale

FIGURE 2

Site Trips

Trip Generation

To estimate the number of trips that will be generated by the site, trip rates from the *Trip Generation Manual*[2] were used. Trip rates for land-use code #221, *Multi-Family Housing (Mid-Rise),* were used to estimate the trip generation based on the number of proposed dwelling units.

The trip generation calculations show that the proposed development will generate a total of 211 trips during the morning peak hour, 258 trips during the evening peak hour, and 3,188 trips on a typical weekday. The trip generation calculation results are summarized in Table 3.

Table 3 - Trip Generation Summary

Land Use Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday Total
		In	Out	Total	In	Out	Total	
221 – Multifamily Housing (Mid-Rise)	586 units	55	156	211	157	101	258	3,188

Trip Distribution

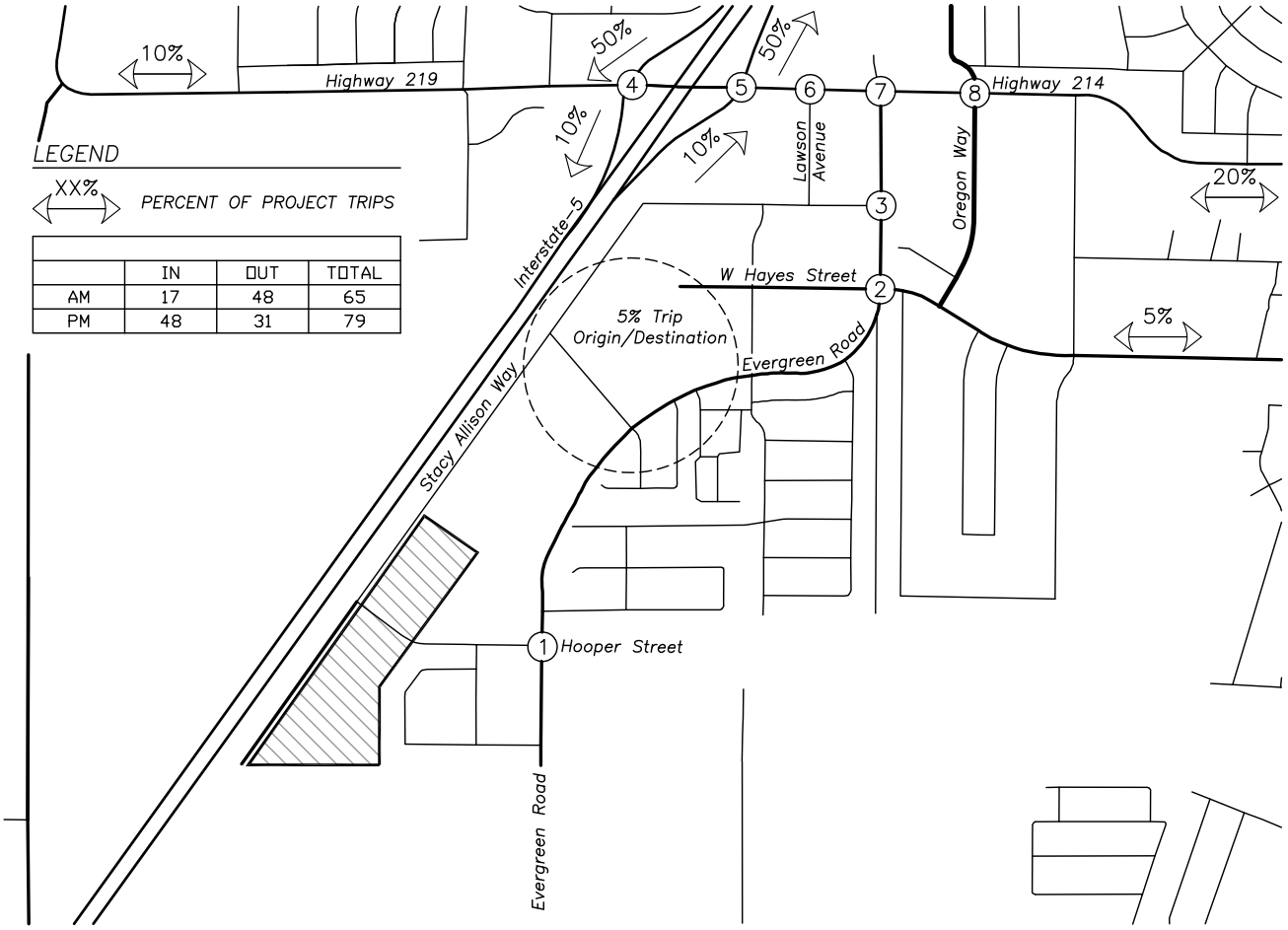
The directional distribution of site trips to and from the proposed development was estimated based on locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study intersections. Since a significant number of parking is provided along the eastern edge of the site, it is anticipated that 70% of site trips will enter/exit the site via Hooper Street and 30% of site trips will enter/exit the site via Stacey Allison Way. The following trip distribution was estimated and used for analysis:

- Approximately 50% of site trips will travel to/from the north along Interstate 5.
- Approximately 20% of site trips will travel to/from the east along OR 214.
- Approximately 10% of site trips will travel to/from the south along Interstate 5.
- Approximately 10% of site trips will travel to/from the west along OR 214.
- Approximately 5% of site trips will travel to/from the east along Hayes Street.
- Approximately 5% of site trips will travel to/from the retail and restaurants near Stacey Allison Way and Lawson Avenue.

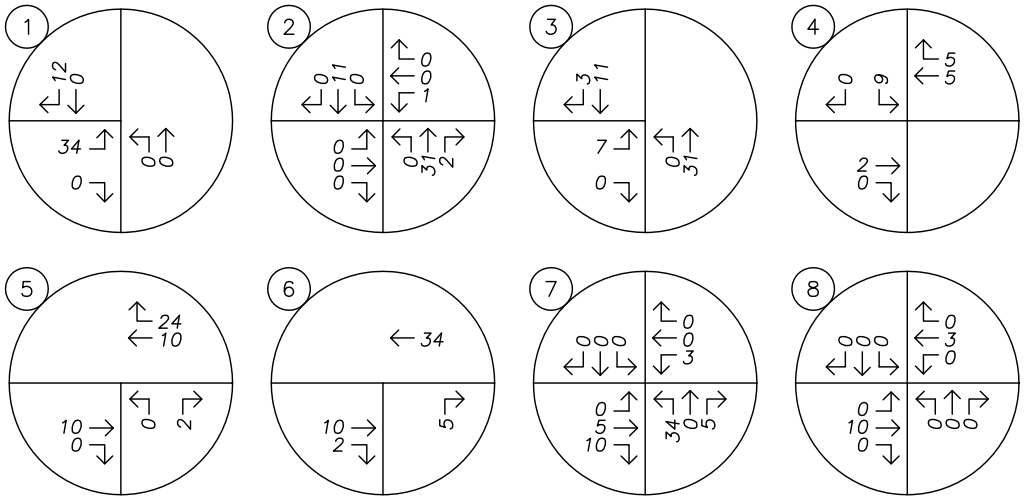
The site trip assignment and distribution for Phase 1 during the morning and evening peak hours is shown in Figure 3 on page 8 and Figure 4 on page 9, respectively. The site trip assignment and distribution for Phase 1

[2] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.

and 2 during the morning and evening peak hours is shown in Figure 5 on page 10 and Figure 6 on page 11, respectively.



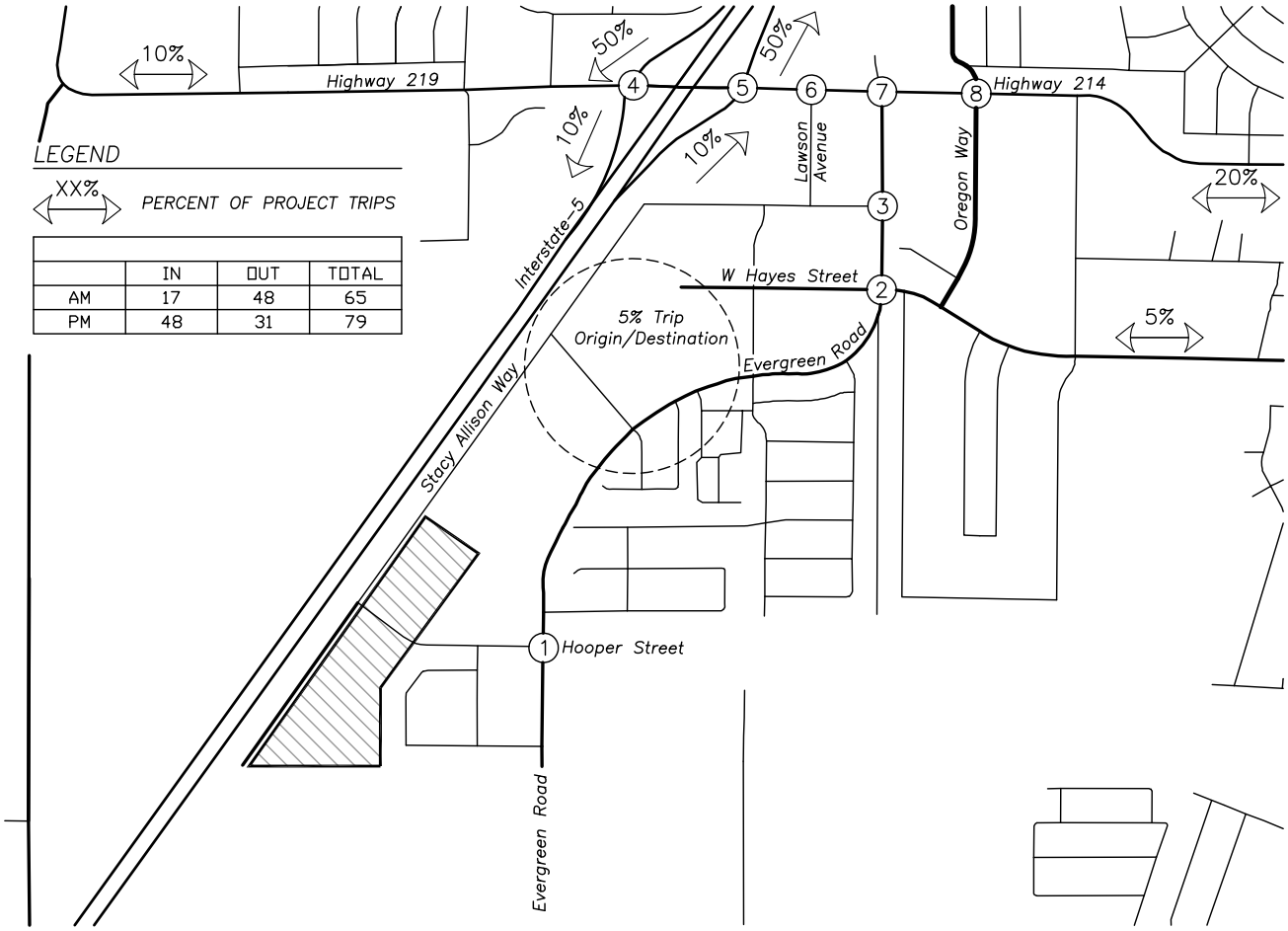
	IN	OUT	TOTAL
AM	17	48	65
PM	48	31	79



SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan – Phase 1
AM Peak Hour

no scale

FIGURE 3



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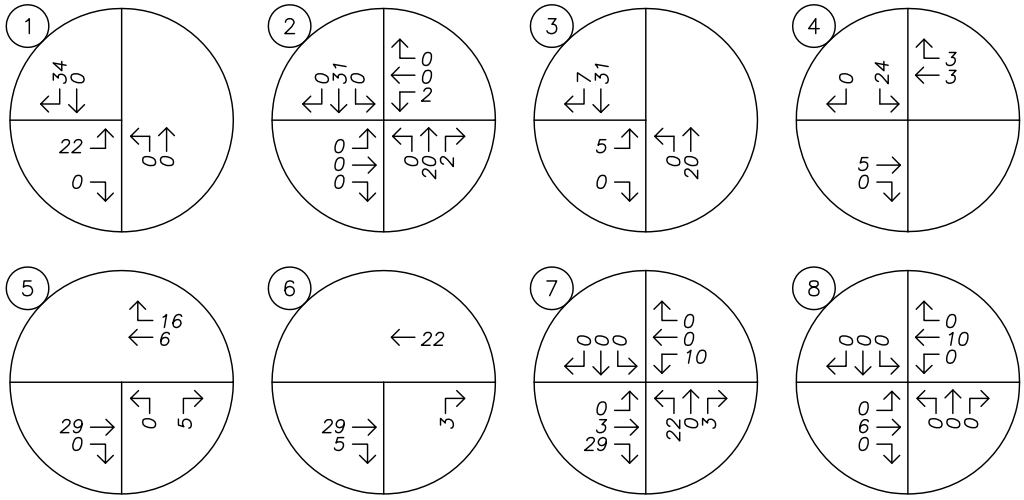
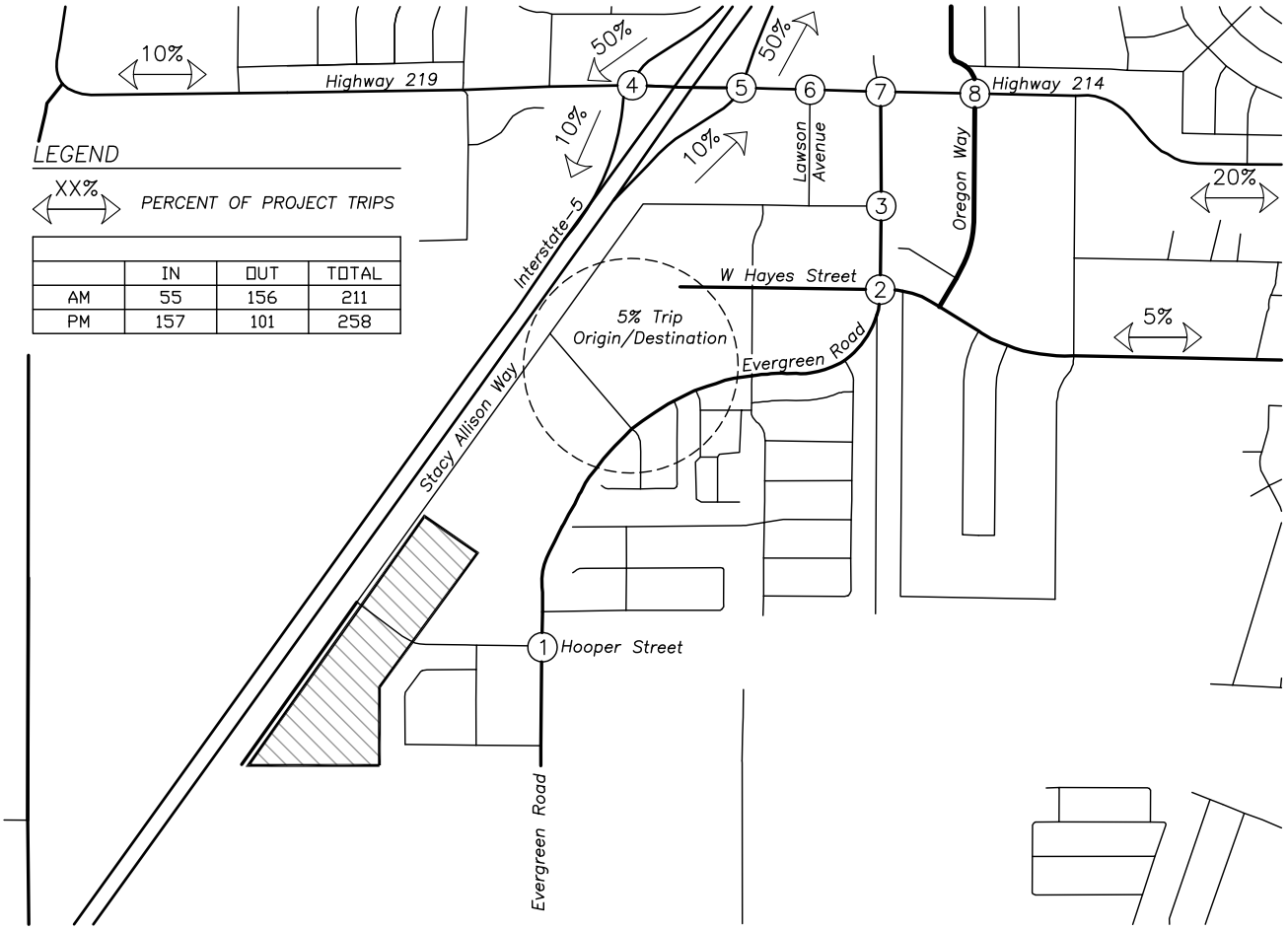


SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan – Phase 1
PM Peak Hour

no scale

FIGURE 4



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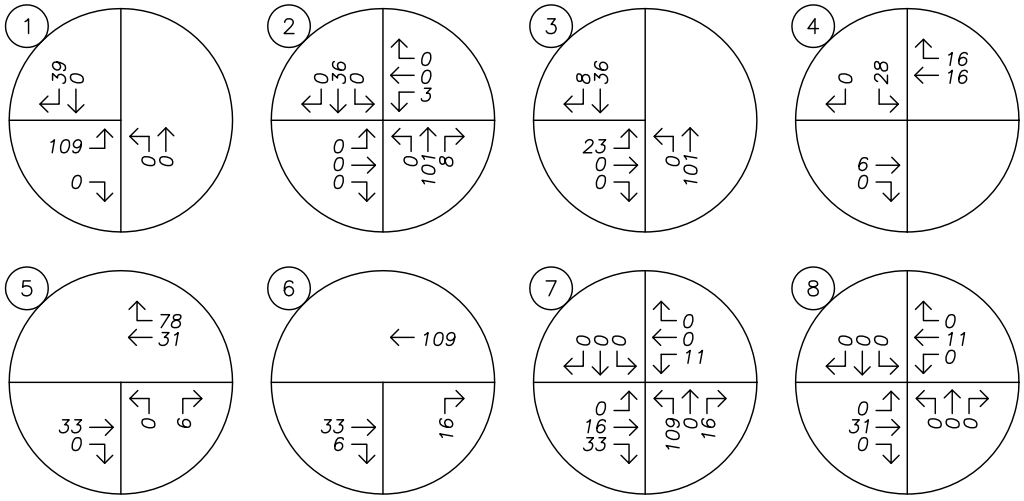
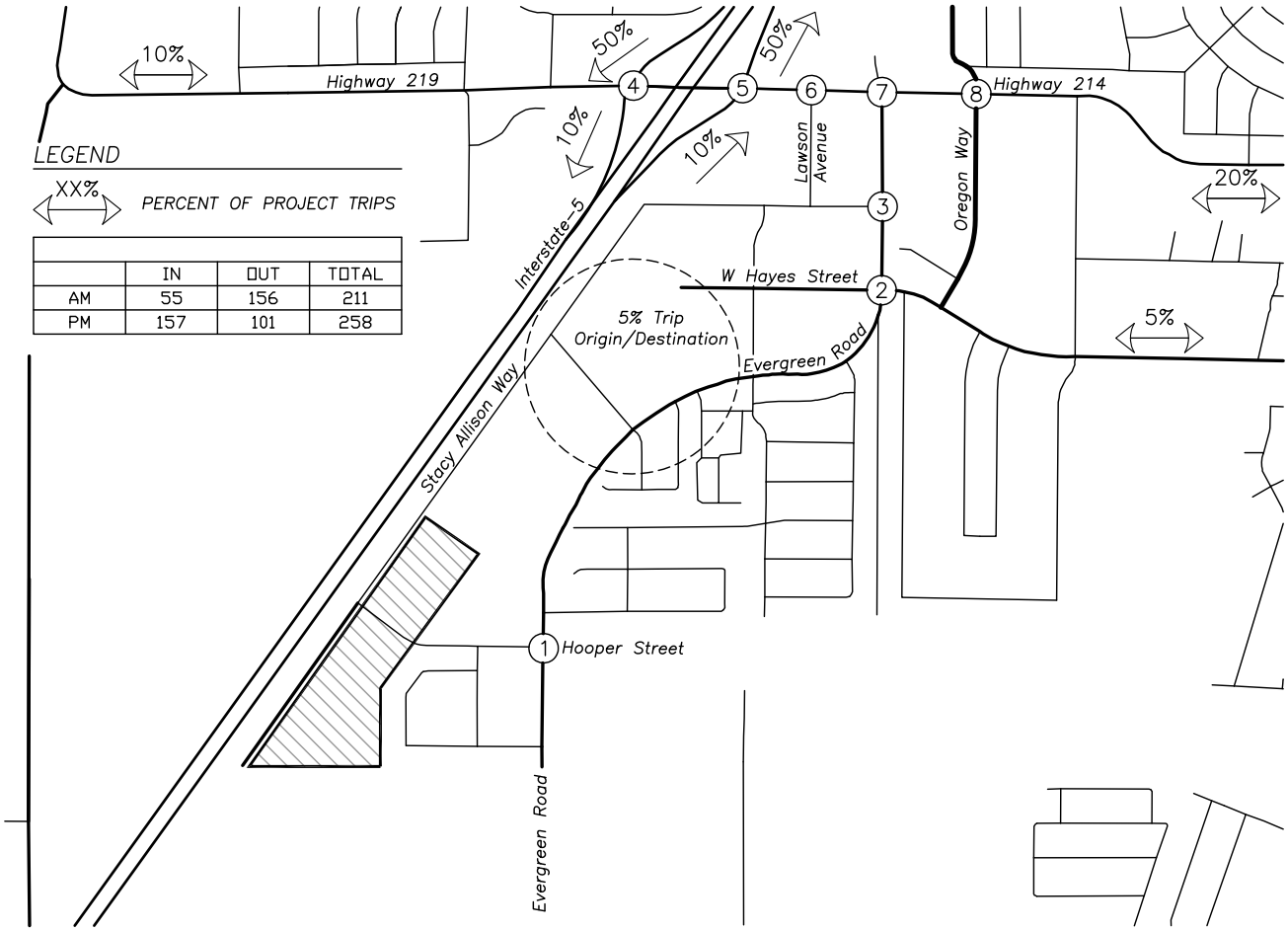


SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan – Phase 1 & 2
AM Peak Hour

no scale

FIGURE 5



	IN	OUT	TOTAL
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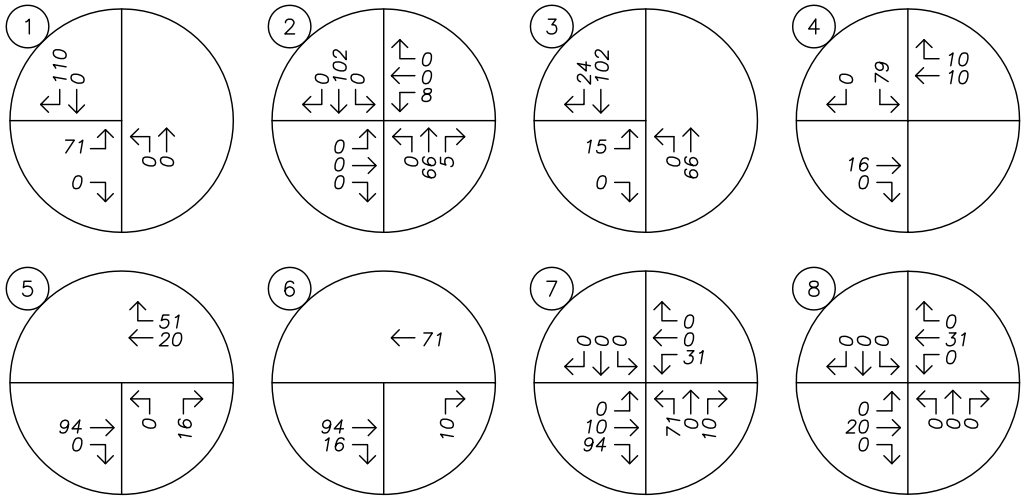

SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan – Phase 1 & 2
PM Peak Hour

no scale

FIGURE 6

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Interchange Management Area Overlay District

The purpose of the Interchange Management Overlay District (IMA) is to preserve the long-term capacity of the I-5/Highway 214 Interchange. The vehicle trip budget identifies by parcel the maximum amount of peak hour trips for each parcel within the IMA and is intended to be high enough to accommodate peak hour trips anticipated by the Woodburn Comprehensive Plan and the Transportation System Plan, but low enough to restrict unplanned vehicle trips that could adversely affect the I-5/Hwy 214 Interchange. A figure showing the area boundary and labeled subareas, found within the Woodburn Development Ordinance, is shown below.

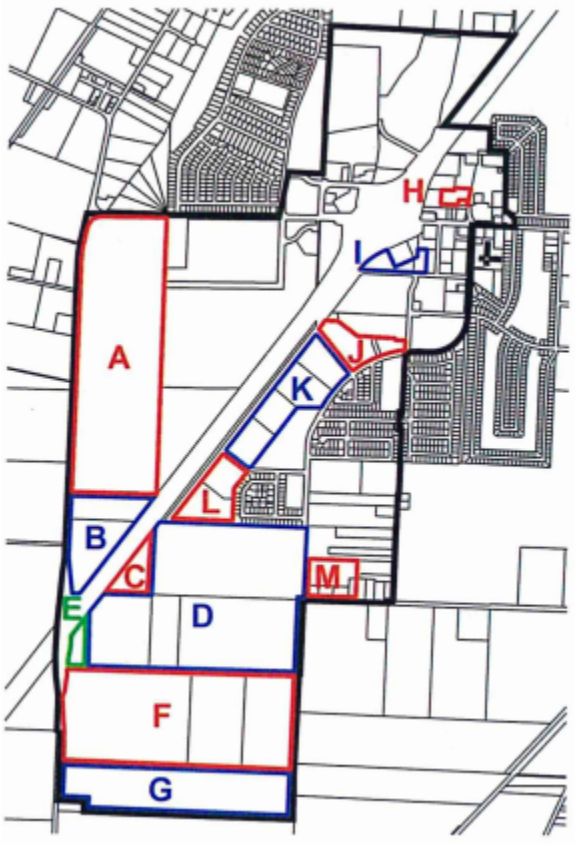


Figure 7: Interchange Management Area Boundary and Subareas

Parcel 052W1423000 is located within subarea K and has a vehicle trip budget of 231 peak hour vehicle trips. Parcels 052W1402000 and 052W12C0210 are located within subarea L and has a vehicle trip budget of 264 peak hour vehicle trips. For these three parcels of land, the total maximum peak hour vehicle trip budget is 495. The proposed development is projected to generate 211 trips during the morning peak hour and 258 trips during the evening peak hour, which is well below the threshold.

Traffic Volumes

Existing Conditions

Traffic counts were conducted at the study intersections on Tuesday, July 23, 2019 between 6:00 AM and 9:00 AM and between 3:00 PM and 6:00 PM. Each intersection's respective morning and evening peak hours were used for analysis. The existing morning and evening peak hour traffic volumes at the study intersections are shown in Figure 8 on page 15 and Figure 9 on page 16, respectively.

Per the requirements established in ODOT's Analysis Procedures Manual (APM), a seasonal adjustment factor was calculated and applied to OR 214's through movement traffic volumes to reflect the 30th highest hour volumes along the ODOT facility. Utilizing ODOT's seasonal trend table, an adjustment factor of 1.018, based on a commuter trend, was calculated.

Additionally, one year of growth was added to the collected traffic volumes to estimate the current year 2020 volumes. Future traffic volumes for ODOT highways were projected in conformance with the requirements established in ODOT's APM. Growth rates along ODOT facilities were calculated based on data from ODOT's Future Volume Table. The following tables summarizes the growth rates used for analysis.

Table 4 - Growth Rate Assumptions

Facility	Growth Rate
OR 214	0.4% per year (linear)
City of Woodburn Roadways	2% per year (compounded)

The traffic counts were collected during the summer when local schools were closed. In order to reflect traffic conditions when school is in session, additional trips corresponding to the following schools (determined based on school boundary maps) were added to the applicable study intersections:

- Nellie Muir Elementary School (473 students during 2016-2017)
- Heritage Elementary School (892 students during 2019-2020)
- Valor Middle School (671 students during 2017-2018)
- Woodburn High School (1,442 students during 2016-2017)

It should be noted that trips were only added to the applicable non-ODOT turning movements where ODOT's seasonal adjustment factors weren't applied. The seasonable adjustment factor adjusts traffic volumes to the 30th highest hour of traffic during the year, and therefore already accounts for traffic associated with school trips on the transportation system.

Background Conditions

Each growth rate was applied over a three-year period to estimate year 2022 background conditions before accounting for trips generated by the proposed development.

In-Process Development

In process trips associated with the previously approved Smith Creek Development were added to the background volumes in order to represent future traffic volumes at the study intersections prior to the approval of the proposed development. Although the projected buildout date for the Smith Creek Development is 2025, in-process trips were added to the year 2022 background volumes in order to maintain a conservative analysis of near-term future traffic conditions.

The year 2022 background traffic conditions during the morning and evening peak hours are shown in Figure 10 on page 17 and Figure 11 on page 18, respectively.

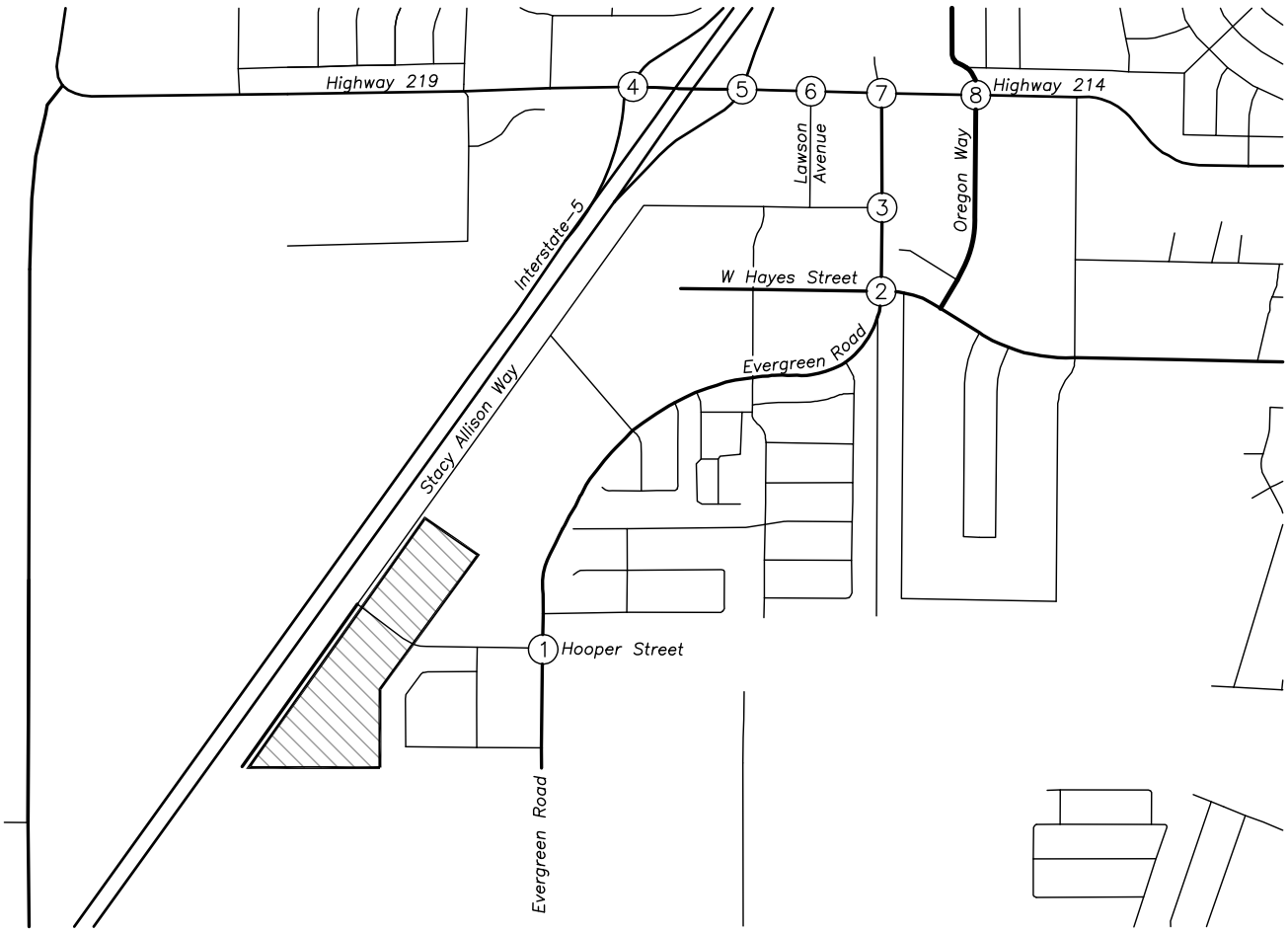
Buildout Conditions

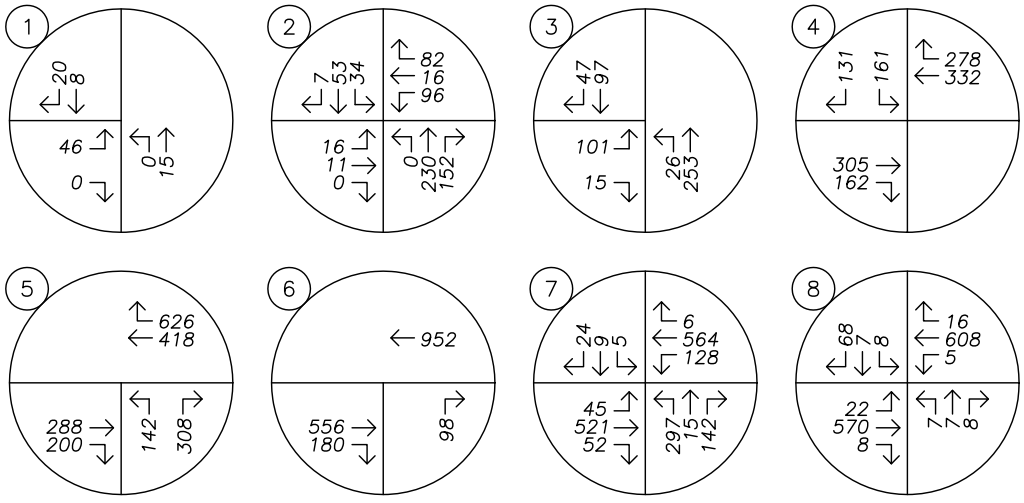
The proposed 586-unit apartment complex is expected to be built in two phases, with each phase taking approximately two years to complete. The first phase will consist of approximately 180 units is the northern portion of the site and the second phase will consist of 406 units in the southern portion of the site. Therefore, two buildout scenarios were analyzed within this report: the year 2022 with the addition of site trips associated with Phase 1 and the year 2024 traffic conditions with the addition of site trips associated with Phases 1 and 2.

The year 2022 traffic volumes with the addition of site trips from Phase 1 are shown in Figure 12 on page 19 and Figure 13 on page 20. The year 2024 traffic volumes with the addition of site trips from Phase 1 and 2 are shown in Figure 14 on page 21 and Figure 15 on page 22.

According to ODOT's Development Review Guidelines, the future year analysis for a multi-phased development with a daily trip generation between 3,000 and 4,999 ADT should include the year of each phase opening as well as ten years beyond the projected full buildout of the site. Therefore, the year 2034 traffic conditions with the addition of site trips from the full buildout of the proposed development were included in this analysis.

The year 2034 planning horizon traffic volumes, which include all site trips from the proposed development, are shown in Figure 16 on page 23 and Figure 17 on page 24 for the morning and evening peak hour, respectively.

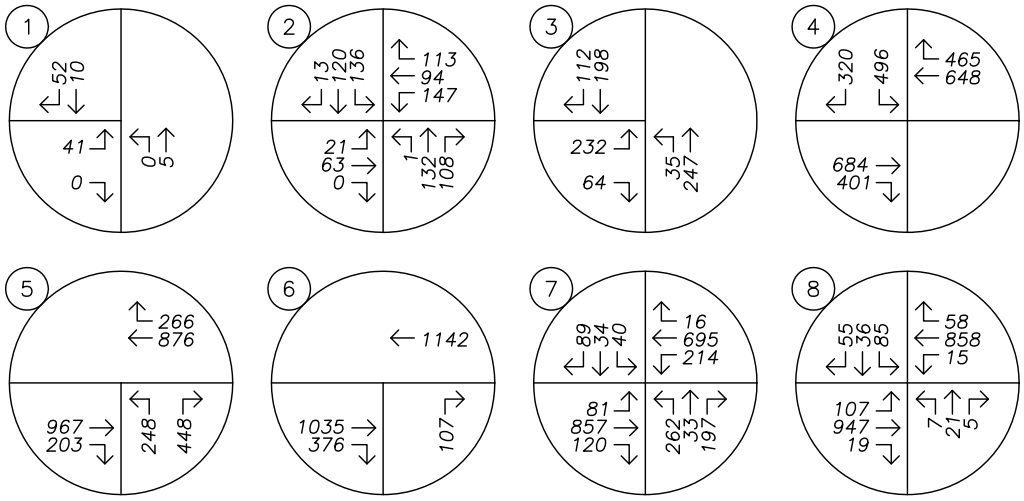




TRAFFIC VOLUMES
Year 2020 Existing Traffic Volumes
AM Peak Hour

no scale

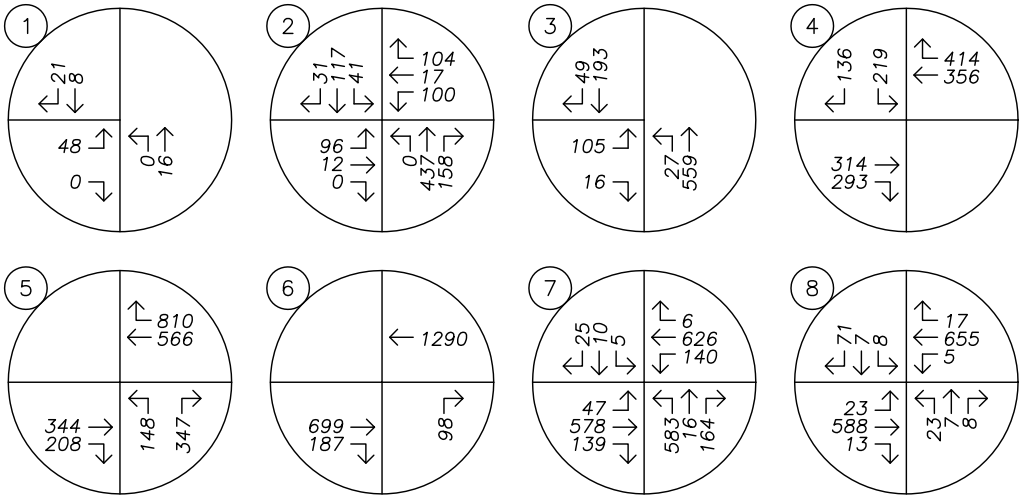
FIGURE 8



TRAFFIC VOLUMES
Year 2020 Existing Traffic Volumes
PM Peak Hour

no scale

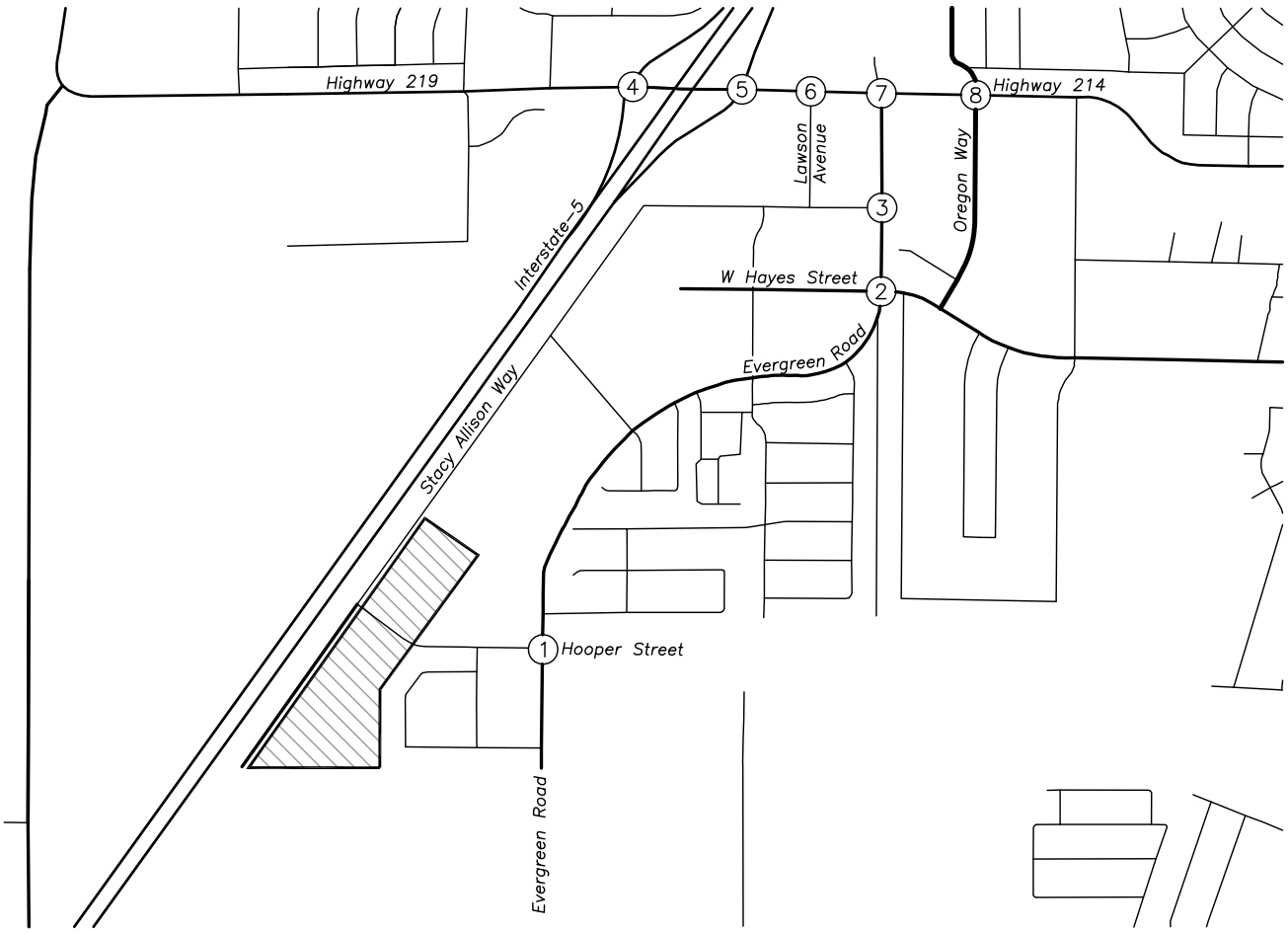
FIGURE 9

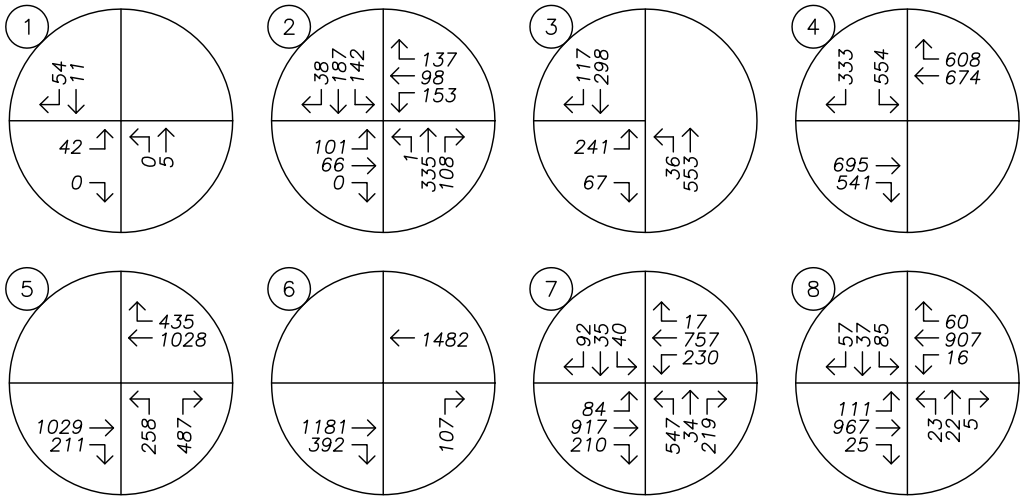


TRAFFIC VOLUMES
Year 2022 Background Traffic Volumes
AM Peak Hour

no scale

FIGURE 10



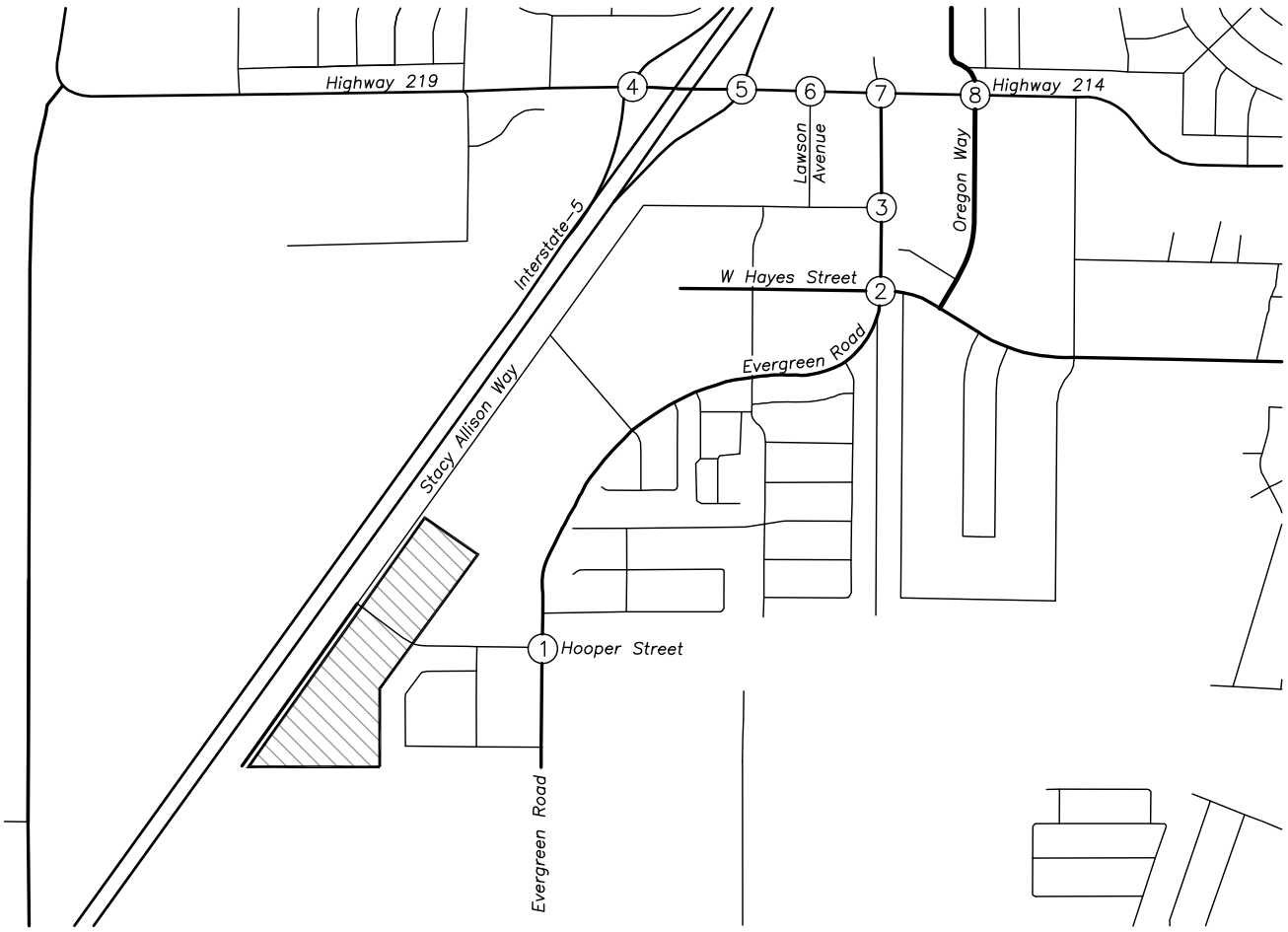


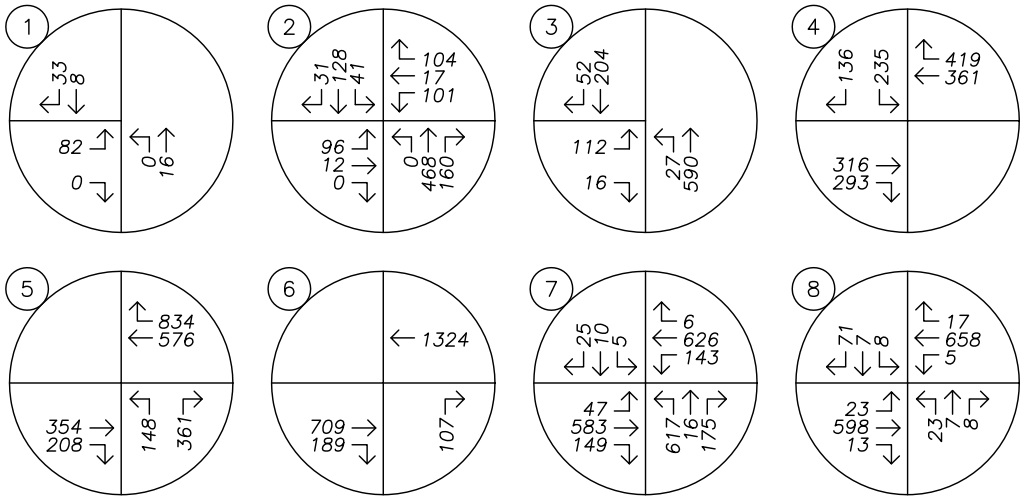
TRAFFIC VOLUMES
Year 2022 Background Traffic Volumes
PM Peak Hour

no scale

FIGURE 11

PAGE 18

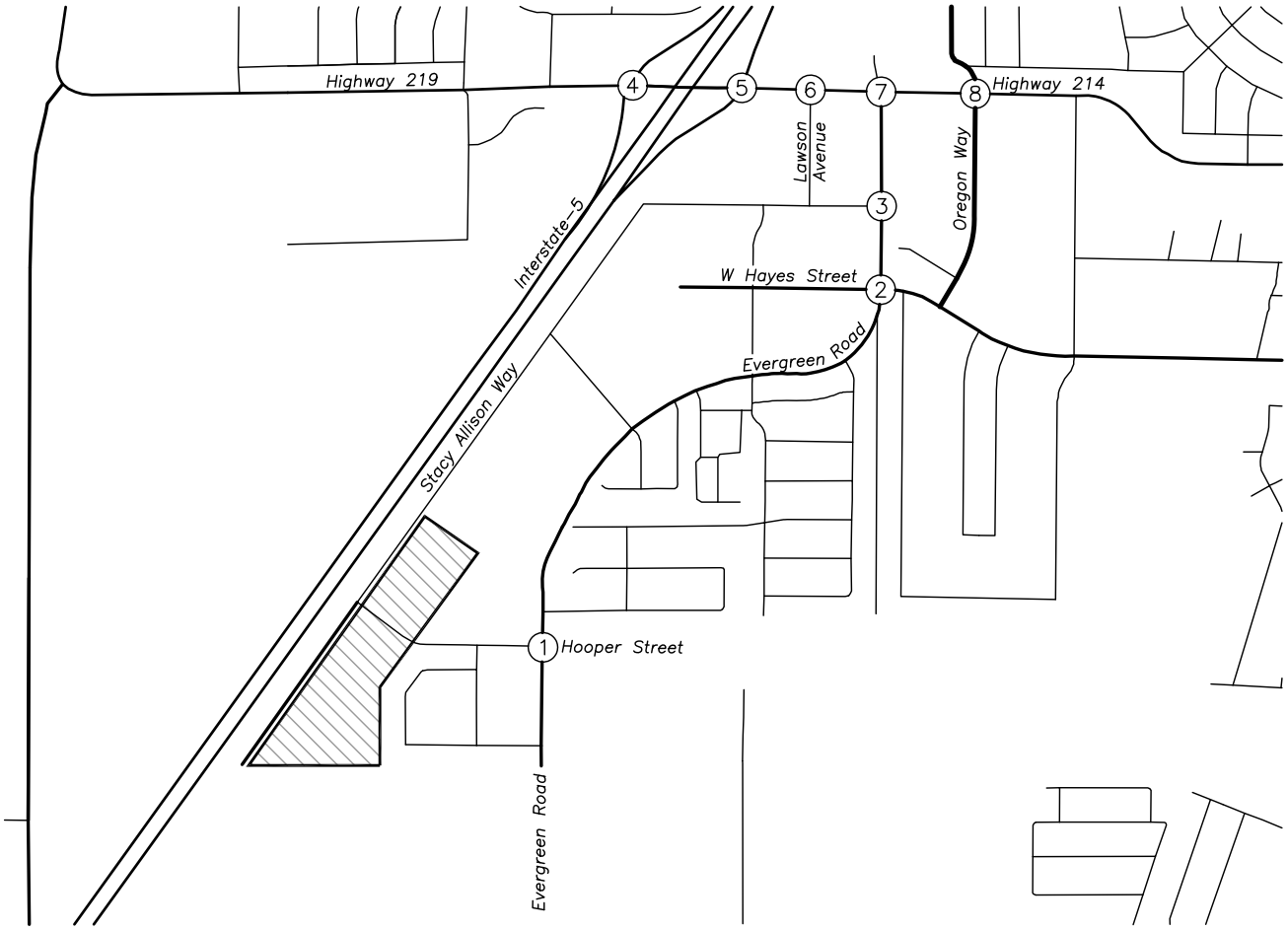


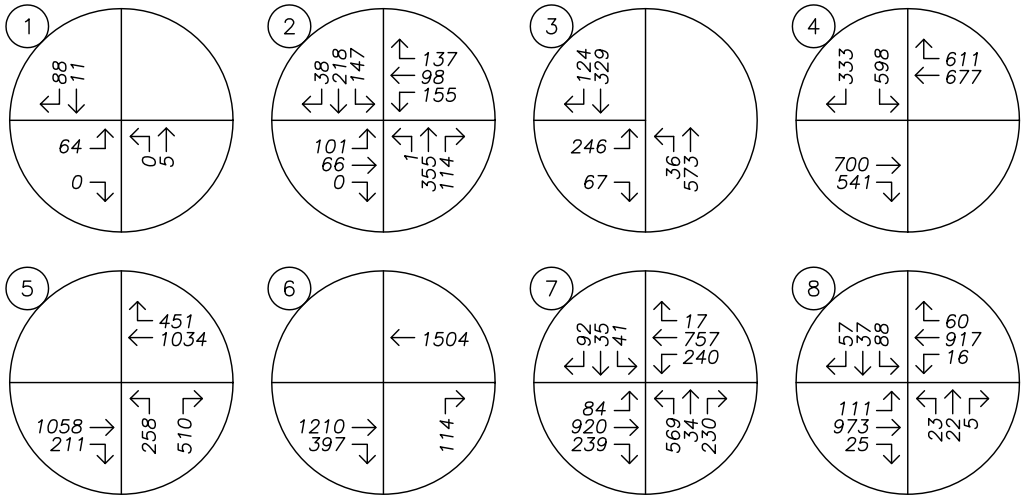


TRAFFIC VOLUMES
Year 2022 Traffic Volumes + Phase 1
AM Peak Hour

no scale

FIGURE 12

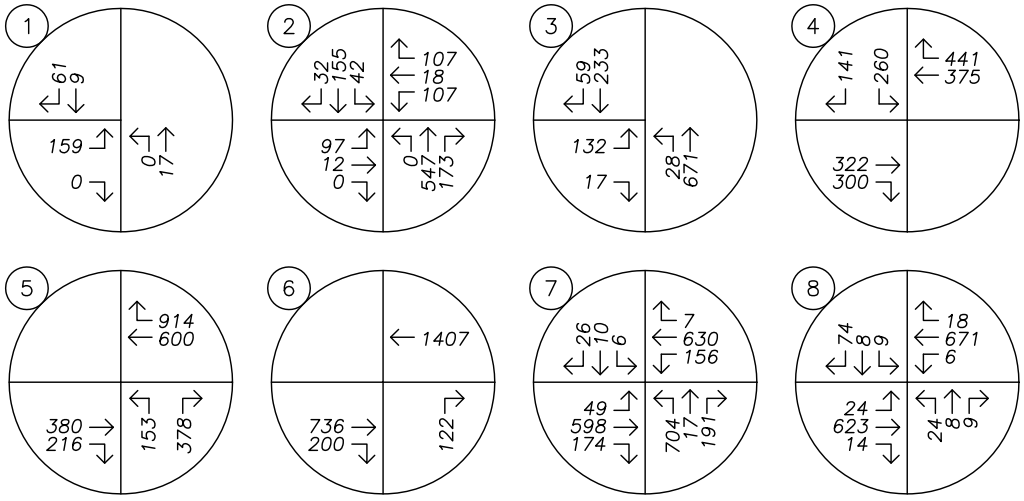




TRAFFIC VOLUMES
Year 2022 Traffic Volumes + Phase 1
PM Peak Hour

no scale

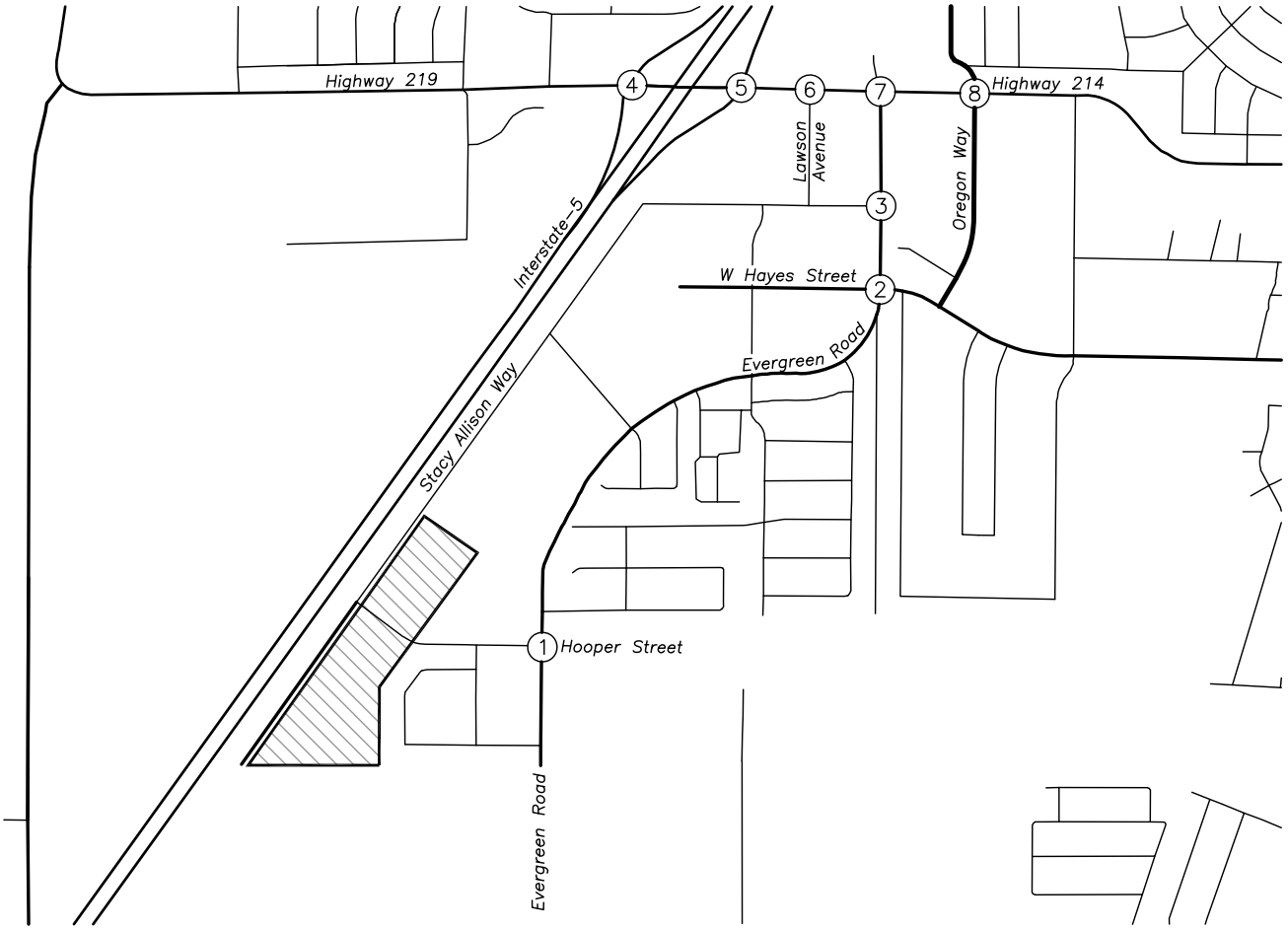
FIGURE 13

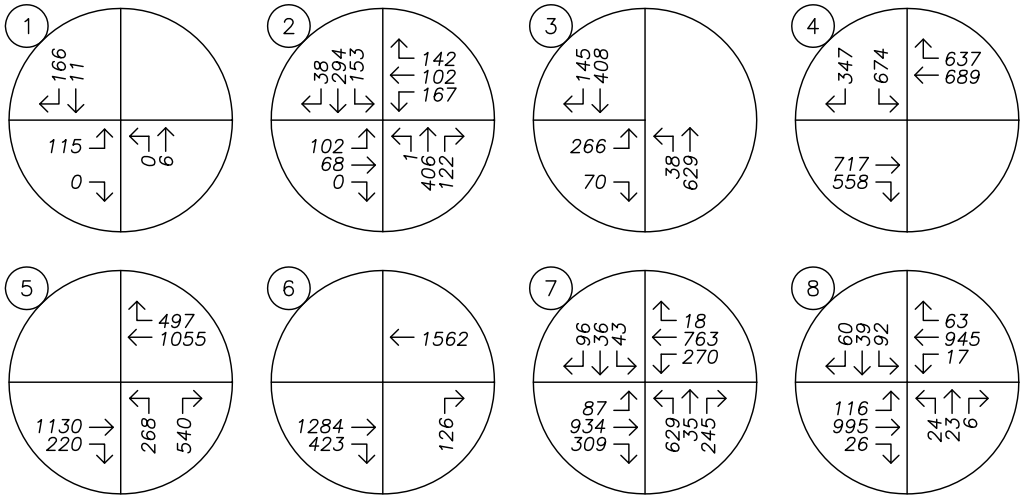


TRAFFIC VOLUMES
Year 2024 Traffic Volumes + Phase 1 & 2
AM Peak Hour

no scale

FIGURE 14



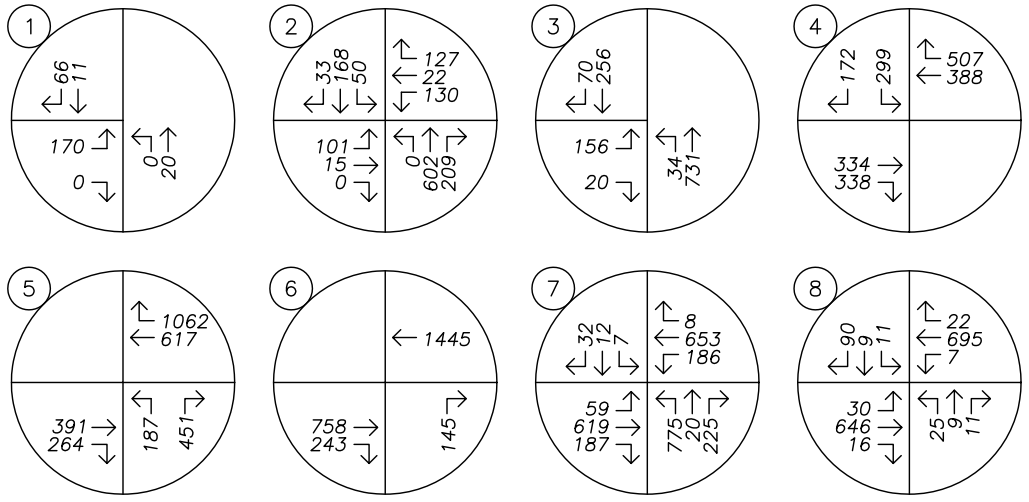


TRAFFIC VOLUMES
Year 2024 Traffic Volumes + Phase 1 & 2
PM Peak Hour

no scale

FIGURE 15

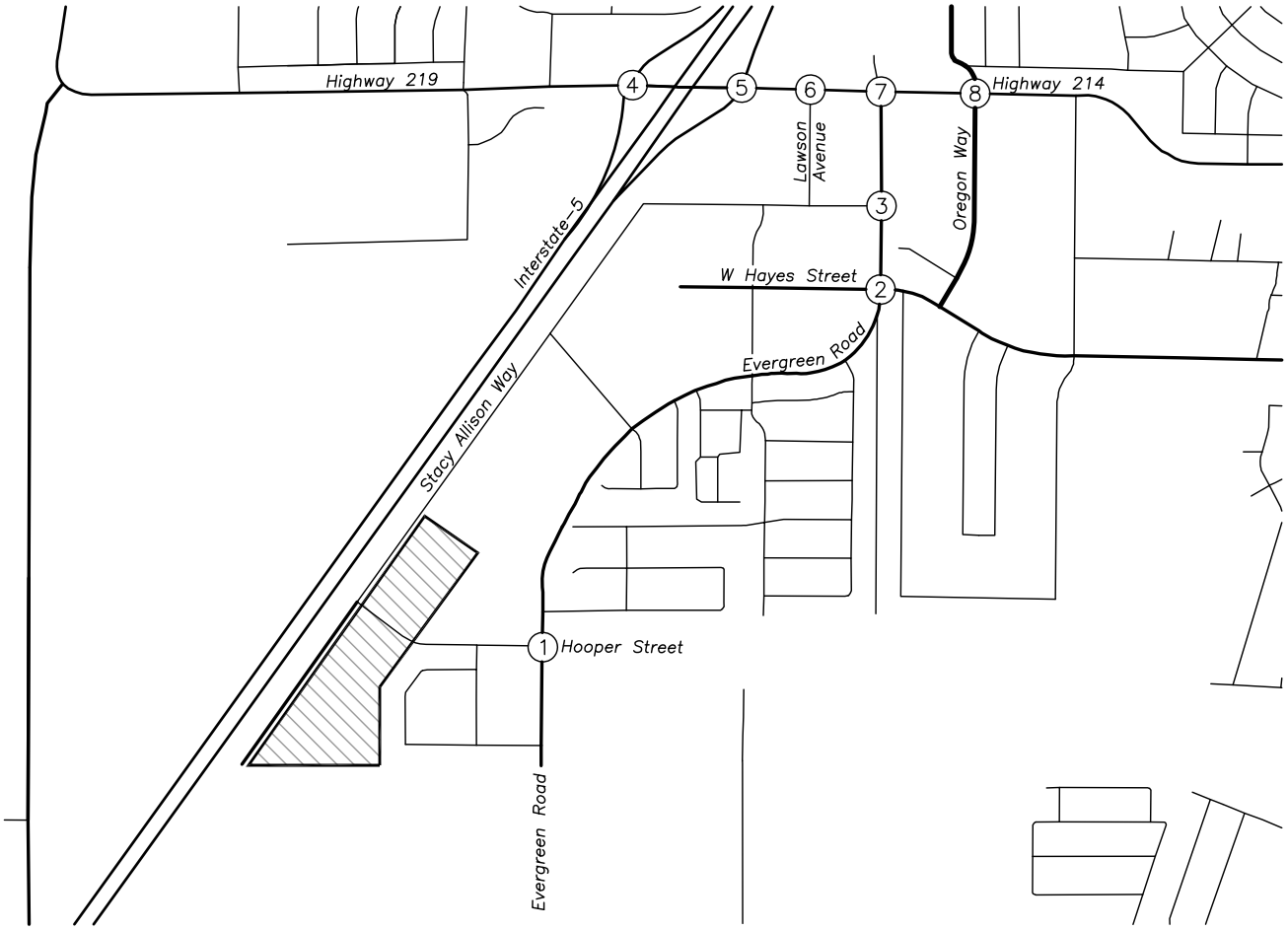
PAGE 22

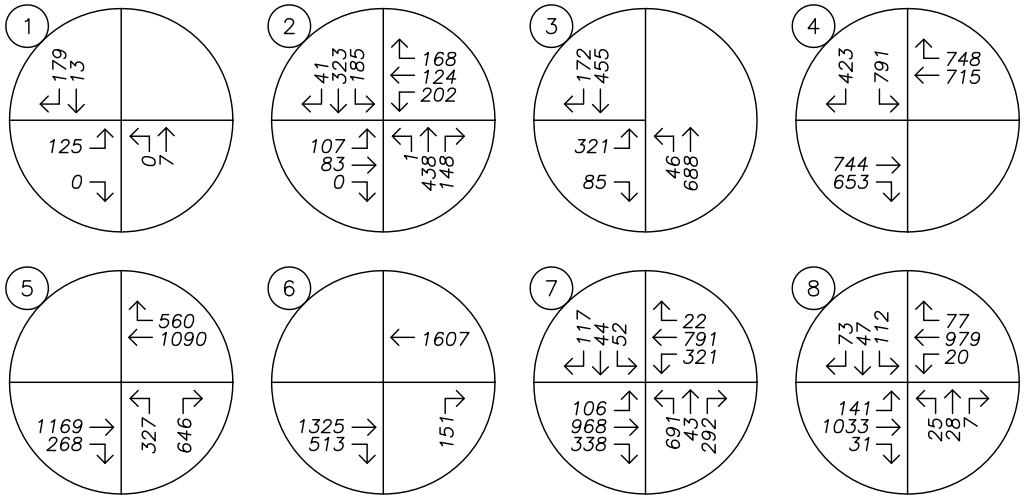


TRAFFIC VOLUMES
Year 2034 Traffic Volumes + Phase 1 & 2
AM Peak Hour

no scale

FIGURE 16





TRAFFIC VOLUMES
Year 2034 Traffic Volumes + Phase 1 & 2
PM Peak Hour

no scale

FIGURE 17

Safety Analysis

Crash Data Analysis

Using data obtained from the ODOT's Crash Analysis and Reporting Unit, a review of the most recent available five years of crash history (January 2013 to December 2017) at the study intersections was performed. The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions, and the resulting crash rate for the intersection. Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak hour presents approximately 10 percent of the annual average daily traffic (AADT) at the intersection. Crash rates in excess of 1.0 crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

With regard to crash severity, ODOT classifies crashes in the following categories:

- Property Damage Only (*PDO*);
- Possible Injury – Complaint of Pain (*Injury C*);
- Non-Incapacitating Injury (*Injury B*);
- Incapacitating Injury – Bleeding, Broken Bones (*Injury A*); and
- Fatality or Fatal Injury.

Additionally, the study intersections along OR 214 are ODOT facilities which adhere to the crash analysis methodologies within ODOT's Analysis Procedures Manual (APM). According to the APM, intersections which experience crash rates in excess of their respective 90th percentile crash rates should be "flagged for further analysis". *Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control* of the APM indicates a 90th percentile crash rate of 0.86 CMEV and 0.29 CMEV for four-legged, signalized intersections and three-legged, unsignalized intersections, respectively, in urban areas.

Table 5 provides a summary of crash types while Table 6 summarizes crash severities and rates for each of the study intersections. The crash rates that exceed their applicable thresholds of safety are reported in bold text. Detailed ODOT crash reports are included in the technical appendix to this report.

Table 5 - Crash Type Summary

Intersection	Crash Type								
	Rear End	Turn	Angle	Fixed Object	Back	Head	Ped	Bike	Total
Evergreen Road at Hooper Street	0	0	0	0	0	0	0	0	0
Evergreen Road at Hayes Street	1	0	2	0	0	0	0	0	3
Evergreen Road at Stacey Allison Way	0	5	0	0	0	0	1	0	6
OR 214 at I-5 Southbound ramps	4	9	0	1	0	1	0	0	15
OR 214 at I-5 Northbound ramps	9	24	0	0	1	0	0	0	34
OR 214 at Lawson Avenue	3	0	0	0	0	0	0	1	4
OR 214 at Evergreen Road	16	32	3	0	0	0	1	0	52
OR 214 at Oregon Way	2	18	2	0	0	0	0	0	22

Table 6 - Crash Severity and Rate Summary

Intersection	Crash Severity					Total	AADT	Crash Rate
	PDO	C	B	A	Fatal			
Evergreen Road at Hooper Street	0	0	0	0	0	0	1080	0.00
Evergreen Road at Hayes Street	1	1	1	0	0	3	9490	0.17
Evergreen Road at Stacey Allison Way	4	2	0	0	0	6	8970	0.37
OR 214 at I-5 Southbound ramps	5	7	2	1	0	15	30500	0.27
OR 214 at I-5 Northbound ramps	18	14	2	0	0	34	30380	0.61
OR 214 at Lawson Avenue	2	1	1	0	0	4	26950	0.08
OR 214 at Evergreen Road	23	20	6	3	0	52	26620	**1.07**
OR 214 at Oregon Way	7	8	7	0	0	22	22430	0.54

Crashes involving vulnerable users, resulting in a high crash severity (*Injury A* or *Fatality*), and associated with the intersection of OR 214 at Evergreen Road are discussed further below.

Vulnerable User Collisions

Two pedestrian-related crashes were reported at the intersections of Evergreen Road at Stacey Allison Way and OR 214 at Evergreen Road. Both pedestrian collisions were caused by drivers not yielding to pedestrian right-of-way. One crash resulted in an incapacitating injury and one resulted in a possible injury. All injuries were sustained by the pedestrian involved in the collision.

A bicycle-related crash was reported at the intersection of OR 214 at Lawson Avenue. The bicycle collision was caused by a driver not yielding to the bicyclist's right-of-way. The bicyclist sustained a non-incapacitating injury.

High Severity Collisions

A turning movement collision at the I-5 southbound ramp intersection was caused by the driver of a westbound vehicle on OR 214 who disregarded the traffic signal. The driver that caused the collision suffered a non-incapacitating injury while the driver of the other vehicle sustained an incapacitating injury.

A rear-end collision at the intersection of OR 214 at Evergreen Road was caused by the driver of a westbound vehicle following too close to another vehicle. The crash resulted in an incapacitating injury and possible injury.

A turning movement collision at the intersection of OR 214 at Evergreen Road was caused by the driver of a vehicle turning left in front of traffic with no right-of-way. The driver sustained an incapacitating injury.

The fourth crash which resulted in an incapacitating injury was discussed previously within the vulnerable user section.

Crash Rate Analysis

The intersection of OR 214 at Evergreen Road has a calculated crash rate above 1.0 and ODOT's 90th percentile crash rate of 0.86. A total of 52 collisions were reported at the intersection during the analysis period. Over thirty percent of these crashes were angle-type collisions between a southbound left-turning vehicle and an eastbound through vehicle. These crashes were caused by the left-turning vehicle turning in front of traffic with no right-of-way. It is expected that this occurs due to the flashing yellow arrow which allows for permissive turning movements. Vehicles may not be adequately estimating the time gap needed to cross the intersection safely. Based on the Protected Only Left-Turn Mode requirements found in ODOT's Traffic Signal Policy and Guidelines, "protected only left-turn mode should be provided when crash history indicates five or more crashes involving left-turn movements per approach in a consecutive 12-month period within the last three years." Left-turn collisions for this specific movement account for five crashes in 2017, three crashes in 2016, and eight crashes in 2015. Left-turns should also be provided when u-turns are permitted, which is also the case. It is recommended that the eastbound and westbound left-turn movements be altered to protected only mode.

Based on a review of the crash data, all other study intersections do not show any signs of design flaws or a need for mitigation.

Preliminary Traffic Signal Warrants

Traffic signal warrants were examined for all unsignalized study intersections based on the methodologies in the Manual on Uniform Traffic Control Devices (MUTCD). This includes the intersections of Evergreen Road at Hooper Street, Evergreen Road at Hayes Street, and Evergreen Road at Stacey Allison Way.

Warrant 1, *Eight Hour Vehicular Volumes,* was used from the MUTCD published by the Federal Highway Administration in 2009. Warrants were evaluated based on the common assumption that traffic counted during the evening peak hour represents ten percent of the ADT.

Preliminary traffic signal warrants are met at the intersection of Evergreen Road at Stacey Allison Way under year 2022 background conditions, without the addition of site trips from the proposed development. Additionally, preliminary traffic signal warrants are met at the intersection of Evergreen Road at Hayes Street under year 2024 traffic conditions with the addition of site trips from Phases 1 and 2 of the proposed development.

Detailed information on the traffic signal warrant analysis is included in the attached appendix.

Marked Crosswalks

Two crossings are proposed across Hooper Street, which will allow residents in the southern portion of the site to access the clubhouse and amenities on the northern portion of the site. Standards for crosswalks are discussed below.

The Manual of Uniform Traffic Control Devices for Highways and Streets states that, "new marked crosswalks alone, without other measures to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should *not* be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either the roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or the roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater." Hooper Street is a local road with a posted speed limit of 25 mph and a projected 2030 ADT of less than 3,000 vehicles per day.

Because non-intersection pedestrian crossings are generally unexpected by the road user, warning signs should be installed for all marked crosswalks at non-intersection locations and adequate visibility should be provided by parking prohibitions.

Since the ODOT Highway Design Manual applies specifically to crossings on state highways, the application of these measures does not fit with the subject development. However, it is stated that "crossing locations must take into account property access and circulation". The proposed development includes a clubhouse and amenities north of Hooper Street. It is anticipated that a high volume of pedestrians will cross Hooper Street in order to patronize the provided apartment amenities. The proposed crossings provide routes that allow for pedestrian circulation throughout the site.

Operational Analysis

Capacity Analysis

To determine the level-of-service at the study intersections, a capacity analysis was conducted. The analysis was conducted using the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual (HCM)*[3] published by the Transportation Research Board. Level-of-service (LOS) can range from A, which indicates little or no delay, to F, which indicates a significant amount of congestion and delay. The critical intersection volume-to-capacity (v/c) ratio for signalized intersections was calculated using the methodology within ODOT's Analysis Procedures Manual

For district highways located within the Urabn Growth Boundary, non MPO, with a posted speed limit of 30 mph have a maximum volume-to-capacity (v/c) ratio of 0.95 that should be maintained based on methodologies within the Oregon Highway Plan (OHP). Additionally the OHP requires ramp terminals to meet the v/c ratio for the crossroad in order to prevent traffic queuing at the off-ramps. A v/c target of 0.80 was used for the ramp terminals. For intersections under the City of Woodburn jurisdiction, intersections must operate at LOS E or better and a v/c ratio less than 1.0 regardless of LOS.

Table 7 and Table 8 show the results of the capacity analysis for the City intersections and ODOT intersections, respectively. Results that are above the applicable performance standard are shown in bold. Detailed LOS descriptions are included in the appendix to this report.

[3] Transportation Research Board, *Highway Capacity Manual, 6th Edition, 2016.*

Table 7 - Intersection Operational Analysis Summary – City of Woodburn Intersections

	Morning Peak Hour			Evening Peak Hour		
	Delay	**LOS**	**V/C**	**Delay**	**LOS**	**V/C**
Evergreen Road at Hooper Street						
Year 2020 Existing Conditions	9	A	0.06	9	A	0.06
Year 2022 Background Conditions	9	A	0.07	9	A	0.06
Year 2022 + Phase 1	10	A	0.11	10	A	0.09
Year 2024 + Phase 1 & 2	10	B	0.22	10	B	0.17
Year 2034 + Phase 1 & 2	10	B	0.24	11	B	0.19
Evergreen Road at Hayes Street						
Year 2020 Existing Conditions	12	B	0.57	17	C	0.65
Year 2022 Background Conditions	46	E	**1.04**	87	**F**	**1.19**
Year 2022 + Phase 1	59	**F**	**1.11**	105	**F**	**1.28**
Year 2024 + Phase 1 & 2	103	**F**	**1.30**	138	**F**	**1.43**
Year 2034 + Phase 1 & 2	163	**F**	**1.54**	206	**F**	**1.76**
Evergreen Road at Stacey Allison Way						
Year 2020 Existing Conditions	12	B	0.19	17	C	0.52
Year 2022 Background Conditions	16	C	0.28	34	D	0.76
Year 2022 + Phase 1	17	C	0.31	40	E	0.80
Year 2024 + Phase 1 & 2	20	C	0.41	47	E	0.86
Year 2034 + Phase 1 & 2	26	D	0.53	134	**F**	**1.17**

The intersection of Evergreen Road at Hayes Street is estimated to operate at or above capacity under year 2022 background conditions. It is noted that this occurs prior to adding site trips from the proposed development. The intersection of Evergreen Road at Stacey Allison Way is estimated to operate at or above capacity under year 2034 planning horizon conditions, which represents ten years after the full build out of the site. No mitigations are noted for these intersections within the City of Woodburn Transportation System Plan. However, it is identified that a parallel route to Stacey Allison Way will be improved, which may alleviate some of the congestion which occurs at the intersection with Evergreen Road. The Smith Creek Development identifies a mitigation for the intersection of Evergreen Road at Hayes Street which includes adding a southbound left-turn lane and northbound receiving lane.

Table 8 - Intersection Capacity Analysis Summary – ODOT Intersections

	Morning Peak Hour			Evening Peak Hour		
	Delay	LOS	V/C	Delay	LOS	V/C
OR 214 at I-5 SB ramps						
Year 2020 Existing Conditions	6	A	0.07	9	A	0.20
Year 2022 Background Conditions	6	A	0.10	9	A	0.22
Year 2022 + Phase 1	6	A	0.10	9	A	0.23
Year 2024 + Phase 1 & 2	6	A	0.11	10	A	0.27
Year 2034 + Phase 1 & 2	7	A	0.13	11	B	0.31
OR 214 at I-5 NB ramps						
Year 2020 Existing Conditions	7	A	0.08	9	A	0.36
Year 2022 Background Conditions	7	A	0.08	10	B	0.39
Year 2022 + Phase 1	7	A	0.08	11	B	0.39
Year 2024 + Phase 1 & 2	7	A	0.08	12	B	0.42
Year 2034 + Phase 1 & 2	8	A	0.10	14	B	0.44
OR 214 at Lawson Avenue						
Year 2020 Existing Conditions	11	B	0.15	14	B	0.23
Year 2022 Background Conditions	12	B	0.17	16	C	0.25
Year 2022 + Phase 1	12	B	0.18	17	C	0.28
Year 2024 + Phase 1 & 2	13	B	0.21	18	C	0.32
Year 2034 + Phase 1 & 2	13	B	0.26	20	C	0.40
OR 214 at Evergreen Road						
Year 2020 Existing Conditions	19	B	0.47	23	C	0.63
Year 2022 Background Conditions	23	C	0.62	35	D	0.78
Year 2022 + Phase 1	24	C	0.64	39	D	0.81
Year 2024 + Phase 1 & 2	30	C	0.70	48	D	0.86
Year 2034 + Phase 1 & 2	36	D	0.76	51	D	0.94
OR 214 at Oregon Way						
Year 2020 Existing Conditions	9	A	0.27	11	B	0.50
Year 2022 Background Conditions	9	A	0.31	11	B	0.53
Year 2022 + Phase 1	9	A	0.31	11	B	0.53
Year 2024 + Phase 1 & 2	9	A	0.32	12	B	0.55
Year 2034 + Phase 1 & 2	9	A	0.33	13	B	0.61

All ODOT intersection are projected to operate within the performance thresholds under all analysis scenarios.

Conclusions

The proposed apartment complex in Woodburn, Oregon is not anticipated to significantly change the existing performance or safety of the surrounding transportation system. Notable findings and/or recommendations are summarized below.

- The number of site trips generated by the proposed development is within the allowable threshold for the applicable parcels of land located within the Interchange Access Management Area.

- The intersecion of OR 214 at Evergreen Road is calculated to have a crash rate above 1.0. Based on the high number of southbound left-turn collisions, it is recommended that the eastbound and westbound left-turn movements be altered to protected only mode. Based on the review of crash history, no design flaws or deficiencies are evident at any other intersections.

- Pedestrian crossing warning signs should be installed for all proposed marked crosswalks at non-intersection locations and adequate visibility should be provided by parking prohibitions.

- Preliminary traffic signal warrants are met at the intersection of Evergreen Road at Stacey Allison Way under year 2022 background conditions, without the addition of site trips from the proposed development. Capacity analysis results show this intersection exceeds the City of Woodburn performance thresholds under year 2034 planning horizon, ten years after full buildout of the proposed development. While there is no mitigation in the City's TSP, an alternative route on Harvard Drive is planned to be improved which may aleviate some of the congestion along Evergreen Road.

- Preliminary traffic signal warrants are met at the intersection of Evergreen Road at Hayes Street under year 2024 traffic conditions with the addition of site trips from Phases 1 and 2 of the proposed development. Capacity analysis results show this intersection exceeds the City of Woodburn performance thresholds under year 2022 background conditions, prior to the addition of site trips from the proposed development. Mitigation for this intersection is discussed in the Smith Creek TIS, which includes adding a southbound left-turn and a northbound receving lane.

- Since the performance standard at both intersections is exceeded under background conditions, with the addition of site trips from in-process development, potential mitigation measures should be detemined in the Smith Creek application. Similar to the Smith Creek development, a proportional share contribution to determine potential tranpsortation related mitigation measures is proposed for the subject development.

- No other study intersections meet traffic signal warrants under any analysis scenario.
- All other study intersections are projected to operate acceptably per ODOT and City of Woodburn standards.

Appendix

TRIP GENERATION CALCULATIONS

Land Use: Multifamily Housing (Mid-Rise)
Land Use Code: 221
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Variable Value: 586

AM PEAK HOUR

Trip Rate: 0.36

	Enter	Exit	Total
Directional Distribution	26%	74%	
Trip Ends	**55**	**156**	**211**

PM PEAK HOUR

Trip Rate: 0.44

	Enter	Exit	Total
Directional Distribution	61%	39%	
Trip Ends	**157**	**101**	**258**

WEEKDAY

Trip Rate: 5.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**1,594**	**1,594**	**3,188**

SATURDAY

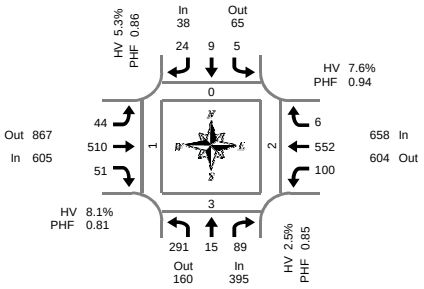
Trip Rate: 4.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**1,439**	**1,439**	**2,878**

Source: TRIP GENERATION, Tenth Edition

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:00 AM to 8:00 AM

Evergreen Rd & Hwy 214

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	30	1	2	0	0	1	7	0	4	26	2	0	4	43	3	0	123	0	0	0	0
6:05 AM	26	0	5	0	0	1	3	0	1	19	1	0	6	69	2	0	133	0	0	0	0
6:10 AM	30	1	8	0	0	0	3	0	1	30	0	0	4	57	2	0	136	0	0	0	0
6:15 AM	34	2	8	0	0	0	3	0	1	39	1	0	6	53	1	0	148	0	0	0	0
6:20 AM	24	0	8	0	0	0	4	0	2	37	1	0	7	65	1	0	149	0	0	0	0
6:25 AM	26	1	10	0	0	0	2	0	0	28	2	0	9	57	1	0	136	0	0	2	0
6:30 AM	34	0	6	0	2	0	3	0	4	35	2	0	10	37	0	0	133	0	0	0	0
6:35 AM	26	1	5	0	1	1	2	0	4	50	0	0	5	67	0	0	162	0	0	0	0
6:40 AM	26	0	5	0	0	0	0	0	0	43	0	0	13	45	0	0	132	0	0	0	0
6:45 AM	24	1	9	0	0	0	1	0	2	36	1	0	6	53	1	0	134	0	0	0	0
6:50 AM	20	0	6	0	2	2	3	0	3	35	1	0	5	40	1	0	118	0	1	2	0
6:55 AM	19	1	8	0	0	0	4	0	3	36	0	2	7	31	2	0	111	1	1	1	0
7:00 AM	26	1	8	0	2	0	2	0	1	49	5	0	11	55	0	0	160	0	0	0	0
7:05 AM	23	1	8	0	0	0	1	0	1	31	3	0	3	58	0	0	129	0	0	0	0
7:10 AM	23	2	4	0	1	2	1	0	3	48	4	0	5	41	1	0	135	0	0	0	0
7:15 AM	20	1	11	0	0	0	2	0	2	30	4	0	6	53	0	0	129	0	0	0	0
7:20 AM	30	0	2	0	0	0	4	0	1	32	2	0	9	48	0	0	128	0	0	2	0
7:25 AM	22	1	7	0	0	0	2	0	4	52	4	0	12	46	1	0	151	0	0	0	0
7:30 AM	23	3	6	0	1	2	2	0	5	35	3	0	3	46	0	0	129	0	0	0	0
7:35 AM	19	2	6	0	0	0	2	0	9	47	3	0	8	41	2	0	139	0	0	0	1
7:40 AM	26	1	13	0	0	0	3	0	3	35	3	0	11	38	0	0	133	0	0	0	0
7:45 AM	34	1	10	0	0	1	1	0	4	55	7	0	6	45	0	0	164	0	0	0	0
7:50 AM	23	1	7	0	0	2	1	0	8	44	4	0	11	42	0	0	143	0	0	0	0
7:55 AM	22	1	7	0	1	2	3	0	3	52	9	0	15	39	2	0	156	0	3	0	0
8:00 AM	23	1	6	0	1	1	8	0	6	46	4	0	8	33	0	0	137	0	0	0	0
8:05 AM	24	2	4	0	0	0	9	0	4	26	4	0	8	45	1	0	127	0	0	1	0
8:10 AM	19	2	6	0	1	0	3	0	6	38	8	0	2	36	3	0	124	0	3	0	0
8:15 AM	20	2	3	0	0	2	8	0	3	44	6	0	16	38	1	0	143	0	0	2	0
8:20 AM	21	1	9	0	0	5	2	0	4	39	5	0	5	40	4	0	135	0	0	0	0
8:25 AM	23	0	8	0	0	0	4	0	3	30	5	0	4	30	2	0	109	0	0	0	0
8:30 AM	23	0	10	0	0	2	1	0	6	41	6	0	5	36	1	0	131	0	0	0	0
8:35 AM	18	1	7	0	1	0	7	0	8	37	1	0	5	35	2	0	122	0	0	0	0
8:40 AM	28	4	8	0	0	2	2	0	2	35	4	0	7	29	1	0	122	0	0	0	0
8:45 AM	24	2	10	0	1	0	2	0	2	39	5	0	9	38	2	0	134	0	0	0	0
8:50 AM	21	0	8	0	0	1	1	0	3	36	4	0	9	28	1	1	112	0	0	0	0
8:55 AM	17	1	8	0	0	0	2	0	5	51	1	0	8	37	1	0	131	0	0	0	1
Total Survey	871	39	256	0	14	27	108	0	121	1,386	115	2	268	1,594	39	1	4,838	1	8	10	2

15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	86	2	15	0	0	2	13	0	6	75	3	0	14	169	7	0	392	0	0	0	0
6:15 AM	84	3	26	0	0	0	9	0	3	104	4	0	22	175	3	0	433	0	0	2	0
6:30 AM	86	1	16	0	3	1	5	0	8	128	2	0	28	149	0	0	427	0	0	0	0
6:45 AM	63	2	23	0	2	2	8	0	8	107	2	2	18	124	4	0	363	1	2	3	0
7:00 AM	72	4	20	0	3	2	4	0	5	128	12	0	19	154	1	0	424	0	0	0	0
7:15 AM	72	2	20	0	0	0	8	0	7	114	10	0	27	147	1	0	408	0	0	2	0
7:30 AM	68	6	25	0	1	2	7	0	17	117	9	0	22	125	2	0	401	0	0	0	1
7:45 AM	79	3	24	0	1	5	5	0	15	151	20	0	32	126	2	0	463	0	3	0	0
8:00 AM	66	5	16	0	2	1	20	0	16	110	16	0	18	114	4	0	388	0	3	1	0
8:15 AM	64	3	20	0	0	7	14	0	10	113	16	0	25	108	7	0	387	0	0	2	0
8:30 AM	69	5	25	0	1	4	10	0	16	113	11	0	17	100	4	0	375	0	0	0	0
8:45 AM	62	3	26	0	1	1	5	0	10	126	10	0	26	103	4	1	377	0	0	0	1
Total Survey	871	39	256	0	14	27	108	0	121	1,386	115	2	268	1,594	39	1	4,838	1	8	10	2

Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	395	160	555	0	38	65	103	0	605	867	1,472	0	658	604	1,262	0	1,696	0	3	2	1
%HV	2.5%				5.3%				8.1%				7.6%				6.5%				
PHF	0.85				0.86				0.81				0.94				0.92				

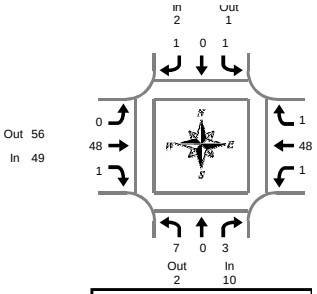
By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	291	15	89	395	5	9	24	38	44	510	51	605	100	552	6	658	1,696
%HV	2.4%	0.0%	3.4%	2.5%	20.0%	0.0%	4.2%	5.3%	0.0%	9.4%	2.0%	8.1%	1.0%	8.7%	16.7%	7.6%	6.5%
PHF	0.88	0.63	0.74	0.85	0.42	0.45	0.75	0.86	0.61	0.84	0.64	0.81	0.78	0.90	0.50	0.94	0.92

Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	319	8	80	0	5	5	35	0	25	414	11	2	82	617	14	0	1,615	1	2	5	0
6:15 AM	305	10	85	0	8	5	26	0	24	467	20	2	87	602	8	0	1,647	1	2	5	0
6:30 AM	293	9	79	0	8	5	25	0	28	477	26	2	92	574	6	0	1,622	1	2	5	0
6:45 AM	275	14	88	0	6	6	27	0	37	466	33	2	86	550	8	0	1,596	1	2	5	1
7:00 AM	291	15	89	0	5	9	24	0	44	510	51	0	100	552	6	0	1,696	0	3	2	1
7:15 AM	285	16	85	0	4	8	40	0	55	492	55	0	99	512	9	0	1,660	0	6	3	1
7:30 AM	277	17	85	0	4	15	46	0	58	491	61	0	97	473	15	0	1,639	0	6	3	1
7:45 AM	278	16	85	0	4	17	49	0	57	487	63	0	92	448	17	0	1,613	0	6	3	0
8:00 AM	261	16	87	0	4	13	49	0	52	462	53	0	86	425	19	1	1,527	0	3	3	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Evergreen Rd & Hwy 214

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
7:00 AM to 8:00 AM

Heavy Vehicle 5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	2	0	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
6:05 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	4	0	4	8
6:10 AM	0	0	2	2	0	0	0	0	0	2	0	2	0	2	0	2	6
6:15 AM	1	0	0	1	0	0	0	0	0	4	0	4	0	4	0	4	9
6:20 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4	7
6:25 AM	2	0	1	3	0	0	0	0	0	1	0	1	0	1	0	1	5
6:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	5	7
6:35 AM	1	0	0	1	0	0	0	0	1	5	0	6	0	0	0	0	7
6:40 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
6:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
6:50 AM	0	0	0	0	0	0	2	2	0	2	0	2	0	6	0	6	10
6:55 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	1	0	2	4
7:00 AM	0	0	0	0	1	0	0	1	0	7	0	7	0	2	0	2	10
7:05 AM	1	0	0	1	0	0	0	0	0	2	0	2	0	4	0	4	7
7:10 AM	0	0	0	0	0	0	1	1	0	7	0	7	0	2	1	3	11
7:15 AM	0	0	2	2	0	0	0	0	0	2	0	2	0	3	0	3	7
7:20 AM	2	0	0	2	0	0	0	0	0	2	0	2	0	6	0	6	10
7:25 AM	0	0	1	1	0	0	0	0	0	5	0	5	1	1	0	2	8
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	8	0	8	9
7:35 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	4	0	4	6
7:40 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	2	0	2	6
7:45 AM	0	0	0	0	0	0	0	0	0	9	0	9	0	6	0	6	15
7:50 AM	1	0	0	1	0	0	0	0	0	3	1	4	0	5	0	5	10
7:55 AM	1	0	0	1	0	0	0	0	0	6	0	6	0	5	0	5	12
8:00 AM	2	0	0	2	0	0	0	0	0	5	0	5	0	3	0	3	10
8:05 AM	4	0	1	5	0	0	0	0	1	5	0	6	0	6	0	6	17
8:10 AM	0	0	0	0	0	0	2	2	0	6	1	7	0	4	1	5	14
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	1	8	0	9	13
8:20 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	6	0	6	10
8:25 AM	0	0	1	1	0	0	1	1	0	2	0	2	1	4	0	5	9
8:30 AM	1	0	0	1	0	0	0	0	0	5	0	5	1	3	0	4	10
8:35 AM	1	0	0	1	0	0	0	0	1	3	0	4	0	8	0	8	13
8:40 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	3	0	3	6
8:45 AM	1	0	0	1	0	0	0	0	0	4	0	4	1	3	0	4	9
8:50 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	5	0	5	10
8:55 AM	0	0	0	0	0	0	0	0	0	7	0	7	2	5	0	7	14
Total Survey	24	0	8	32	1	0	6	7	4	131	2	137	8	139	2	149	325

Heavy Vehicle 15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	3	0	2	5	0	0	0	0	0	7	0	7	0	6	0	6	18
6:15 AM	3	0	1	4	0	0	0	0	0	8	0	8	0	9	0	9	21
6:30 AM	1	0	0	1	0	0	0	0	1	10	0	11	0	8	0	8	20
6:45 AM	0	0	0	0	0	0	2	2	0	7	0	7	1	10	0	11	20
7:00 AM	1	0	0	1	1	0	1	2	0	16	0	16	0	8	1	9	28
7:15 AM	2	0	3	5	0	0	0	0	0	9	0	9	1	10	0	11	25
7:30 AM	2	0	0	2	0	0	0	0	0	5	0	5	0	14	0	14	21
7:45 AM	2	0	0	2	0	0	0	0	0	18	1	19	0	16	0	16	37
8:00 AM	6	0	1	7	0	0	2	2	1	16	1	18	0	13	1	14	41
8:15 AM	1	0	1	2	0	0	1	1	0	9	0	9	2	18	0	20	32
8:30 AM	2	0	0	2	0	0	0	0	2	10	0	12	1	14	0	15	29
8:45 AM	1	0	0	1	0	0	0	0	0	16	0	16	3	13	0	16	33
Total Survey	24	0	8	32	1	0	6	7	4	131	2	137	8	139	2	149	325

Heavy Vehicle Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound Evergreen Rd			Southbound Evergreen Rd			Eastbound Hwy 214			Westbound Hwy 214			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	10	2	12	2	1	3	49	56	105	50	52	102	111
PHF	0.50			0.25			0.64			0.78			0.75

By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	7	0	3	10	1	0	1	2	0	48	1	49	1	48	1	50	111
PHF	0.88	0.00	0.25	0.50	0.25	0.00	0.25	0.25	0.00	0.67	0.25	0.64	0.25	0.75	0.25	0.78	0.75

Heavy Vehicle Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	7	0	3	10	0	0	2	2	1	32	0	33	1	33	0	34	79
6:15 AM	5	0	1	6	1	0	3	4	1	41	0	42	1	35	1	37	89
6:30 AM	4	0	3	7	1	0	3	4	1	42	0	43	2	36	1	39	93
6:45 AM	5	0	3	8	1	0	3	4	0	37	0	37	2	42	1	45	94
7:00 AM	7	0	3	10	1	0	1	2	0	48	1	49	1	48	1	50	111
7:15 AM	12	0	4	16	0	0	2	2	1	48	2	51	1	53	1	55	124
7:30 AM	11	0	2	13	0	0	3	3	1	48	2	51	2	61	1	64	131
7:45 AM	11	0	2	13	0	0	3	3	3	53	2	58	3	61	1	65	139
8:00 AM	10	0	2	12	0	0	3	3	3	51	1	55	6	58	1	65	135

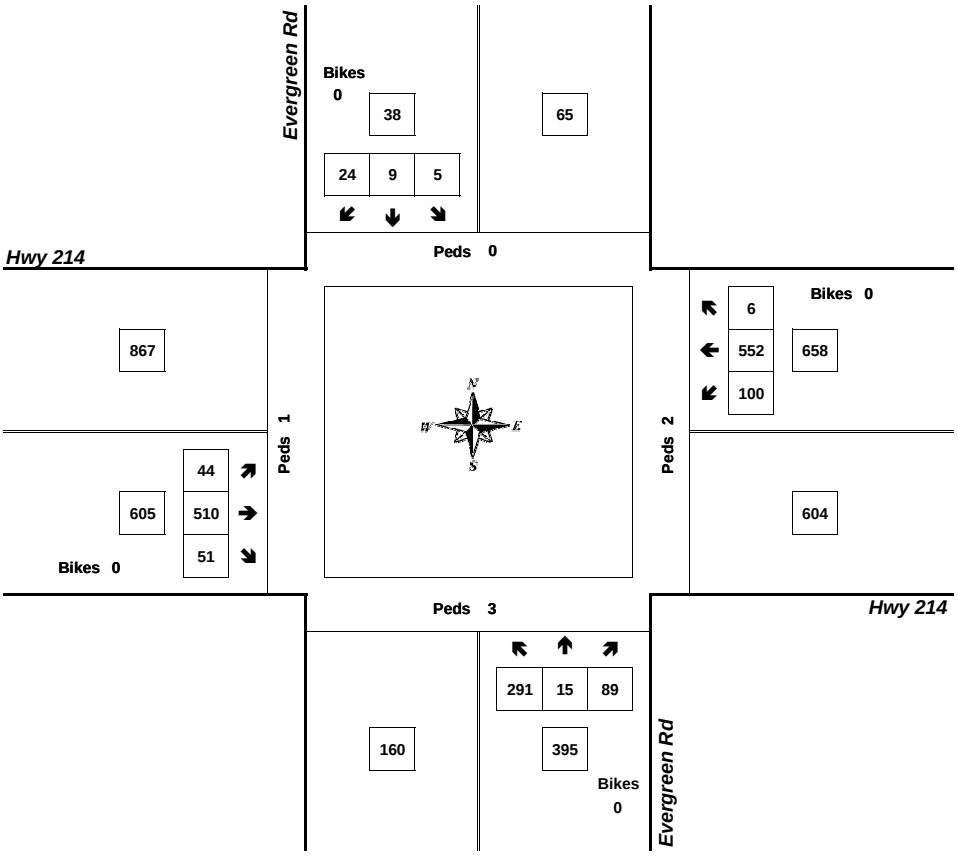
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Evergreen Rd & Hwy 214

7:00 AM to 8:00 AM
Tuesday, July 23, 2019

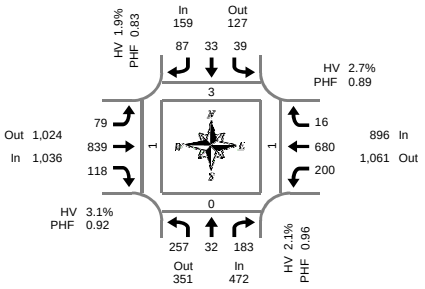


Approach	PHF	HV%	Volume
EB	0.81	8.1%	605
WB	0.94	7.6%	658
NB	0.85	2.5%	395
SB	0.86	5.3%	38
Intersection	0.92	6.5%	1,696

Count Period: 6:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:20 PM to 5:20 PM

Evergreen Rd & Hwy 214

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	23	4	19	0	1	3	3	0	5	44	6	0	10	38	2	0	158	0	2	1	0
3:05 PM	27	3	13	0	2	2	5	0	7	68	5	0	8	46	2	0	188	0	0	0	3
3:10 PM	18	2	13	0	3	4	8	0	6	57	5	0	15	50	0	0	181	1	1	1	0
3:15 PM	29	0	14	0	0	3	6	0	7	63	8	0	14	53	1	0	198	0	0	0	0
3:20 PM	25	1	12	0	1	3	8	0	12	50	6	0	12	34	1	0	165	0	0	0	3
3:25 PM	20	3	15	0	6	0	4	0	6	59	6	0	11	42	3	0	175	0	0	0	0
3:30 PM	21	0	12	0	1	1	4	0	6	64	5	0	13	44	4	0	175	1	0	1	3
3:35 PM	23	3	15	0	5	3	2	0	10	78	8	0	11	62	2	0	222	0	3	0	2
3:40 PM	24	0	8	0	5	3	3	0	4	76	6	0	19	43	2	0	193	0	0	0	0
3:45 PM	17	1	18	0	0	3	4	0	10	72	10	0	11	61	2	0	209	0	0	1	0
3:50 PM	24	1	17	0	0	2	5	0	6	68	6	0	14	49	2	0	194	0	0	0	0
3:55 PM	19	1	19	0	1	2	7	0	7	69	14	0	11	44	1	0	195	1	0	0	0
4:00 PM	30	0	16	0	0	1	2	0	5	69	15	0	18	50	1	0	207	1	0	0	0
4:05 PM	36	4	13	0	2	3	5	0	11	67	10	0	16	52	3	0	222	0	0	0	0
4:10 PM	14	3	7	0	5	1	9	0	5	85	13	0	15	67	1	0	225	0	0	0	0
4:15 PM	22	4	22	0	5	2	6	0	8	60	9	0	19	47	4	0	208	0	0	3	0
4:20 PM	21	4	17	0	2	7	6	0	2	77	13	0	20	48	2	0	219	0	0	0	0
4:25 PM	22	4	15	0	4	4	6	0	11	74	6	0	15	53	1	0	215	0	0	0	1
4:30 PM	23	5	12	0	5	5	9	0	9	72	9	0	14	37	3	0	203	2	0	0	0
4:35 PM	21	1	16	0	4	3	7	0	5	42	13	0	17	59	1	0	189	0	0	0	0
4:40 PM	13	3	13	0	1	1	12	0	6	84	7	0	18	61	1	0	220	0	0	0	0
4:45 PM	26	1	15	0	7	4	7	0	4	43	11	0	16	48	2	0	184	1	0	0	0
4:50 PM	20	2	18	0	2	4	4	0	3	70	8	1	15	54	0	0	200	0	0	1	0
4:55 PM	18	2	17	0	3	1	12	0	7	93	11	0	22	63	1	0	250	0	0	0	0
5:00 PM	25	0	16	1	2	0	6	0	10	67	11	0	15	56	1	0	209	0	0	0	0
5:05 PM	25	0	14	0	2	1	3	0	5	71	7	0	14	72	1	0	215	0	0	0	0
5:10 PM	19	6	14	0	3	2	6	0	13	76	10	0	15	56	3	0	223	0	0	0	0
5:15 PM	24	4	16	0	4	1	9	0	4	70	12	0	19	73	0	0	236	0	0	0	0
5:20 PM	25	2	17	0	6	2	6	0	5	70	8	0	6	52	3	0	202	0	0	0	1
5:25 PM	28	0	12	0	1	1	4	0	3	72	18	0	15	40	1	0	195	1	0	0	0
5:30 PM	25	1	11	0	2	3	7	0	13	80	18	0	13	49	3	0	225	2	0	0	0
5:35 PM	15	0	10	0	1	3	1	0	4	69	9	0	14	50	1	0	177	0	0	0	1
5:40 PM	16	3	13	0	0	3	3	0	4	61	11	0	18	47	1	0	180	0	0	0	0
5:45 PM	20	2	16	0	1	1	7	0	6	88	13	0	13	43	1	0	211	0	0	0	0
5:50 PM	13	2	15	0	2	1	7	0	10	71	10	0	18	57	2	0	208	0	0	0	0
5:55 PM	23	4	15	0	0	0	2	0	3	46	8	0	13	34	0	0	148	0	0	0	0
Total Survey	794	76	525	1	89	83	205	0	242	2,445	345	1	527	1,834	59	0	7,224	10	6	8	14

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	68	9	45	0	6	9	16	0	18	169	16	0	33	134	4	0	527	1	3	2	3
3:15 PM	74	4	41	0	7	6	18	0	25	172	20	0	37	129	5	0	538	0	0	0	3
3:30 PM	68	3	35	0	11	7	9	0	20	218	19	0	43	149	8	0	590	1	3	1	5
3:45 PM	60	3	54	0	1	7	16	0	23	209	30	0	36	154	5	0	598	1	0	1	0
4:00 PM	80	7	36	0	7	5	16	0	21	221	38	0	49	169	5	0	654	1	0	0	0
4:15 PM	65	12	54	0	11	13	18	0	21	211	28	0	54	148	7	0	642	0	0	3	1
4:30 PM	57	9	41	0	10	9	28	0	20	198	29	0	49	157	5	0	612	2	0	0	0
4:45 PM	64	5	50	0	12	9	23	0	14	206	30	1	53	165	3	0	634	1	0	1	0
5:00 PM	69	6	44	1	7	3	15	0	28	214	28	0	44	184	5	0	647	0	0	0	0
5:15 PM	77	6	45	0	11	4	19	0	12	212	38	0	40	165	4	0	633	1	0	0	1
5:30 PM	56	4	34	0	3	9	11	0	21	210	38	0	45	146	5	0	582	2	0	0	1
5:45 PM	56	8	46	0	3	2	16	0	19	205	31	0	44	134	3	0	567	0	0	0	0
Total Survey	794	76	525	1	89	83	205	0	242	2,445	345	1	527	1,834	59	0	7,224	10	6	8	14

Peak Hour Summary
4:20 PM to 5:20 PM

By Approach	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	472	351	823	1	159	127	286	0	1,036	1,024	2,060	1	896	1,061	1,957	0	2,563	3	0	1	1
%HV	2.1%				1.9%				3.1%				2.7%				2.7%				
PHF	0.96				0.83				0.92				0.89				0.95				

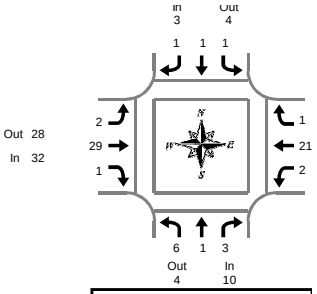
By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	257	32	183	472	39	33	87	159	79	839	118	1,036	200	680	16	896	2,563
%HV	2.3%	3.1%	1.6%	2.1%	2.6%	3.0%	1.1%	1.9%	2.5%	3.5%	0.8%	3.1%	1.0%	3.1%	6.3%	2.7%	2.7%
PHF	0.93	0.62	0.90	0.96	0.75	0.52	0.78	0.83	0.71	0.91	0.95	0.92	0.94	0.85	0.67	0.89	0.95

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	270	19	175	0	25	29	59	0	86	768	85	0	149	566	22	0	2,253	3	6	4	11
3:15 PM	282	17	166	0	26	25	59	0	89	820	107	0	165	601	23	0	2,380	3	3	2	8
3:30 PM	273	25	179	0	30	32	59	0	85	859	115	0	182	620	25	0	2,484	3	3	5	6
3:45 PM	262	31	185	0	29	34	78	0	85	839	125	0	188	628	22	0	2,506	4	0	4	1
4:00 PM	266	33	181	0	40	36	85	0	76	836	125	1	205	639	20	0	2,542	4	0	4	1
4:15 PM	255	32	189	1	40	34	84	0	83	829	115	1	200	654	20	0	2,535	3	0	4	1
4:30 PM	267	26	180	1	40	25	85	0	74	830	125	1	186	671	17	0	2,526	4	0	1	1
4:45 PM	266	21	173	1	33	25	68	0	75	842	134	1	182	660	17	0	2,496	4	0	1	2
5:00 PM	258	24	169	1	24	18	61	0	80	841	135	0	173	629	17	0	2,429	3	0	0	2

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Evergreen Rd & Hwy 214

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

Heavy Vehicle 5-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	1	1	1	3	0	0	0	0	0	2	0	2	0	1	0	1	6
3:05 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	3	1	5	8
3:10 PM	1	0	1	2	1	0	1	2	0	4	0	4	0	1	0	1	9
3:15 PM	2	0	0	2	0	1	0	1	0	3	0	3	0	0	0	0	6
3:20 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	3	5
3:25 PM	3	0	0	3	1	0	0	1	1	2	1	4	0	1	0	1	9
3:30 PM	0	0	0	0	0	1	0	1	0	5	0	5	0	2	0	2	8
3:35 PM	1	0	0	1	0	0	0	0	0	6	0	6	0	2	0	2	9
3:40 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	1	1	2	7
3:45 PM	0	0	1	1	0	1	0	1	0	2	1	3	0	6	0	6	11
3:50 PM	2	0	0	2	0	0	0	0	0	1	0	1	0	3	0	3	6
3:55 PM	1	0	0	1	0	0	0	0	0	3	1	4	0	3	0	3	8
4:00 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	3	0	3	8
4:05 PM	2	1	0	3	0	0	0	0	1	2	0	3	0	1	0	1	7
4:10 PM	1	0	0	1	1	0	2	3	0	2	0	2	0	4	0	4	10
4:15 PM	0	0	1	1	1	0	1	2	0	1	1	2	0	1	0	1	6
4:20 PM	0	0	1	1	0	0	0	0	0	5	1	6	0	0	0	0	7
4:25 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	5	0	5	9
4:30 PM	1	0	1	2	0	0	0	0	1	2	0	3	0	1	0	1	6
4:35 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	2	0	2	4
4:40 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	2	0	2	7
4:45 PM	1	0	0	1	0	1	0	1	0	1	0	1	0	2	1	3	6
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
4:55 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	2	0	2	7
5:00 PM	1	0	0	1	0	0	0	0	0	4	0	4	0	1	0	1	6
5:05 PM	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	4
5:10 PM	1	1	0	2	1	0	1	2	1	2	0	3	0	2	0	2	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:20 PM	0	0	0	0	0	0	0	0	1	2	0	3	1	3	0	4	7
5:25 PM	2	0	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
5:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	0	2	0	2	6
5:35 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
5:40 PM	0	0	0	0	0	1	0	1	0	2	0	2	1	3	1	5	8
5:45 PM	1	0	0	1	0	0	0	0	0	2	0	2	0	4	0	4	7
5:50 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
5:55 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Survey	27	4	7	38	5	5	5	15	6	86	7	99	5	70	4	79	231

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	2	2	2	6	1	0	1	2	0	8	0	8	1	5	1	7	23
3:15 PM	5	0	0	5	1	1	0	2	1	6	2	9	0	4	0	4	20
3:30 PM	1	0	0	1	0	1	0	1	0	16	0	16	0	5	1	6	24
3:45 PM	3	0	1	4	0	1	0	1	0	6	2	8	0	12	0	12	25
4:00 PM	3	1	0	4	1	0	2	3	1	8	1	10	0	8	0	8	25
4:15 PM	0	0	2	2	1	0	1	2	0	10	2	12	0	6	0	6	22
4:30 PM	1	0	2	3	0	0	0	0	1	8	0	9	0	5	0	5	17
4:45 PM	1	0	0	1	0	1	0	1	0	6	0	6	1	5	1	7	15
5:00 PM	4	1	0	5	1	0	1	2	1	6	0	7	1	4	0	5	19
5:15 PM	2	0	0	2	0	0	0	0	1	4	0	5	1	5	0	6	13
5:30 PM	3	0	0	3	0	1	0	1	0	5	0	5	1	6	1	8	17
5:45 PM	2	0	0	2	0	0	0	0	1	3	0	4	0	5	0	5	11
Total Survey	27	4	7	38	5	5	5	15	6	86	7	99	5	70	4	79	231

Heavy Vehicle Peak Hour Summary
4:20 PM to 5:20 PM

By Approach	Northbound Evergreen Rd			Southbound Evergreen Rd			Eastbound Hwy 214			Westbound Hwy 214			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	10	4	14	3	4	7	32	28	60	24	33	57	69
PHF	0.50			0.38			0.62			0.75			0.78

By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	6	1	3	10	1	1	1	3	2	29	1	32	2	21	1	24	69
PHF	0.38	0.25	0.38	0.50	0.25	0.25	0.25	0.38	0.50	0.66	0.25	0.62	0.50	0.66	0.25	0.75	0.78

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	11	2	3	16	2	3	1	6	1	36	4	41	1	26	2	29	92
3:15 PM	12	1	1	14	2	3	2	7	2	36	5	43	0	29	1	30	94
3:30 PM	7	1	3	11	2	2	3	7	1	40	5	46	0	31	1	32	96
3:45 PM	7	1	5	13	2	1	3	6	2	32	5	39	0	31	0	31	89
4:00 PM	5	1	4	10	2	1	3	6	2	32	3	37	1	24	1	26	79
4:15 PM	6	1	4	11	2	1	2	5	2	30	2	34	2	20	1	23	73
4:30 PM	8	1	2	11	1	1	1	3	3	24	0	27	3	19	1	23	64
4:45 PM	10	1	0	11	1	2	1	4	2	21	0	23	4	20	2	26	64
5:00 PM	11	1	0	12	1	1	1	3	3	18	0	21	3	20	1	24	60

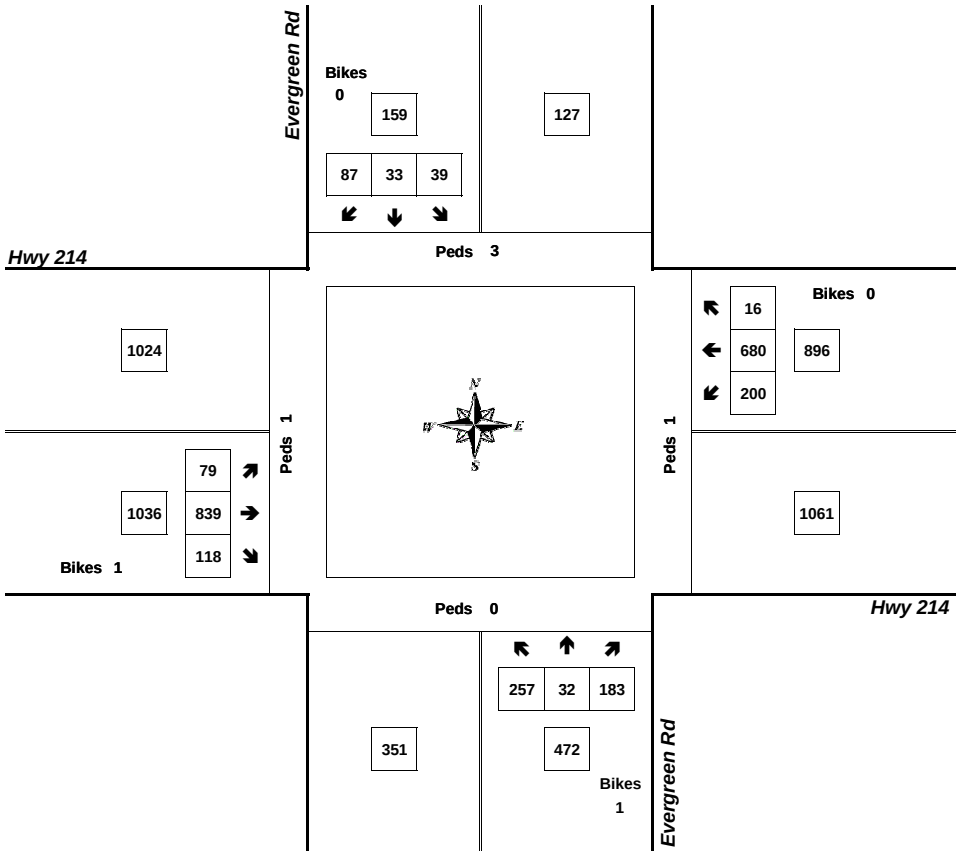
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Evergreen Rd & Hwy 214

4:20 PM to 5:20 PM
Tuesday, July 23, 2019

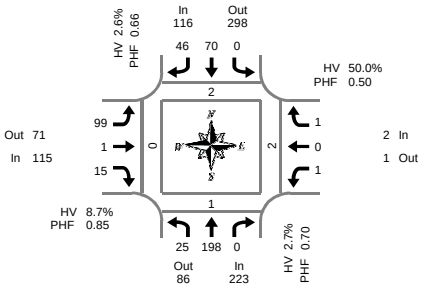


Approach	PHF	HV%	Volume
EB	0.92	3.1%	1,036
WB	0.89	2.7%	896
NB	0.96	2.1%	472
SB	0.83	1.9%	159
Intersection	0.95	2.7%	2,563

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:35 AM to 8:35 AM

Evergreen Rd & Stacy Allison Way

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	1	25	0	0	0	4	3	0	4	0	0	0	0	2	0	0	39	0	0	0	0
6:05 AM	2	23	0	0	0	5	1	0	3	0	2	0	0	0	1	0	37	0	0	0	0
6:10 AM	1	27	0	0	0	2	1	0	5	0	0	0	0	0	0	0	36	0	0	0	0
6:15 AM	0	24	0	0	0	1	2	0	4	1	2	0	0	0	0	0	34	0	0	1	0
6:20 AM	1	19	0	0	0	3	2	0	7	1	2	0	0	0	0	0	35	0	0	0	2
6:25 AM	0	23	1	0	0	4	1	0	6	0	2	0	0	0	0	0	37	0	0	0	0
6:30 AM	1	21	0	0	0	3	2	0	2	0	2	0	0	0	0	0	31	0	0	0	0
6:35 AM	1	22	0	0	1	6	0	0	7	0	0	0	0	0	0	0	37	0	0	0	0
6:40 AM	2	18	0	0	0	7	3	0	3	0	0	0	0	0	0	0	33	0	0	0	0
6:45 AM	4	20	0	0	0	1	1	0	2	0	0	0	0	0	0	0	28	1	0	0	0
6:50 AM	1	18	0	0	0	4	1	0	4	0	2	0	0	0	0	0	30	0	0	0	0
6:55 AM	1	22	0	0	0	7	3	0	6	0	5	0	1	0	0	0	45	0	0	0	0
7:00 AM	1	16	0	0	0	7	3	0	10	0	1	0	0	0	0	0	38	0	0	0	0
7:05 AM	1	24	0	0	0	3	0	0	6	0	0	0	0	0	0	0	34	0	0	0	0
7:10 AM	5	22	0	0	0	6	2	1	5	1	1	0	0	0	1	0	43	0	0	1	0
7:15 AM	0	14	0	0	1	4	2	0	7	0	1	0	0	0	0	0	29	0	0	2	0
7:20 AM	3	15	0	0	0	5	0	0	6	0	0	0	0	0	0	0	29	0	0	0	0
7:25 AM	1	19	0	0	0	3	3	0	5	0	1	0	0	0	0	0	32	0	0	0	0
7:30 AM	5	14	0	0	0	7	2	0	8	0	1	0	3	0	0	0	40	0	0	0	0
7:35 AM	3	24	0	0	0	3	2	0	3	1	2	0	0	0	0	0	38	0	0	0	0
7:40 AM	2	27	0	0	0	2	4	0	8	0	0	0	0	0	0	0	43	0	0	0	0
7:45 AM	1	23	0	0	0	7	3	0	8	0	0	0	0	0	0	0	42	0	0	0	0
7:50 AM	2	9	0	0	0	6	6	0	6	0	4	0	0	0	1	0	34	0	0	0	0
7:55 AM	4	11	0	0	0	4	6	0	7	0	2	0	0	0	0	0	34	0	0	0	0
8:00 AM	2	18	0	0	0	5	1	0	12	0	1	1	0	0	0	0	39	1	0	0	0
8:05 AM	1	16	0	0	0	7	1	0	7	0	1	0	0	0	0	0	33	0	0	0	0
8:10 AM	3	10	0	0	0	5	2	0	12	0	0	0	0	0	0	0	32	0	0	0	0
8:15 AM	2	11	0	0	0	14	9	0	5	0	2	0	0	0	0	0	43	0	0	1	0
8:20 AM	0	17	0	0	0	7	7	0	4	0	2	0	0	0	0	0	37	0	1	1	0
8:25 AM	2	16	0	0	0	4	0	0	11	0	1	0	0	0	0	0	34	1	0	0	0
8:30 AM	3	16	0	0	0	6	5	0	16	0	0	0	1	0	0	0	47	0	0	0	0
8:35 AM	2	9	0	0	0	3	3	0	7	0	2	0	0	0	0	0	26	0	0	0	1
8:40 AM	3	15	0	0	0	6	5	0	12	0	1	0	0	0	0	0	42	0	0	0	0
8:45 AM	5	15	0	0	0	8	4	0	13	0	0	0	0	0	0	0	45	0	0	0	0
8:50 AM	1	15	0	1	1	7	4	0	4	0	4	0	0	0	0	0	36	0	0	0	1
8:55 AM	2	13	0	0	0	1	2	0	10	0	1	0	0	0	1	0	30	0	0	0	0
Total Survey	69	651	1	1	3	177	96	1	245	4	45	1	5	2	4	0	1,302	3	1	6	4

15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	4	75	0	0	0	11	5	0	12	0	2	0	0	2	1	0	112	0	0	0	0
6:15 AM	1	66	1	0	0	8	5	0	17	2	6	0	0	0	0	0	106	0	0	1	2
6:30 AM	4	61	0	0	1	16	5	0	12	0	2	0	0	0	0	0	101	0	0	0	0
6:45 AM	6	60	0	0	0	12	5	0	12	0	7	0	1	0	0	0	103	1	0	0	0
7:00 AM	7	62	0	0	0	16	5	1	21	1	2	0	0	0	1	0	115	0	0	1	0
7:15 AM	4	48	0	0	1	12	5	0	18	0	2	0	0	0	0	0	90	0	0	2	0
7:30 AM	10	65	0	0	0	12	8	0	19	1	3	0	3	0	0	0	121	0	0	0	0
7:45 AM	7	43	0	0	0	17	15	0	21	0	6	0	0	0	1	0	110	0	0	0	0
8:00 AM	6	44	0	0	0	17	4	0	31	0	2	1	0	0	0	0	104	1	0	0	0
8:15 AM	4	44	0	0	0	25	16	0	20	0	5	0	0	0	0	0	114	1	1	2	0
8:30 AM	8	40	0	0	0	15	13	0	35	0	3	0	1	0	0	0	115	0	0	0	1
8:45 AM	8	43	0	1	1	16	10	0	27	0	5	0	0	0	1	0	111	0	0	0	1
Total Survey	69	651	1	1	3	177	96	1	245	4	45	1	5	2	4	0	1,302	3	1	6	4

Peak Hour Summary
7:35 AM to 8:35 AM

By Approach	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	223	86	309	0	116	298	414	0	115	71	186	1	2	1	3	0	456	2	1	2	0
%HV	2.7%				2.6%				8.7%				50.0%				4.4%				
PHF	0.70				0.66				0.85				0.50				0.93				

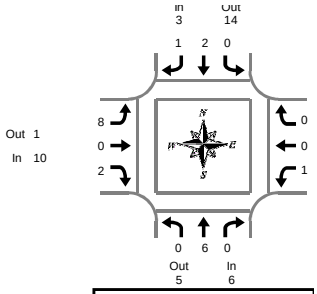
By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	25	198	0	223	0	70	46	116	99	1	15	115	1	0	1	2	456
%HV	0.0%	3.0%	0.0%	2.7%	0.0%	2.9%	2.2%	2.6%	8.1%	0.0%	13.3%	8.7%	#####	0.0%	0.0%	50.0%	4.4%
PHF	0.78	0.67	0.00	0.70	0.00	0.67	0.64	0.66	0.80	0.25	0.54	0.85	0.25	0.00	0.25	0.50	0.93

Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	15	262	1	0	1	47	20	0	53	2	17	0	1	2	1	0	422	1	0	1	2
6:15 AM	18	249	1	0	1	52	20	1	62	3	17	0	1	0	1	0	425	1	0	2	2
6:30 AM	21	231	0	0	2	56	20	1	63	1	13	0	1	0	1	0	409	1	0	3	0
6:45 AM	27	235	0	0	1	52	23	1	70	2	14	0	4	0	1	0	429	1	0	3	0
7:00 AM	28	218	0	0	1	57	33	1	79	2	13	0	3	0	2	0	436	0	0	3	0
7:15 AM	27	200	0	0	1	58	32	0	89	1	13	1	3	0	1	0	425	1	0	2	0
7:30 AM	27	196	0	0	0	71	43	0	91	1	16	1	3	0	1	0	449	2	1	2	0
7:45 AM	25	171	0	0	0	74	48	0	107	0	16	1	1	0	1	0	443	2	1	2	1
8:00 AM	26	171	0	1	1	73	43	0	113	0	15	1	1	0	1	0	444	2	1	2	2

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Evergreen Rd & Stacy Allison Way

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
7:35 AM to 8:35 AM

Heavy Vehicle 5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
6:10 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
6:20 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
6:25 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
6:35 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
7:20 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
7:40 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
8:05 AM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
8:20 AM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	1	2	1	0	0	1	1	0	0	1	4
8:35 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
8:40 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
8:50 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
8:55 AM	0	1	0	1	0	0	1	1	1	0	0	1	0	0	0	0	3
Total Survey	1	11	0	12	0	4	3	7	22	0	4	26	1	0	0	1	46

Heavy Vehicle 15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	1	0	1	0	0	0	0	1	0	1	2	0	0	0	0	3
6:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
6:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
6:45 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	1	0	0	0	0	4	0	0	4	0	0	0	0	5
7:30 AM	0	1	0	1	0	0	0	0	1	0	1	2	0	0	0	0	3
7:45 AM	0	1	0	1	0	0	0	0	3	0	0	3	0	0	0	0	4
8:00 AM	0	2	0	2	0	0	0	0	3	0	0	3	0	0	0	0	5
8:15 AM	0	2	0	2	0	1	0	1	0	0	1	1	0	0	0	0	4
8:30 AM	1	0	0	1	0	1	1	2	2	0	0	2	1	0	0	1	6
8:45 AM	0	1	0	1	0	0	2	2	2	0	1	3	0	0	0	0	6
Total Survey	1	11	0	12	0	4	3	7	22	0	4	26	1	0	0	1	46

Heavy Vehicle Peak Hour Summary
7:35 AM to 8:35 AM

By Approach	Northbound Evergreen Rd			Southbound Evergreen Rd			Eastbound Stacy Allison Way			Westbound Stacy Allison Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	5	11	3	14	17	10	1	11	1	0	1	20
PHF	0.50			0.38			0.63			0.25			0.71

By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	6	0	6	0	2	1	3	8	0	2	10	1	0	0	1	20
PHF	0.00	0.50	0.00	0.50	0.00	0.50	0.25	0.38	0.50	0.00	0.50	0.63	0.25	0.00	0.00	0.25	0.71

Heavy Vehicle Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	3	0	3	0	1	0	1	7	0	1	8	0	0	0	0	12
6:15 AM	0	2	0	2	0	2	0	2	6	0	0	6	0	0	0	0	10
6:30 AM	0	3	0	3	0	2	0	2	6	0	0	6	0	0	0	0	11
6:45 AM	0	4	0	4	0	2	0	2	5	0	1	6	0	0	0	0	12
7:00 AM	0	3	0	3	0	1	0	1	8	0	1	9	0	0	0	0	13
7:15 AM	0	5	0	5	0	0	0	0	11	0	1	12	0	0	0	0	17
7:30 AM	0	6	0	6	0	1	0	1	7	0	2	9	0	0	0	0	16
7:45 AM	1	5	0	6	0	2	1	3	8	0	1	9	1	0	0	1	19
8:00 AM	1	5	0	6	0	2	3	5	7	0	2	9	1	0	0	1	21

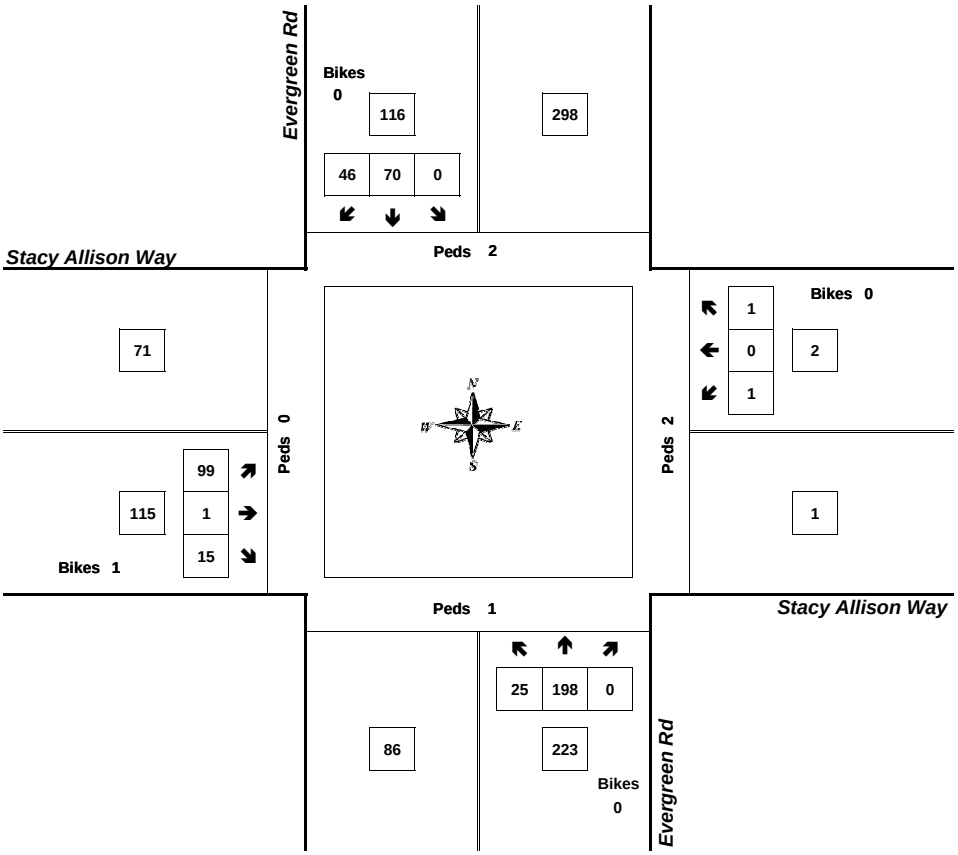
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Evergreen Rd & Stacy Allison Way

7:35 AM to 8:35 AM
Tuesday, July 23, 2019

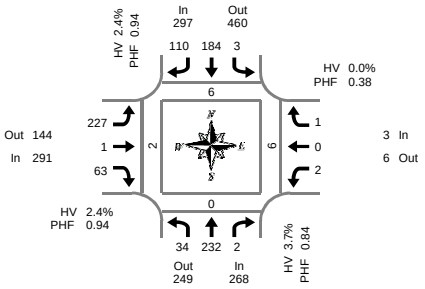


Approach	PHF	HV%	Volume
EB	0.85	8.7%	115
WB	0.50	50.0%	2
NB	0.70	2.7%	223
SB	0.66	2.6%	116
Intersection	0.93	4.4%	456

Count Period: 6:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Evergreen Rd & Stacy Allison Way

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
3:55 PM to 4:55 PM

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	9	1	0	0	12	7	0	18	0	4	0	0	0	0	0	51	7	0	0	1
3:05 PM	1	17	0	1	0	10	7	0	15	0	4	0	0	0	0	0	54	0	0	0	2
3:10 PM	2	16	1	0	0	6	12	0	25	0	1	0	0	1	0	0	64	0	0	0	0
3:15 PM	1	16	0	0	1	8	9	0	20	0	4	0	0	0	0	0	59	0	0	0	0
3:20 PM	2	14	0	0	1	6	6	0	14	0	5	0	0	0	0	0	48	0	0	0	0
3:25 PM	2	12	0	0	1	7	7	0	16	0	5	0	1	0	0	0	51	0	0	1	0
3:30 PM	0	21	0	0	0	10	6	0	14	0	5	0	0	0	0	0	56	0	0	0	0
3:35 PM	4	11	1	0	0	9	7	0	23	0	3	0	0	0	0	0	58	0	0	0	0
3:40 PM	2	14	1	0	0	20	11	0	19	0	4	0	0	0	0	0	71	0	0	0	0
3:45 PM	2	17	0	0	1	12	6	0	8	0	3	0	0	0	0	0	49	3	0	0	3
3:50 PM	6	19	0	0	0	6	5	0	15	0	7	0	1	0	0	0	59	0	0	0	0
3:55 PM	5	24	1	0	0	14	8	0	20	0	7	0	1	0	0	0	80	3	0	0	2
4:00 PM	3	19	0	0	0	21	11	0	21	0	3	0	0	0	0	0	78	2	0	3	0
4:05 PM	1	25	0	0	1	13	9	0	21	0	5	0	0	0	0	0	75	1	0	0	0
4:10 PM	5	19	0	0	0	13	7	0	16	0	6	0	0	0	0	0	66	0	0	0	0
4:15 PM	5	25	0	0	1	12	11	0	19	1	6	0	0	0	0	0	80	0	0	0	0
4:20 PM	0	25	0	0	0	19	8	0	16	0	4	0	0	0	0	0	72	0	0	0	0
4:25 PM	3	21	0	0	0	14	8	0	18	0	6	0	0	0	0	0	70	0	0	0	0
4:30 PM	0	15	0	0	0	12	12	0	20	0	3	0	1	0	0	0	63	0	0	3	0
4:35 PM	5	13	0	0	1	17	6	0	18	0	5	0	0	0	1	0	66	0	0	0	0
4:40 PM	1	8	0	0	0	10	13	0	22	0	5	0	0	0	0	0	59	0	0	0	0
4:45 PM	3	18	0	0	0	15	10	0	17	0	7	0	0	0	0	0	70	0	0	0	0
4:50 PM	3	20	1	0	0	24	7	0	19	0	6	0	0	0	0	0	80	0	0	0	0
4:55 PM	2	12	2	0	2	20	10	0	16	1	6	0	0	0	0	0	71	0	0	0	0
5:00 PM	3	22	0	0	0	14	8	0	21	0	4	0	0	0	0	0	72	0	0	0	0
5:05 PM	2	15	2	0	0	11	7	0	19	0	6	0	1	0	0	0	63	2	0	0	0
5:10 PM	4	25	0	0	1	13	11	0	18	0	5	0	0	0	0	0	77	1	0	0	1
5:15 PM	1	14	1	0	4	11	8	0	19	0	6	0	0	0	1	0	65	0	0	0	0
5:20 PM	2	15	0	0	1	10	3	0	23	1	9	0	0	0	0	0	64	0	0	0	0
5:25 PM	3	17	0	0	1	22	8	0	10	0	6	0	0	0	1	0	68	0	0	0	0
5:30 PM	2	16	0	0	0	17	10	0	17	0	6	0	0	0	0	0	68	0	0	0	0
5:35 PM	0	13	1	0	0	19	3	0	18	0	3	0	0	0	0	0	57	0	0	0	0
5:40 PM	1	12	0	0	0	20	13	0	22	0	2	0	0	0	0	0	70	0	0	0	0
5:45 PM	4	20	1	0	0	13	6	0	17	0	2	0	0	0	0	0	63	0	0	0	0
5:50 PM	3	13	0	0	1	15	13	0	15	0	1	0	0	0	1	0	62	1	0	0	1
5:55 PM	1	15	0	0	0	10	2	0	18	0	8	0	0	0	0	0	54	0	0	0	0
Total Survey	84	607	13	1	17	485	295	0	647	3	172	0	5	1	4	0	2,333	20	0	7	10

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	3	42	2	1	0	28	26	0	58	0	9	0	0	1	0	0	169	7	0	0	3
3:15 PM	5	42	0	0	3	21	22	0	50	0	14	0	1	0	0	0	158	0	0	1	0
3:30 PM	6	46	2	0	0	39	24	0	56	0	12	0	0	0	0	0	185	0	0	0	0
3:45 PM	13	60	1	0	1	32	19	0	43	0	17	0	2	0	0	0	188	6	0	0	5
4:00 PM	9	63	0	0	1	47	27	0	58	0	14	0	0	0	0	0	219	3	0	3	0
4:15 PM	8	71	0	0	1	45	27	0	53	1	16	0	0	0	0	0	222	0	0	0	0
4:30 PM	6	36	0	0	1	39	31	0	60	0	13	0	1	0	1	0	188	0	0	3	0
4:45 PM	8	50	3	0	2	59	27	0	52	1	19	0	0	0	0	0	221	0	0	0	0
5:00 PM	9	62	2	0	1	38	26	0	58	0	15	0	1	0	0	0	212	3	0	0	1
5:15 PM	6	46	1	0	6	43	19	0	52	1	21	0	0	0	2	0	197	0	0	0	0
5:30 PM	3	41	1	0	0	56	26	0	57	0	11	0	0	0	0	0	195	0	0	0	0
5:45 PM	8	48	1	0	1	38	21	0	50	0	11	0	0	0	1	0	179	1	0	0	1
Total Survey	84	607	13	1	17	485	295	0	647	3	172	0	5	1	4	0	2,333	20	0	7	10

Peak Hour Summary
3:55 PM to 4:55 PM

By Approach	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	268	249	517	0	297	460	757	0	291	144	435	0	3	6	9	0	859	6	0	6	2
%HV	3.7%				2.4%				2.4%				0.0%				2.8%				
PHF	0.84				0.94				0.94				0.38				0.92				

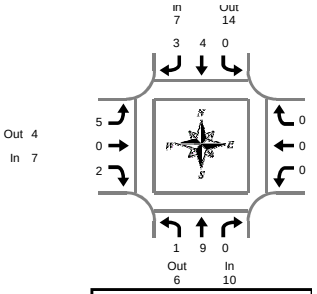
By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	34	232	2	268	3	184	110	297	227	1	63	291	2	0	1	3	859
%HV	2.9%	3.9%	0.0%	3.7%	0.0%	2.2%	2.7%	2.4%	2.2%	0.0%	3.2%	2.4%	0.0%	0.0%	0.0%	0.0%	2.8%
PHF	0.77	0.82	0.50	0.84	0.38	0.94	0.89	0.94	0.92	0.25	0.88	0.94	0.50	0.00	0.25	0.38	0.92

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	27	190	5	1	4	120	91	0	207	0	52	0	3	1	0	0	700	13	0	1	8
3:15 PM	33	211	3	0	5	139	92	0	207	0	57	0	3	0	0	0	750	9	0	4	5
3:30 PM	36	240	3	0	3	163	97	0	210	1	59	0	2	0	0	0	814	9	0	3	5
3:45 PM	36	230	1	0	4	163	104	0	214	1	60	0	3	0	1	0	817	9	0	6	5
4:00 PM	31	220	3	0	5	190	112	0	223	2	62	0	1	0	1	0	850	3	0	6	0
4:15 PM	31	219	5	0	5	181	111	0	223	2	63	0	2	0	1	0	843	3	0	3	1
4:30 PM	29	194	6	0	10	179	103	0	222	2	68	0	2	0	3	0	818	3	0	3	1
4:45 PM	26	199	7	0	9	196	98	0	219	2	66	0	1	0	2	0	825	3	0	0	1
5:00 PM	26	197	5	0	8	175	92	0	217	1	58	0	1	0	3	0	783	4	0	0	2

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Evergreen Rd & Stacy Allison Way

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
3:55 PM to 4:55 PM

Heavy Vehicle 5-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 PM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
3:10 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
3:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0	1	1	2	0	0	2	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
3:35 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
3:40 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
3:50 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
3:55 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
4:00 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
4:05 PM	0	2	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
4:10 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:20 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:25 PM	0	1	0	1	0	0	1	1	1	0	0	1	0	0	0	0	3
4:30 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	0	0	1	1	0	0	1	1	0	0	0	0	3
4:50 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:05 PM	1	1	0	2	0	1	0	1	3	0	0	3	0	0	0	0	6
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:25 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	4	13	0	17	0	6	10	16	18	0	3	21	0	0	0	0	54

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	1	1	0	2	0	0	1	1	2	0	0	2	0	0	0	0	5
3:15 PM	0	0	0	0	0	0	2	2	2	0	0	2	0	0	0	0	4
3:30 PM	0	1	0	1	0	0	1	1	1	0	0	1	0	0	0	0	3
3:45 PM	0	0	0	0	0	1	1	2	2	0	0	2	0	0	0	0	4
4:00 PM	1	3	0	4	0	1	0	1	3	0	0	3	0	0	0	0	8
4:15 PM	0	3	0	3	0	0	1	1	1	0	0	1	0	0	0	0	5
4:30 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
4:45 PM	0	1	0	1	0	2	2	4	0	0	1	1	0	0	0	0	6
5:00 PM	2	1	0	3	0	1	0	1	3	0	0	3	0	0	0	0	7
5:15 PM	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	2	2	3	0	0	3	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Survey	4	13	0	17	0	6	10	16	18	0	3	21	0	0	0	0	54

Heavy Vehicle Peak Hour Summary
3:55 PM to 4:55 PM

By Approach	Northbound Evergreen Rd			Southbound Evergreen Rd			Eastbound Stacy Allison Way			Westbound Stacy Allison Way			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	10	6	16	7	14	21	7	4	11	0	0	0	24
PHF	0.63			0.44			0.58			0.00			0.67

By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	9	0	10	0	4	3	7	5	0	2	7	0	0	0	0	24
PHF	0.25	0.56	0.00	0.63	0.00	0.50	0.38	0.44	0.42	0.00	0.50	0.58	0.00	0.00	0.00	0.00	0.67

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound Stacy Allison Way				Westbound Stacy Allison Way				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	1	2	0	3	0	1	5	6	7	0	0	7	0	0	0	0	16
3:15 PM	1	4	0	5	0	2	4	6	8	0	0	8	0	0	0	0	19
3:30 PM	1	7	0	8	0	2	3	5	7	0	0	7	0	0	0	0	20
3:45 PM	1	8	0	9	0	2	2	4	6	0	1	7	0	0	0	0	20
4:00 PM	1	9	0	10	0	3	3	6	4	0	2	6	0	0	0	0	22
4:15 PM	2	7	0	9	0	3	3	6	4	0	2	6	0	0	0	0	21
4:30 PM	2	5	0	7	0	4	2	6	3	0	3	6	0	0	0	0	19
4:45 PM	2	3	0	5	0	4	4	8	6	0	2	8	0	0	0	0	21
5:00 PM	2	2	0	4	0	2	2	4	7	0	1	8	0	0	0	0	16

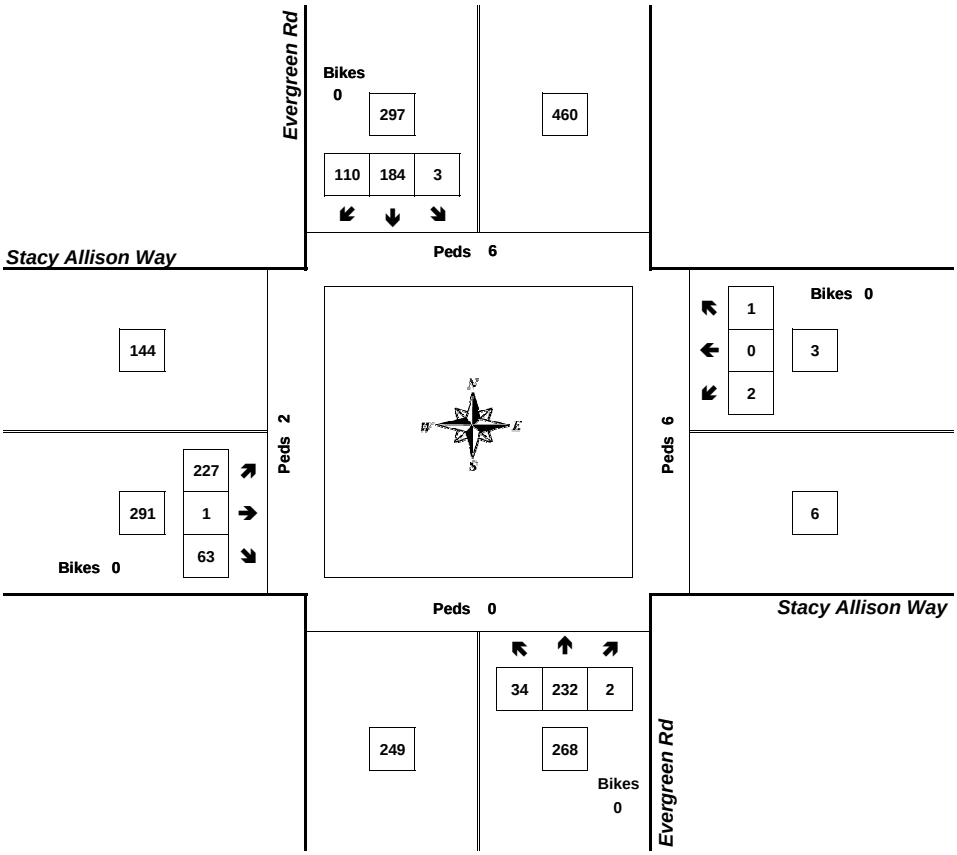
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Evergreen Rd & Stacy Allison Way

3:55 PM to 4:55 PM
Tuesday, July 23, 2019

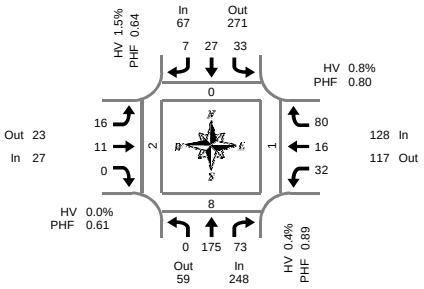


Approach	PHF	HV%	Volume
EB	0.94	2.4%	291
WB	0.38	0.0%	3
NB	0.84	3.7%	268
SB	0.94	2.4%	297
Intersection	0.92	2.8%	859

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
6:15 AM to 7:15 AM

Evergreen Rd & W Hayes St

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	0	18	4	0	3	0	0	0	0	2	0	0	1	1	10	0	39	0	0	0	0
6:05 AM	0	14	2	0	3	4	0	0	0	0	0	0	6	2	11	0	42	0	0	0	0
6:10 AM	0	16	4	0	1	2	0	0	1	1	0	0	4	1	10	0	40	0	0	0	0
6:15 AM	0	18	4	1	3	0	0	0	1	0	0	0	5	0	5	0	36	0	1	1	0
6:20 AM	0	12	4	0	2	2	0	0	1	2	0	0	3	0	6	0	32	0	0	0	0
6:25 AM	0	15	7	0	3	1	0	1	1	0	0	0	4	2	7	1	40	0	2	0	1
6:30 AM	0	18	7	0	4	3	1	0	1	0	0	0	1	1	5	0	41	0	0	0	0
6:35 AM	0	17	5	0	2	2	0	0	0	2	0	0	2	1	5	0	36	0	0	0	0
6:40 AM	0	15	8	0	1	4	2	0	1	0	0	0	6	1	6	0	44	0	0	0	0
6:45 AM	0	15	6	0	2	0	0	0	2	0	0	0	0	0	8	0	33	0	0	0	0
6:50 AM	0	10	8	0	4	1	0	0	0	0	0	0	1	3	8	0	35	0	1	0	0
6:55 AM	0	11	1	0	7	4	1	0	3	2	0	0	4	5	8	0	46	0	0	0	1
7:00 AM	0	10	12	0	1	5	0	0	1	1	0	0	3	0	8	0	41	0	1	0	0
7:05 AM	0	18	5	0	3	3	2	0	0	3	0	0	1	0	6	0	41	0	1	0	0
7:10 AM	0	16	6	0	1	2	1	0	5	1	0	0	2	3	8	0	45	0	2	0	0
7:15 AM	0	10	1	0	2	3	0	0	1	0	0	0	2	3	2	0	24	0	0	0	0
7:20 AM	0	11	2	0	1	3	0	0	0	3	0	0	3	1	8	0	32	0	1	0	0
7:25 AM	0	12	7	0	1	2	1	0	1	3	0	0	5	0	6	0	38	0	0	0	0
7:30 AM	0	12	2	0	5	4	0	0	0	2	0	0	3	0	8	0	36	0	3	0	0
7:35 AM	0	17	4	0	2	1	0	0	2	0	0	0	0	2	8	0	36	0	0	0	0
7:40 AM	0	11	3	0	2	1	0	0	0	0	0	0	1	1	13	0	32	0	0	0	0
7:45 AM	0	12	3	0	1	2	0	0	0	2	0	0	4	4	10	0	38	0	0	0	0
7:50 AM	0	7	3	0	4	1	0	0	0	2	0	0	4	6	4	0	31	0	0	0	0
7:55 AM	0	3	4	0	1	1	1	0	0	0	0	0	0	1	7	0	18	0	0	0	1
8:00 AM	0	8	6	0	4	1	0	0	2	2	0	0	1	4	13	0	41	0	0	0	0
8:05 AM	0	10	1	0	0	4	0	1	0	0	0	0	4	3	8	1	30	0	0	0	0
8:10 AM	0	5	5	0	2	1	0	0	0	1	0	0	4	1	8	0	27	0	0	1	0
8:15 AM	0	5	1	1	5	4	3	0	1	1	0	0	2	2	6	0	30	0	0	0	0
8:20 AM	0	11	1	0	3	6	2	0	2	0	0	0	4	8	4	0	41	0	0	0	0
8:25 AM	0	11	4	0	2	2	0	0	0	3	0	0	4	3	7	0	36	0	0	0	0
8:30 AM	0	9	0	0	2	1	1	0	0	1	0	0	1	4	8	0	27	0	0	0	0
8:35 AM	0	5	3	0	3	3	0	0	0	3	0	0	3	1	5	0	26	0	0	0	0
8:40 AM	0	9	2	0	4	1	0	0	2	0	0	0	3	3	7	0	31	0	1	0	0
8:45 AM	0	12	10	0	5	2	2	0	1	1	0	0	2	4	7	0	46	0	2	0	0
8:50 AM	0	11	3	1	3	3	1	0	1	2	0	0	7	0	5	0	36	0	1	0	1
8:55 AM	0	8	2	0	4	0	0	0	0	5	0	0	1	3	7	0	30	0	2	0	0
Total Survey	0	422	150	3	96	79	18	2	30	45	0	0	101	74	262	2	1,277	0	18	2	4

15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	0	48	10	0	7	6	0	0	1	3	0	0	11	4	31	0	121	0	0	0	0
6:15 AM	0	45	15	1	8	3	0	1	3	2	0	0	12	2	18	1	108	0	3	1	1
6:30 AM	0	50	20	0	7	9	3	0	2	2	0	0	9	3	16	0	121	0	0	0	0
6:45 AM	0	36	15	0	13	5	1	0	5	2	0	0	5	8	24	0	114	0	1	0	1
7:00 AM	0	44	23	0	5	10	3	0	6	5	0	0	6	3	22	0	127	0	4	0	0
7:15 AM	0	33	10	0	4	8	1	0	2	6	0	0	10	4	16	0	94	0	1	0	0
7:30 AM	0	40	9	0	9	6	0	0	2	2	0	0	4	3	29	0	104	0	3	0	0
7:45 AM	0	22	10	0	6	4	1	0	0	4	0	0	8	11	21	0	87	0	0	0	1
8:00 AM	0	23	12	0	6	6	0	1	2	3	0	0	9	8	29	1	98	0	0	1	0
8:15 AM	0	27	6	1	10	12	5	0	3	4	0	0	10	13	17	0	107	0	0	0	0
8:30 AM	0	23	5	0	9	5	1	0	2	4	0	0	7	8	20	0	84	0	1	0	0
8:45 AM	0	31	15	1	12	5	3	0	2	8	0	0	10	7	19	0	112	0	5	0	1
Total Survey	0	422	150	3	96	79	18	2	30	45	0	0	101	74	262	2	1,277	0	18	2	4

Peak Hour Summary
6:15 AM to 7:15 AM

By Approach	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	248	59	307	1	67	271	338	1	27	23	50	0	128	117	245	1	470	0	8	1	2
%HV	0.4%				1.5%				0.0%				0.8%				0.6%				
PHF	0.89				0.64				0.61				0.80				0.92				

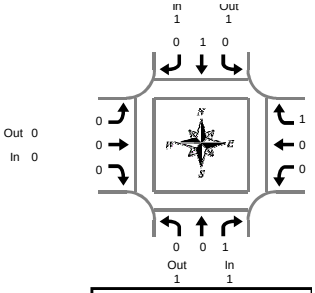
By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	175	73	248	33	27	7	67	16	11	0	27	32	16	80	128	470
%HV	0.0%	0.0%	1.4%	0.4%	0.0%	3.7%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.8%	0.6%
PHF	0.00	0.88	0.79	0.89	0.63	0.56	0.58	0.64	0.67	0.46	0.00	0.61	0.67	0.50	0.83	0.80	0.92

Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	0	179	60	1	35	23	4	1	11	9	0	0	37	17	89	1	464	0	4	1	2
6:15 AM	0	175	73	1	33	27	7	1	16	11	0	0	32	16	80	1	470	0	8	1	2
6:30 AM	0	163	68	0	29	32	8	0	15	15	0	0	30	18	78	0	456	0	6	0	1
6:45 AM	0	153	57	0	31	29	5	0	15	15	0	0	25	18	91	0	439	0	9	0	1
7:00 AM	0	139	52	0	24	28	5	0	10	17	0	0	28	21	88	0	412	0	8	0	1
7:15 AM	0	118	41	0	25	24	2	1	6	15	0	0	31	26	95	1	383	0	4	1	1
7:30 AM	0	112	37	1	31	28	6	1	7	13	0	0	31	35	96	1	396	0	3	1	1
7:45 AM	0	95	33	1	31	27	7	1	7	15	0	0	34	40	87	1	376	0	1	1	1
8:00 AM	0	104	38	2	37	28	9	1	9	19	0	0	36	36	85	1	401	0	6	1	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Evergreen Rd & W Hayes St

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
6:15 AM to 7:15 AM

Heavy Vehicle 5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:20 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:25 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	1	0	1	1	1	0	2	0	0	0	0	0	0	1	1	4
8:25 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
8:35 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
Total Survey	0	6	2	8	3	3	0	6	0	3	0	3	1	1	4	6	23

Heavy Vehicle 15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
7:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
8:15 AM	0	1	0	1	1	1	0	2	0	1	0	1	0	0	1	1	5
8:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	3
8:45 AM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	1	1	3
Total Survey	0	6	2	8	3	3	0	6	0	3	0	3	1	1	4	6	23

Heavy Vehicle Peak Hour Summary
6:15 AM to 7:15 AM

By Approach	Northbound Evergreen Rd			Southbound Evergreen Rd			Eastbound W Hayes St			Westbound W Hayes St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	1	1	2	0	0	0	1	1	2	3
PHF	0.25			0.25			0.00			0.25			0.38

By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	0	1	1	3
PHF	0.00	0.00	0.25	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.38

Heavy Vehicle Rolling Hour Summary
6:00 AM to 9:00 AM

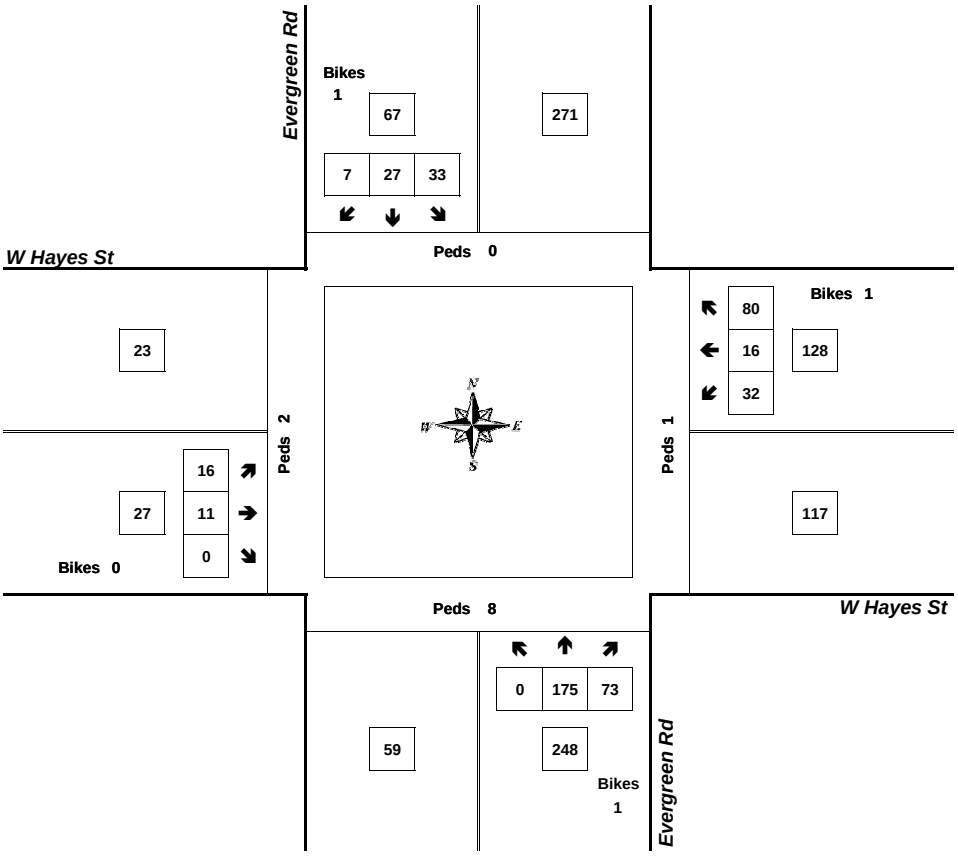
Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	3
6:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	1	1	3
6:30 AM	0	1	1	2	0	1	0	1	0	1	0	1	0	1	1	2	6
6:45 AM	0	2	1	3	0	1	0	1	0	1	0	1	0	1	1	2	7
7:00 AM	0	3	1	4	0	0	0	0	0	1	0	1	0	1	0	1	6
7:15 AM	0	5	0	5	0	0	0	0	0	1	0	1	1	1	0	2	8
7:30 AM	0	5	0	5	1	1	0	2	0	1	0	1	1	0	1	2	10
7:45 AM	0	4	0	4	2	2	0	4	0	1	0	1	1	0	2	3	12
8:00 AM	0	3	1	4	3	2	0	5	0	1	0	1	1	0	3	4	14

Peak Hour Summary

Clay Carney
(503) 833-2740

Evergreen Rd & W Hayes St

6:15 AM to 7:15 AM
Tuesday, July 23, 2019

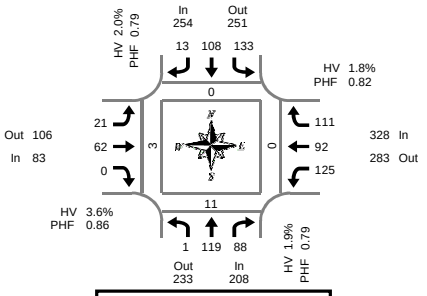


Approach	PHF	HV%	Volume
EB	0.61	0.0%	27
WB	0.80	0.8%	128
NB	0.89	0.4%	248
SB	0.64	1.5%	67
Intersection	0.92	0.6%	470

Count Period: 6:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:05 PM to 5:05 PM

Evergreen Rd & W Hayes St

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	7	8	0	10	4	0	0	1	3	0	0	8	9	2	0	52	0	2	0	3
3:05 PM	0	7	10	1	13	3	0	0	2	3	0	0	8	4	7	1	57	0	0	0	0
3:10 PM	0	10	5	1	2	2	1	0	0	4	0	0	12	8	9	0	53	0	0	0	0
3:15 PM	1	8	4	0	9	2	0	0	1	6	0	0	6	6	2	0	45	0	0	0	0
3:20 PM	0	5	1	0	10	0	0	0	1	2	0	0	5	4	12	0	40	0	1	0	0
3:25 PM	0	7	5	0	8	4	0	0	2	8	0	0	3	6	5	0	48	0	0	0	0
3:30 PM	0	10	6	0	7	7	2	0	1	5	0	0	4	5	11	0	58	0	1	0	0
3:35 PM	0	5	6	0	8	5	0	0	1	8	0	0	14	5	9	0	61	0	2	0	0
3:40 PM	0	8	8	0	10	10	2	0	3	4	0	0	10	9	6	0	70	0	0	0	0
3:45 PM	0	10	8	0	13	2	1	0	0	4	0	0	11	7	8	0	64	0	0	0	0
3:50 PM	0	9	9	0	13	4	1	0	4	5	0	0	8	8	12	0	73	0	0	0	0
3:55 PM	0	12	11	0	13	6	4	0	2	5	0	0	9	5	11	0	78	0	0	0	0
4:00 PM	0	7	5	0	6	9	1	0	3	3	0	0	9	11	11	0	65	0	2	1	0
4:05 PM	1	6	10	0	15	11	0	0	6	1	0	0	5	11	16	0	82	0	2	0	0
4:10 PM	0	8	10	0	10	8	1	0	3	4	0	0	13	13	10	0	80	0	2	0	0
4:15 PM	0	15	11	0	10	8	0	0	1	9	0	0	12	6	14	0	86	0	0	0	0
4:20 PM	0	13	9	0	15	7	1	0	0	6	0	0	7	8	11	0	77	0	1	0	0
4:25 PM	0	10	3	0	8	11	0	0	3	4	0	0	7	7	10	0	63	0	1	0	0
4:30 PM	0	11	9	0	10	6	2	0	1	6	0	0	8	5	5	0	63	0	1	0	0
4:35 PM	0	5	4	0	12	7	3	0	3	1	0	0	15	7	8	0	65	0	2	0	0
4:40 PM	0	6	3	1	9	5	1	0	1	6	0	0	9	6	5	0	51	0	0	0	1
4:45 PM	0	13	8	0	10	8	1	0	0	10	0	0	21	7	6	0	84	0	1	0	0
4:50 PM	0	9	8	0	11	13	4	0	2	4	0	0	1	8	11	0	71	0	0	0	0
4:55 PM	0	7	7	0	20	13	0	0	1	7	0	0	14	8	8	0	85	0	1	0	2
5:00 PM	0	16	6	0	3	11	0	0	0	4	0	0	13	6	7	0	66	0	0	0	0
5:05 PM	0	7	6	0	11	6	3	0	4	1	0	0	17	8	6	0	69	0	0	0	0
5:10 PM	1	17	8	0	11	5	1	0	2	6	0	0	8	6	10	0	75	0	0	0	0
5:15 PM	0	11	5	0	8	7	1	0	1	9	0	0	8	6	5	0	61	0	0	1	0
5:20 PM	0	6	8	0	12	6	2	0	2	5	0	0	8	10	6	0	65	0	0	0	0
5:25 PM	0	10	10	0	13	10	0	0	0	6	0	0	8	7	11	0	75	0	0	0	0
5:30 PM	0	7	11	0	20	9	2	0	0	3	0	0	7	5	8	0	72	0	2	1	0
5:35 PM	0	6	12	0	10	7	3	0	3	2	0	0	9	5	6	0	63	0	0	0	0
5:40 PM	0	5	8	0	9	6	2	0	1	5	0	0	9	7	6	0	58	0	0	0	3
5:45 PM	0	8	9	0	11	6	1	0	3	7	1	0	6	5	14	0	71	0	0	0	0
5:50 PM	0	8	3	0	8	7	0	0	0	3	0	0	11	6	7	0	53	0	0	0	0
5:55 PM	0	8	6	0	10	9	1	0	2	6	0	0	9	13	5	0	69	0	0	0	0
Total Survey	3	317	260	3	378	244	41	0	60	175	1	0	332	257	300	1	2,368	0	21	3	9

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	24	23	2	25	9	1	0	3	10	0	0	28	21	18	1	162	0	2	0	3
3:15 PM	1	20	10	0	27	6	0	0	4	16	0	0	14	16	19	0	133	0	1	0	0
3:30 PM	0	23	20	0	25	22	4	0	5	17	0	0	28	19	26	0	189	0	3	0	0
3:45 PM	0	31	28	0	39	12	6	0	6	14	0	0	28	20	31	0	215	0	0	0	0
4:00 PM	1	21	25	0	31	28	2	0	12	8	0	0	27	35	37	0	227	0	6	1	0
4:15 PM	0	38	23	0	33	26	1	0	4	19	0	0	26	21	35	0	226	0	2	0	0
4:30 PM	0	22	16	1	31	18	6	0	5	13	0	0	32	18	18	0	179	0	3	0	1
4:45 PM	0	29	23	0	41	34	5	0	3	21	0	0	36	23	25	0	240	0	2	0	2
5:00 PM	1	40	20	0	25	22	4	0	6	11	0	0	38	20	23	0	210	0	0	0	0
5:15 PM	0	27	23	0	33	23	3	0	3	20	0	0	24	23	22	0	201	0	0	1	0
5:30 PM	0	18	31	0	39	22	7	0	4	10	0	0	25	17	20	0	193	0	2	1	3
5:45 PM	0	24	18	0	29	22	2	0	5	16	1	0	26	24	26	0	193	0	0	0	0
Total Survey	3	317	260	3	378	244	41	0	60	175	1	0	332	257	300	1	2,368	0	21	3	9

Peak Hour Summary
4:05 PM to 5:05 PM

By Approach	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	208	233	441	1	254	251	505	0	83	106	189	0	328	283	611	0	873	0	11	0	3
%HV	1.9%				2.0%				3.6%				1.8%				2.1%				
PHF	0.79				0.79				0.86				0.82				0.88				

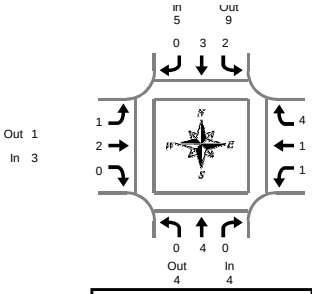
By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	119	88	208	133	108	13	254	21	62	0	83	125	92	111	328	873
%HV	0.0%	3.4%	0.0%	1.9%	1.5%	2.8%	0.0%	2.0%	4.8%	3.2%	0.0%	3.6%	0.8%	1.1%	3.6%	1.8%	2.1%
PHF	0.25	0.78	0.71	0.79	0.81	0.73	0.54	0.79	0.53	0.74	0.00	0.86	0.69	0.77	0.69	0.82	0.88

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	1	98	81	2	116	49	11	0	18	57	0	0	98	76	94	1	699	0	6	0	3
3:15 PM	2	95	83	0	122	68	12	0	27	55	0	0	97	90	113	0	764	0	10	1	0
3:30 PM	1	113	96	0	128	88	13	0	27	58	0	0	109	95	129	0	857	0	11	1	0
3:45 PM	1	112	92	1	134	84	15	0	27	54	0	0	113	94	121	0	847	0	11	1	1
4:00 PM	1	110	87	1	136	106	14	0	24	61	0	0	121	97	115	0	872	0	13	1	3
4:15 PM	1	129	82	1	130	100	16	0	18	64	0	0	132	82	101	0	855	0	7	0	3
4:30 PM	1	118	82	1	130	97	18	0	17	65	0	0	130	84	88	0	830	0	5	1	3
4:45 PM	1	114	97	0	138	101	19	0	16	62	0	0	123	83	90	0	844	0	4	2	5
5:00 PM	1	109	92	0	126	89	16	0	18	57	1	0	113	84	91	0	797	0	2	2	3

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Evergreen Rd & W Hayes St

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
4:05 PM to 5:05 PM

Heavy Vehicle 5-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
3:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:20 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:25 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
3:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
4:00 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	2	2	4
4:05 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1	3
4:10 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:20 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:25 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	1	1	3
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:55 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:05 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1	3
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
5:25 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	6	3	9	3	5	1	9	4	6	0	10	2	2	8	12	40

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
3:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	3
3:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1	4
4:00 PM	0	0	1	1	0	2	0	2	2	0	0	2	0	0	3	3	8
4:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	1	0	1	5
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
4:45 PM	0	0	0	0	2	1	0	3	0	1	0	1	1	0	1	2	6
5:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	2	2	4
5:15 PM	0	1	0	1	1	0	1	2	0	1	0	1	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Survey	0	6	3	9	3	5	1	9	4	6	0	10	2	2	8	12	40

Heavy Vehicle Peak Hour Summary
4:05 PM to 5:05 PM

By Approach	Northbound Evergreen Rd			Southbound Evergreen Rd			Eastbound W Hayes St			Westbound W Hayes St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	4	8	5	9	14	3	1	4	6	4	10	18
PHF	0.33			0.42			0.75			0.75			0.75

By Movement	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	4	0	4	2	3	0	5	1	2	0	3	1	1	4	6	18
PHF	0.00	0.33	0.00	0.33	0.25	0.38	0.00	0.42	0.25	0.50	0.00	0.75	0.25	0.25	1.00	0.75	0.75

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

Interval Start Time	Northbound Evergreen Rd				Southbound Evergreen Rd				Eastbound W Hayes St				Westbound W Hayes St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	1	2	3	0	1	0	1	1	2	0	3	1	1	1	3	10
3:15 PM	0	1	3	4	0	3	0	3	2	2	0	4	1	1	3	5	16
3:30 PM	0	4	2	6	0	3	0	3	2	2	0	4	0	2	3	5	18
3:45 PM	0	4	2	6	0	3	0	3	2	2	0	4	0	2	4	6	19
4:00 PM	0	4	1	5	2	3	0	5	2	2	0	4	1	1	5	7	21
4:15 PM	0	4	0	4	2	2	0	4	1	2	0	3	1	1	4	6	17
4:30 PM	0	2	0	2	3	2	1	6	1	2	0	3	1	0	4	5	16
4:45 PM	0	1	0	1	3	2	1	6	1	2	0	3	1	0	3	4	14
5:00 PM	0	1	0	1	1	1	1	3	1	2	0	3	0	0	2	2	9

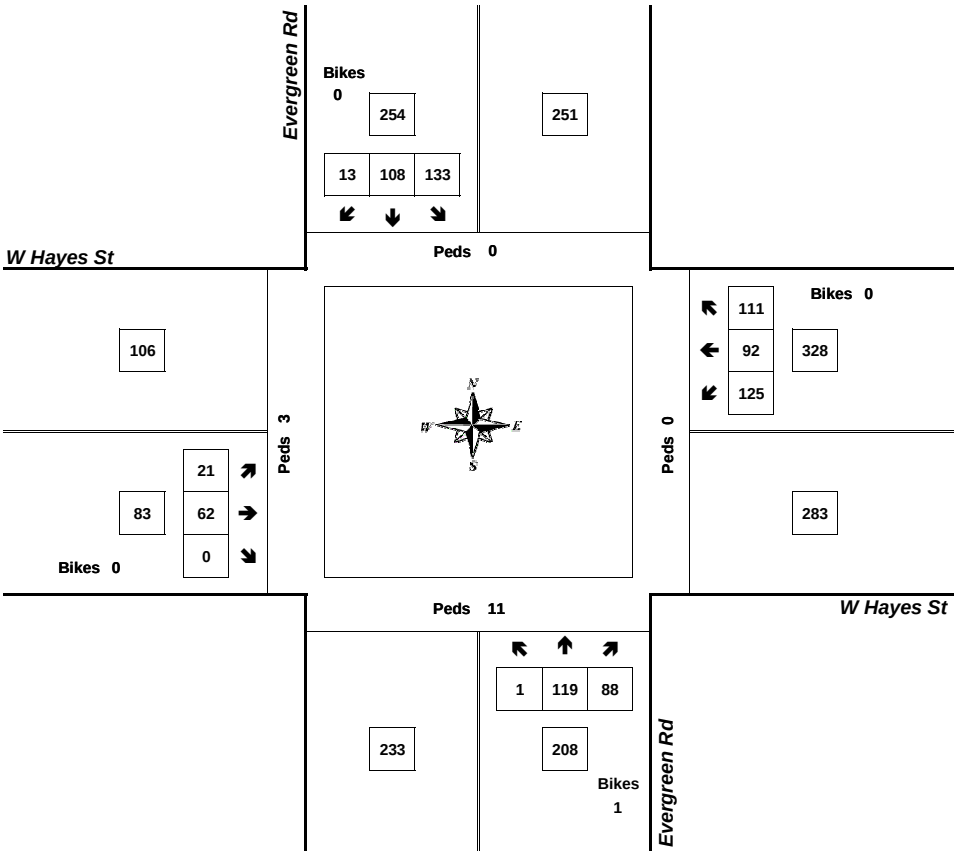
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Evergreen Rd & W Hayes St

4:05 PM to 5:05 PM
Tuesday, July 23, 2019

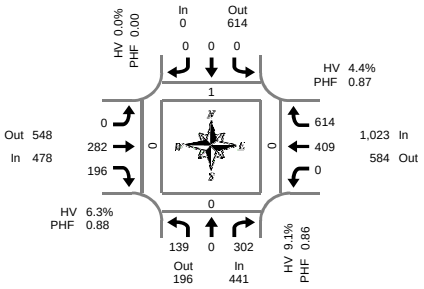


Approach	PHF	HV%	Volume
EB	0.86	3.6%	83
WB	0.82	1.8%	328
NB	0.79	1.9%	208
SB	0.79	2.0%	254
Intersection	0.88	2.1%	873

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
6:05 AM to 7:05 AM

I-5 NB Ramp & Hwy 214

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	3	0	27	0	0	0	0	0	0	18	15	0	0	23	61	0	147	0	0	0	0
6:05 AM	11	0	17	0	0	0	0	0	0	17	17	0	0	27	75	0	164	0	0	0	0
6:10 AM	7	0	17	0	0	0	0	0	0	19	19	0	0	37	58	0	157	0	0	0	0
6:15 AM	10	0	25	0	0	0	0	0	0	19	19	0	0	37	61	0	171	0	0	0	0
6:20 AM	14	0	28	0	0	0	0	0	0	23	17	0	0	29	61	0	172	0	0	0	0
6:25 AM	10	0	18	0	0	0	0	0	0	21	14	0	0	40	49	0	152	0	0	0	0
6:30 AM	16	0	32	0	0	0	0	0	0	31	17	0	0	24	50	0	170	0	0	0	0
6:35 AM	9	0	30	0	0	0	0	0	0	25	24	0	0	48	48	0	184	0	0	0	0
6:40 AM	14	0	21	0	0	0	0	0	0	21	18	0	0	38	44	0	156	0	0	0	0
6:45 AM	17	0	31	0	0	0	0	0	0	28	14	0	0	33	50	0	173	0	0	0	0
6:50 AM	14	0	26	0	0	0	0	0	0	19	8	2	0	28	31	0	126	0	0	0	0
6:55 AM	9	0	31	0	0	0	0	0	0	32	12	0	0	23	31	0	138	1	0	0	0
7:00 AM	8	0	26	0	0	0	0	0	0	27	17	0	0	45	56	0	179	0	0	0	0
7:05 AM	6	0	22	0	0	0	0	0	0	24	16	0	0	47	38	0	153	3	0	1	0
7:10 AM	10	0	29	0	0	0	0	0	0	36	12	0	0	37	32	0	156	0	0	0	0
7:15 AM	6	0	32	0	0	0	0	0	0	25	13	0	0	37	45	0	158	0	0	0	0
7:20 AM	13	0	26	0	0	0	0	0	0	20	12	0	0	35	51	0	157	0	0	0	0
7:25 AM	9	0	32	0	0	0	0	0	0	28	15	0	0	35	37	0	156	0	0	0	0
7:30 AM	11	0	31	0	0	0	0	0	0	21	14	0	0	42	31	0	150	0	0	0	0
7:35 AM	8	0	36	0	0	0	0	0	0	29	6	0	0	32	38	0	149	0	0	0	0
7:40 AM	19	0	35	0	0	0	0	0	0	31	6	0	0	36	29	0	156	0	0	0	0
7:45 AM	18	0	40	0	0	0	0	0	0	33	12	0	0	44	49	0	196	0	0	0	0
7:50 AM	5	0	33	0	0	0	0	0	0	33	11	0	0	40	33	0	155	0	0	0	0
7:55 AM	20	0	36	0	0	0	0	0	0	39	4	0	0	29	34	0	162	0	0	0	0
8:00 AM	13	0	42	0	0	0	0	0	0	22	9	0	0	41	31	0	158	0	0	0	0
8:05 AM	11	0	14	0	0	0	0	0	0	27	8	0	0	48	31	0	139	0	0	0	0
8:10 AM	10	0	40	0	0	0	0	0	0	33	10	0	0	25	38	0	156	0	0	0	0
8:15 AM	13	0	26	0	0	0	0	0	0	30	10	0	0	46	25	0	150	0	0	0	0
8:20 AM	9	0	33	0	0	0	0	0	0	31	11	0	0	36	29	0	149	0	0	0	0
8:25 AM	13	0	27	0	0	0	0	0	0	25	11	0	0	33	25	0	134	0	0	0	0
8:30 AM	11	0	25	0	0	0	0	0	0	27	13	0	0	37	25	0	138	0	0	0	0
8:35 AM	13	0	22	0	0	0	0	0	0	35	8	0	0	39	25	0	142	0	0	0	0
8:40 AM	13	0	24	0	0	0	0	0	0	33	8	0	0	29	32	0	139	0	0	0	0
8:45 AM	10	0	25	0	0	0	0	0	0	25	5	0	0	44	21	0	130	0	1	0	0
8:50 AM	12	0	30	0	0	0	0	0	0	36	10	0	0	31	24	0	143	0	1	0	0
8:55 AM	9	0	32	0	0	0	0	0	0	35	7	0	0	38	18	0	139	0	0	0	0
Total Survey	404	0	1,021	0	0	0	0	0	0	978	442	2	0	1,293	1,416	0	5,554	4	2	1	0

15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	21	0	61	0	0	0	0	0	0	54	51	0	0	87	194	0	468	0	0	0	0
6:15 AM	34	0	71	0	0	0	0	0	0	63	50	0	0	106	171	0	495	0	0	0	0
6:30 AM	39	0	83	0	0	0	0	0	0	77	59	0	0	110	142	0	510	0	0	0	0
6:45 AM	40	0	88	0	0	0	0	0	0	79	34	2	0	84	112	0	437	1	0	0	0
7:00 AM	24	0	77	0	0	0	0	0	0	87	45	0	0	129	126	0	488	3	0	1	0
7:15 AM	28	0	90	0	0	0	0	0	0	73	40	0	0	107	133	0	471	0	0	0	0
7:30 AM	38	0	102	0	0	0	0	0	0	81	26	0	0	110	98	0	455	0	0	0	0
7:45 AM	43	0	109	0	0	0	0	0	0	105	27	0	0	113	116	0	513	0	0	0	0
8:00 AM	34	0	96	0	0	0	0	0	0	82	27	0	0	114	100	0	453	0	0	0	0
8:15 AM	35	0	86	0	0	0	0	0	0	86	32	0	0	115	79	0	433	0	0	0	0
8:30 AM	37	0	71	0	0	0	0	0	0	95	29	0	0	105	82	0	419	0	0	0	0
8:45 AM	31	0	87	0	0	0	0	0	0	96	22	0	0	113	63	0	412	0	2	0	0
Total Survey	404	0	1,021	0	0	0	0	0	0	978	442	2	0	1,293	1,416	0	5,554	4	2	1	0

Peak Hour Summary
6:05 AM to 7:05 AM

By Approach	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	441	196	637	0	0	614	614	0	478	548	1,026	2	1,023	584	1,607	0	1,942	1	0	0	0
%HV	9.1%				0.0%				6.3%				4.4%				5.9%				
PHF	0.86				0.00				0.88				0.87				0.95				

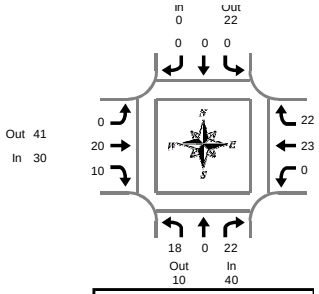
By Movement	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	139	0	302	441	0	0	0	0	0	282	196	478	0	409	614	1,023	1,942
%HV	12.9%	0.0%	7.3%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	5.1%	6.3%	0.0%	5.6%	3.6%	4.4%	5.9%
PHF	0.77	0.00	0.86	0.86	0.00	0.00	0.00	0.00	0.00	0.89	0.83	0.88	0.00	0.86	0.79	0.87	0.95

Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	134	0	303	0	0	0	0	0	0	273	194	2	0	387	619	0	1,910	1	0	0	0
6:15 AM	137	0	319	0	0	0	0	0	0	306	188	2	0	429	551	0	1,930	4	0	1	0
6:30 AM	131	0	338	0	0	0	0	0	0	316	178	2	0	430	513	0	1,906	4	0	1	0
6:45 AM	130	0	357	0	0	0	0	0	0	320	145	2	0	430	469	0	1,851	4	0	1	0
7:00 AM	133	0	378	0	0	0	0	0	0	346	138	0	0	459	473	0	1,927	3	0	1	0
7:15 AM	143	0	397	0	0	0	0	0	0	341	120	0	0	444	447	0	1,892	0	0	0	0
7:30 AM	150	0	393	0	0	0	0	0	0	354	112	0	0	452	393	0	1,854	0	0	0	0
7:45 AM	149	0	362	0	0	0	0	0	0	368	115	0	0	447	377	0	1,818	0	0	0	0
8:00 AM	137	0	340	0	0	0	0	0	0	359	110	0	0	447	324	0	1,717	0	2	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



I-5 NB Ramp & Hwy 214

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
6:05 AM to 7:05 AM

Heavy Vehicle 5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	3	3	0	0	0	0	0	0	1	1	0	1	2	3	7
6:05 AM	3	0	0	3	0	0	0	0	0	3	1	4	0	2	2	4	11
6:10 AM	2	0	2	4	0	0	0	0	0	1	0	1	0	1	1	2	7
6:15 AM	2	0	3	5	0	0	0	0	0	1	2	3	0	3	3	6	14
6:20 AM	0	0	1	1	0	0	0	0	0	2	0	2	0	1	4	5	8
6:25 AM	2	0	1	3	0	0	0	0	0	1	1	2	0	1	2	3	8
6:30 AM	1	0	0	1	0	0	0	0	0	4	1	5	0	2	5	7	13
6:35 AM	0	0	3	3	0	0	0	0	0	2	2	4	0	0	1	1	8
6:40 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	3	4
6:45 AM	2	0	4	6	0	0	0	0	0	2	0	2	0	3	2	5	13
6:50 AM	3	0	1	4	0	0	0	0	0	0	1	1	0	4	1	5	10
6:55 AM	2	0	2	4	0	0	0	0	0	3	0	3	0	3	0	3	10
7:00 AM	1	0	5	6	0	0	0	0	0	0	2	2	0	1	0	1	9
7:05 AM	1	0	2	3	0	0	0	0	0	0	1	1	0	5	0	5	9
7:10 AM	1	0	1	2	0	0	0	0	0	5	0	5	0	2	1	3	10
7:15 AM	2	0	2	4	0	0	0	0	0	2	1	3	0	1	2	3	10
7:20 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	4	5	9	12
7:25 AM	2	0	2	4	0	0	0	0	0	5	0	5	0	1	1	2	11
7:30 AM	1	0	2	3	0	0	0	0	0	2	0	2	0	3	3	6	11
7:35 AM	2	0	2	4	0	0	0	0	0	1	0	1	0	6	1	7	12
7:40 AM	4	0	4	8	0	0	0	0	0	2	0	2	0	2	0	2	12
7:45 AM	0	0	5	5	0	0	0	0	0	4	2	6	0	3	4	7	18
7:50 AM	1	0	4	5	0	0	0	0	0	2	1	3	0	3	3	6	14
7:55 AM	2	0	2	4	0	0	0	0	0	1	0	1	0	5	0	5	10
8:00 AM	2	0	3	5	0	0	0	0	0	4	0	4	0	6	1	7	16
8:05 AM	3	0	3	6	0	0	0	0	0	3	1	4	0	7	2	9	19
8:10 AM	1	0	5	6	0	0	0	0	0	4	2	6	0	3	3	6	18
8:15 AM	3	0	1	4	0	0	0	0	0	1	2	3	0	6	2	8	15
8:20 AM	2	0	2	4	0	0	0	0	0	2	0	2	0	5	2	7	13
8:25 AM	4	0	1	5	0	0	0	0	0	4	1	5	0	2	2	4	14
8:30 AM	3	0	0	3	0	0	0	0	0	2	3	5	0	3	3	6	14
8:35 AM	0	0	3	3	0	0	0	0	0	3	1	4	0	4	4	8	15
8:40 AM	1	0	1	2	0	0	0	0	0	3	0	3	0	3	0	3	8
8:45 AM	2	0	3	5	0	0	0	0	0	1	2	3	0	2	2	4	12
8:50 AM	0	0	6	6	0	0	0	0	0	4	1	5	0	2	2	4	15
8:55 AM	2	0	2	4	0	0	0	0	0	5	1	6	0	6	2	8	18
Total Survey	57	0	84	141	0	0	0	0	0	80	30	110	0	108	69	177	428

Heavy Vehicle 15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	5	0	5	10	0	0	0	0	0	4	2	6	0	4	5	9	25
6:15 AM	4	0	5	9	0	0	0	0	0	4	3	7	0	5	9	14	30
6:30 AM	1	0	3	4	0	0	0	0	0	7	3	10	0	4	7	11	25
6:45 AM	7	0	7	14	0	0	0	0	0	5	1	6	0	10	3	13	33
7:00 AM	3	0	8	11	0	0	0	0	0	5	3	8	0	8	1	9	28
7:15 AM	4	0	7	11	0	0	0	0	0	7	1	8	0	6	8	14	33
7:30 AM	7	0	8	15	0	0	0	0	0	5	0	5	0	11	4	15	35
7:45 AM	3	0	11	14	0	0	0	0	0	7	3	10	0	11	7	18	42
8:00 AM	6	0	11	17	0	0	0	0	0	11	3	14	0	16	6	22	53
8:15 AM	9	0	4	13	0	0	0	0	0	7	3	10	0	13	6	19	42
8:30 AM	4	0	4	8	0	0	0	0	0	8	4	12	0	10	7	17	37
8:45 AM	4	0	11	15	0	0	0	0	0	10	4	14	0	10	6	16	45
Total Survey	57	0	84	141	0	0	0	0	0	80	30	110	0	108	69	177	428

Heavy Vehicle Peak Hour Summary
6:05 AM to 7:05 AM

By Approach	Northbound I-5 NB Ramp			Southbound I-5 NB Ramp			Eastbound Hwy 214			Westbound Hwy 214			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	40	10	50	0	22	22	30	41	71	45	42	87	115
PHF	0.71			0.00			0.68			0.75			0.87

By Movement	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	18	0	22	40	0	0	0	0	0	20	10	30	0	23	22	45	115
PHF	0.64	0.00	0.69	0.71	0.00	0.00	0.00	0.00	0.00	0.71	0.63	0.68	0.00	0.58	0.50	0.75	0.87

Heavy Vehicle Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	17	0	20	37	0	0	0	0	0	20	9	29	0	23	24	47	113
6:15 AM	15	0	23	38	0	0	0	0	0	21	10	31	0	27	20	47	116
6:30 AM	15	0	25	40	0	0	0	0	0	24	8	32	0	28	19	47	119
6:45 AM	21	0	30	51	0	0	0	0	0	22	5	27	0	35	16	51	129
7:00 AM	17	0	34	51	0	0	0	0	0	24	7	31	0	36	20	56	138
7:15 AM	20	0	37	57	0	0	0	0	0	30	7	37	0	44	25	69	163
7:30 AM	25	0	34	59	0	0	0	0	0	30	9	39	0	51	23	74	172
7:45 AM	22	0	30	52	0	0	0	0	0	33	13	46	0	50	26	76	174
8:00 AM	23	0	30	53	0	0	0	0	0	36	14	50	0	49	25	74	177

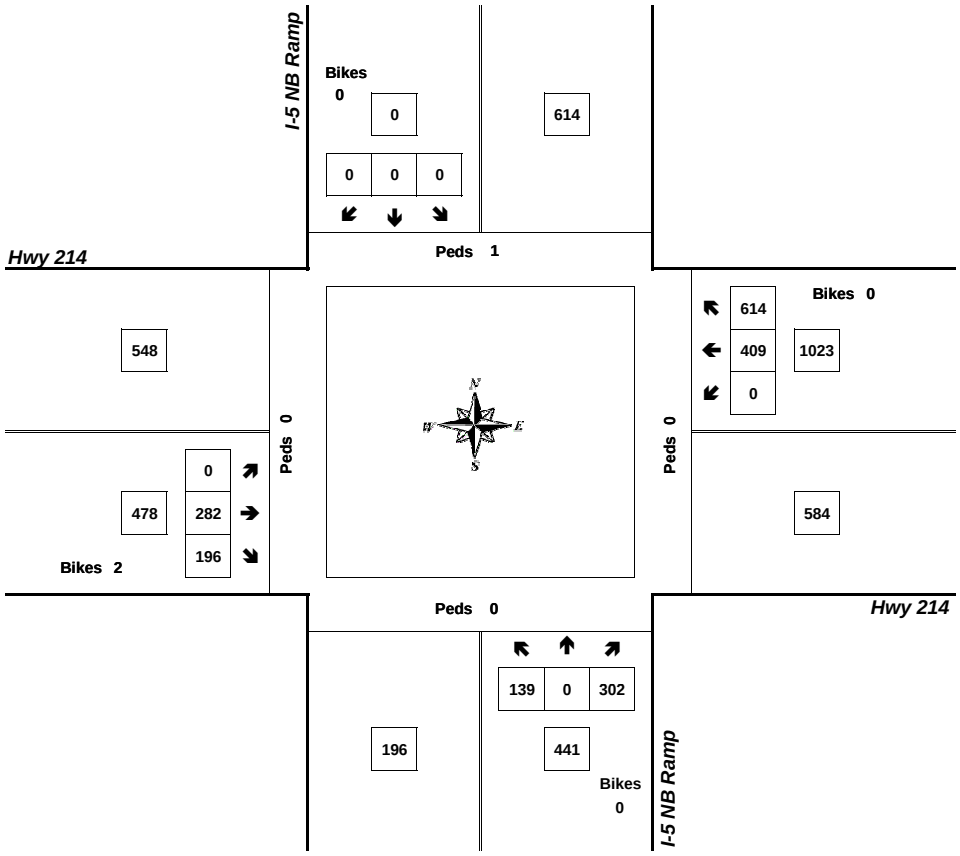
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

I-5 NB Ramp & Hwy 214

6:05 AM to 7:05 AM
Tuesday, July 23, 2019

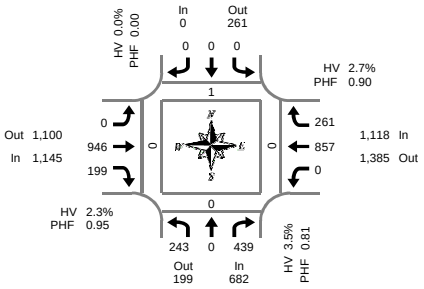


Approach	PHF	HV%	Volume
EB	0.88	6.3%	478
WB	0.87	4.4%	1,023
NB	0.86	9.1%	441
SB	0.00	0.0%	0
Intersection	0.95	5.9%	1,942

Count Period: 6:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



I-5 NB Ramp & Hwy 214

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
4:40 PM to 5:40 PM

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

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	14	0	31	0	0	0	0	0	0	50	15	0	0	51	22	0	183	0	1	0	0
3:05 PM	11	0	20	0	0	0	0	0	0	72	31	0	0	62	14	0	210	0	0	0	0
3:10 PM	12	0	29	0	0	0	0	0	0	52	32	0	0	69	17	0	211	3	2	2	0
3:15 PM	19	0	25	0	0	0	0	0	0	69	24	0	0	65	18	0	220	2	0	2	0
3:20 PM	17	0	27	0	0	0	0	0	0	70	19	0	0	55	17	0	205	0	0	0	0
3:25 PM	14	0	20	0	0	0	0	0	0	65	15	0	0	47	20	0	181	0	0	0	0
3:30 PM	14	0	48	0	0	0	0	0	0	51	19	0	0	55	19	0	206	2	0	0	0
3:35 PM	23	0	37	0	0	0	0	0	0	82	14	0	0	67	20	0	243	0	0	0	0
3:40 PM	24	0	30	0	0	0	0	0	0	56	12	0	0	61	18	0	201	0	0	0	0
3:45 PM	21	0	33	0	0	0	0	0	0	81	16	0	0	63	16	0	230	1	0	1	0
3:50 PM	23	0	32	0	0	0	0	0	0	71	21	0	0	66	19	0	232	0	0	0	0
3:55 PM	17	0	32	0	0	0	0	0	0	80	20	0	0	67	20	0	236	1	1	0	0
4:00 PM	13	0	31	0	0	0	0	0	0	81	24	0	0	70	25	0	244	0	0	0	0
4:05 PM	28	0	34	0	0	0	0	0	0	91	20	0	0	78	28	0	279	0	0	0	0
4:10 PM	14	0	40	0	0	0	0	0	0	85	22	0	0	82	26	0	269	0	0	0	0
4:15 PM	13	0	34	0	0	0	0	0	0	72	21	0	0	68	17	0	225	0	0	0	0
4:20 PM	22	0	36	0	0	0	0	0	0	81	14	0	0	54	30	0	237	2	0	2	0
4:25 PM	9	0	18	0	0	0	0	0	0	66	14	0	0	69	21	0	197	0	0	0	0
4:30 PM	20	0	39	0	0	0	0	0	0	71	19	0	0	59	18	0	226	1	0	1	0
4:35 PM	16	0	26	0	0	0	0	0	0	70	19	0	0	71	22	0	224	0	1	0	0
4:40 PM	21	0	39	0	0	0	0	0	0	78	11	0	0	74	19	0	242	0	0	0	0
4:45 PM	18	0	30	0	0	0	0	0	0	66	20	0	0	70	22	0	226	0	0	0	0
4:50 PM	18	0	35	0	0	0	0	0	0	89	12	0	0	59	22	0	235	0	0	0	0
4:55 PM	15	0	29	0	0	0	0	0	0	80	18	0	0	75	23	0	240	0	0	0	0
5:00 PM	22	0	34	0	0	0	0	0	0	70	19	0	0	97	25	0	267	0	0	0	0
5:05 PM	17	0	38	0	0	0	0	0	0	79	17	0	0	70	21	0	242	1	0	0	0
5:10 PM	21	0	29	0	0	0	0	0	0	93	24	0	0	66	21	0	254	0	0	0	0
5:15 PM	32	0	45	0	0	0	0	0	0	66	19	0	0	93	25	0	280	0	0	0	0
5:20 PM	22	0	34	0	0	0	0	0	0	88	10	0	0	66	24	0	244	0	0	0	0
5:25 PM	25	0	53	0	0	0	0	0	0	78	18	0	0	67	15	0	256	0	0	0	0
5:30 PM	14	0	40	0	0	0	0	0	0	79	14	0	0	65	20	0	232	0	0	0	0
5:35 PM	18	0	33	0	0	0	0	0	0	80	17	0	0	55	24	0	227	0	0	0	0
5:40 PM	29	0	41	0	0	0	0	0	0	67	13	0	0	57	18	0	225	0	0	1	0
5:45 PM	30	0	39	0	0	0	0	0	0	78	18	0	0	65	22	0	252	0	0	0	0
5:50 PM	12	0	36	0	0	0	0	0	0	69	17	0	0	77	20	0	231	0	0	0	0
5:55 PM	18	0	37	0	0	0	0	0	0	51	8	0	0	38	16	0	168	0	0	0	0
Total Survey	676	0	1,214	0	0	0	0	0	0	2,627	646	0	0	2,373	744	0	8,280	13	5	9	0

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

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	37	0	80	0	0	0	0	0	0	174	78	0	0	182	53	0	604	3	3	2	0
3:15 PM	50	0	72	0	0	0	0	0	0	204	58	0	0	167	55	0	606	2	0	2	0
3:30 PM	61	0	115	0	0	0	0	0	0	189	45	0	0	183	57	0	650	2	0	0	0
3:45 PM	61	0	97	0	0	0	0	0	0	232	57	0	0	196	55	0	698	2	1	1	0
4:00 PM	55	0	105	0	0	0	0	0	0	257	66	0	0	230	79	0	792	0	0	0	0
4:15 PM	44	0	88	0	0	0	0	0	0	219	49	0	0	191	68	0	659	2	0	2	0
4:30 PM	57	0	104	0	0	0	0	0	0	219	49	0	0	204	59	0	692	1	1	1	0
4:45 PM	51	0	94	0	0	0	0	0	0	235	50	0	0	204	67	0	701	0	0	0	0
5:00 PM	60	0	101	0	0	0	0	0	0	242	60	0	0	233	67	0	763	1	0	0	0
5:15 PM	79	0	132	0	0	0	0	0	0	232	47	0	0	226	64	0	780	0	0	0	0
5:30 PM	61	0	114	0	0	0	0	0	0	226	44	0	0	177	62	0	684	0	0	1	0
5:45 PM	60	0	112	0	0	0	0	0	0	198	43	0	0	180	58	0	651	0	0	0	0
Total Survey	676	0	1,214	0	0	0	0	0	0	2,627	646	0	0	2,373	744	0	8,280	13	5	9	0

Peak Hour Summary
4:40 PM to 5:40 PM

By Approach	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	682	199	881	0	0	261	261	0	1,145	1,100	2,245	0	1,118	1,385	2,503	0	2,945	1	0	0	0
%HV	3.5%				0.0%				2.3%				2.7%				2.7%				
PHF	0.81				0.00				0.95				0.90				0.94				

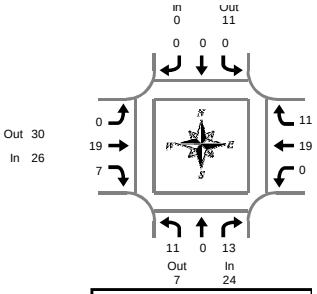
By Movement	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	243	0	439	682	0	0	0	0	0	946	199	1,145	0	857	261	1,118	2,945
%HV	4.5%	0.0%	3.0%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	3.5%	2.3%	0.0%	2.2%	4.2%	2.7%	2.7%
PHF	0.77	0.00	0.83	0.81	0.00	0.00	0.00	0.00	0.00	0.96	0.83	0.95	0.00	0.89	0.93	0.90	0.94

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

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	209	0	364	0	0	0	0	0	0	799	238	0	0	728	220	0	2,558	9	4	5	0
3:15 PM	227	0	389	0	0	0	0	0	0	882	226	0	0	776	246	0	2,746	6	1	3	0
3:30 PM	221	0	405	0	0	0	0	0	0	897	217	0	0	800	259	0	2,799	6	1	3	0
3:45 PM	217	0	394	0	0	0	0	0	0	927	221	0	0	821	261	0	2,841	5	2	4	0
4:00 PM	207	0	391	0	0	0	0	0	0	930	214	0	0	829	273	0	2,844	3	1	3	0
4:15 PM	212	0	387	0	0	0	0	0	0	915	208	0	0	832	261	0	2,815	4	1	3	0
4:30 PM	247	0	431	0	0	0	0	0	0	928	206	0	0	867	257	0	2,936	2	1	1	0
4:45 PM	251	0	441	0	0	0	0	0	0	935	201	0	0	840	260	0	2,928	1	0	1	0
5:00 PM	260	0	459	0	0	0	0	0	0	898	194	0	0	816	251	0	2,878	1	0	1	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



I-5 NB Ramp & Hwy 214

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
4:40 PM to 5:40 PM

Heavy Vehicle 5-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	5	5	0	0	0	0	0	0	2	2	0	2	0	2	9
3:05 PM	1	0	0	1	0	0	0	0	0	2	0	2	0	2	1	3	6
3:10 PM	2	0	2	4	0	0	0	0	0	3	0	3	0	2	0	2	9
3:15 PM	0	0	2	2	0	0	0	0	0	2	0	2	0	2	1	3	7
3:20 PM	0	0	2	2	0	0	0	0	0	1	0	1	0	1	1	2	5
3:25 PM	1	0	2	3	0	0	0	0	0	3	0	3	0	2	2	4	10
3:30 PM	0	0	7	7	0	0	0	0	0	0	1	1	0	1	0	1	9
3:35 PM	1	0	5	6	0	0	0	0	0	2	0	2	0	0	3	3	11
3:40 PM	0	0	2	2	0	0	0	0	0	1	0	1	0	1	0	1	4
3:45 PM	1	0	2	3	0	0	0	0	0	0	0	0	0	2	1	3	6
3:50 PM	2	0	5	7	0	0	0	0	0	1	1	2	0	2	2	4	13
3:55 PM	0	0	2	2	0	0	0	0	0	2	1	3	0	2	2	4	9
4:00 PM	1	0	1	2	0	0	0	0	0	4	0	4	0	1	2	3	9
4:05 PM	3	0	2	5	0	0	0	0	0	3	1	4	0	4	0	4	13
4:10 PM	2	0	2	4	0	0	0	0	0	1	2	3	0	3	3	6	13
4:15 PM	0	0	2	2	0	0	0	0	0	0	1	1	0	1	1	2	5
4:20 PM	0	0	2	2	0	0	0	0	0	4	0	4	0	0	0	0	6
4:25 PM	0	0	2	2	0	0	0	0	0	3	1	4	0	4	1	5	11
4:30 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	1	1	2	6
4:35 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	1	1	2	4
4:40 PM	1	0	3	4	0	0	0	0	0	2	1	3	0	1	0	1	8
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	3	4
4:50 PM	2	0	2	4	0	0	0	0	0	1	0	1	0	1	1	2	7
4:55 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
5:00 PM	3	0	0	3	0	0	0	0	0	1	0	1	0	1	0	1	5
5:05 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	2	1	3	5
5:10 PM	2	0	0	2	0	0	0	0	0	3	1	4	0	3	1	4	10
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	1	3	5
5:20 PM	0	0	4	4	0	0	0	0	0	3	1	4	0	3	0	3	11
5:25 PM	0	0	1	1	0	0	0	0	0	2	1	3	0	1	1	2	6
5:30 PM	0	0	1	1	0	0	0	0	0	1	3	4	0	1	3	4	9
5:35 PM	0	0	1	1	0	0	0	0	0	3	0	3	0	1	1	2	6
5:40 PM	3	0	2	5	0	0	0	0	0	0	2	2	0	0	1	1	8
5:45 PM	1	0	0	1	0	0	0	0	0	2	1	3	0	4	0	4	8
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
5:55 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Survey	32	0	66	98	0	0	0	0	0	54	20	74	0	60	34	94	266

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

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	3	0	7	10	0	0	0	0	0	5	2	7	0	6	1	7	24
3:15 PM	1	0	6	7	0	0	0	0	0	6	0	6	0	5	4	9	22
3:30 PM	1	0	14	15	0	0	0	0	0	3	1	4	0	2	3	5	24
3:45 PM	3	0	9	12	0	0	0	0	0	3	2	5	0	6	5	11	28
4:00 PM	6	0	5	11	0	0	0	0	0	8	3	11	0	8	5	13	35
4:15 PM	0	0	6	6	0	0	0	0	0	7	2	9	0	5	2	7	22
4:30 PM	2	0	7	9	0	0	0	0	0	3	1	4	0	3	2	5	18
4:45 PM	2	0	2	4	0	0	0	0	0	4	0	4	0	4	3	7	15
5:00 PM	6	0	1	7	0	0	0	0	0	4	1	5	0	6	2	8	20
5:15 PM	2	0	5	7	0	0	0	0	0	5	2	7	0	6	2	8	22
5:30 PM	3	0	4	7	0	0	0	0	0	4	5	9	0	2	5	7	23
5:45 PM	3	0	0	3	0	0	0	0	0	2	1	3	0	7	0	7	13
Total Survey	32	0	66	98	0	0	0	0	0	54	20	74	0	60	34	94	266

Heavy Vehicle Peak Hour Summary
4:40 PM to 5:40 PM

By Approach	Northbound I-5 NB Ramp			Southbound I-5 NB Ramp			Eastbound Hwy 214			Westbound Hwy 214			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	24	7	31	0	11	11	26	30	56	30	32	62	80
PHF	0.75			0.00			0.59			0.75			0.77

By Movement	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	11	0	13	24	0	0	0	0	0	19	7	26	0	19	11	30	80
PHF	0.46	0.00	0.54	0.75	0.00	0.00	0.00	0.00	0.00	0.79	0.35	0.59	0.00	0.59	0.55	0.75	0.77

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

Interval Start Time	Northbound I-5 NB Ramp				Southbound I-5 NB Ramp				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	8	0	36	44	0	0	0	0	0	17	5	22	0	19	13	32	98
3:15 PM	11	0	34	45	0	0	0	0	0	20	6	26	0	21	17	38	109
3:30 PM	10	0	34	44	0	0	0	0	0	21	8	29	0	21	15	36	109
3:45 PM	11	0	27	38	0	0	0	0	0	21	8	29	0	22	14	36	103
4:00 PM	10	0	20	30	0	0	0	0	0	22	6	28	0	20	12	32	90
4:15 PM	10	0	16	26	0	0	0	0	0	18	4	22	0	18	9	27	75
4:30 PM	12	0	15	27	0	0	0	0	0	16	4	20	0	19	9	28	75
4:45 PM	13	0	12	25	0	0	0	0	0	17	8	25	0	18	12	30	80
5:00 PM	14	0	10	24	0	0	0	0	0	15	9	24	0	21	9	30	78

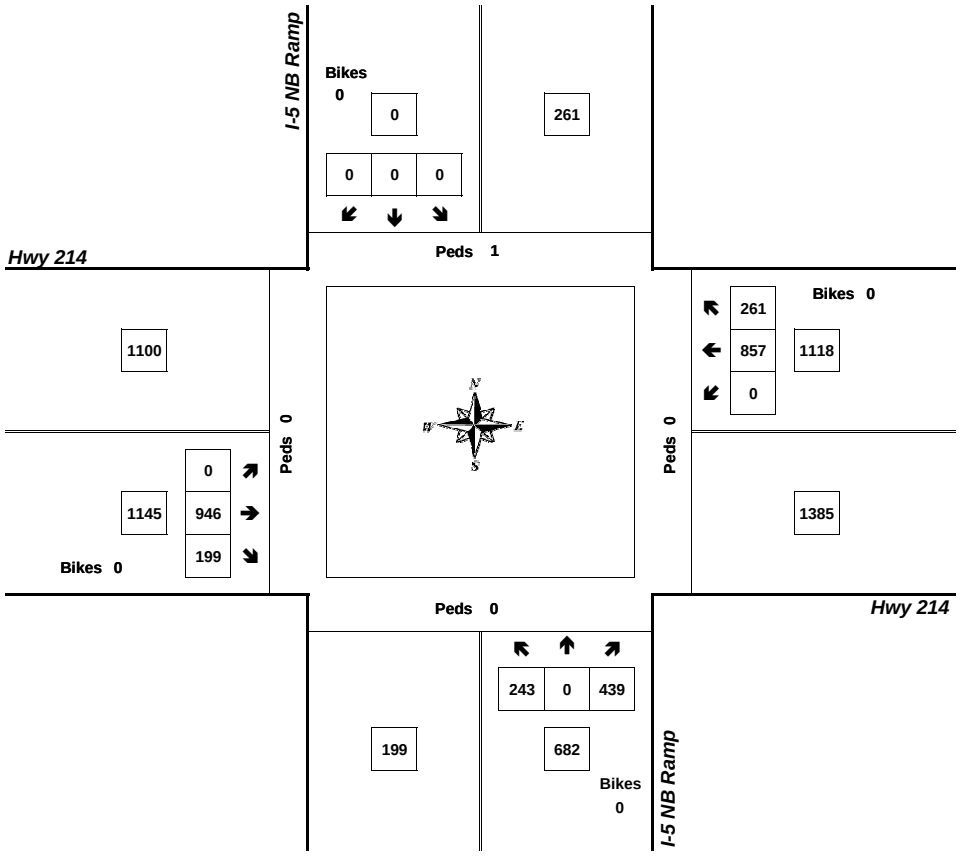
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

I-5 NB Ramp & Hwy 214

4:40 PM to 5:40 PM
Tuesday, July 23, 2019

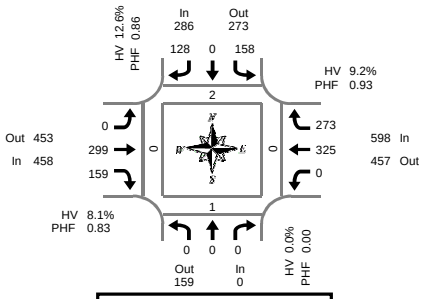


Approach	PHF	HV%	Volume
EB	0.95	2.3%	1,145
WB	0.90	2.7%	1,118
NB	0.81	3.5%	682
SB	0.00	0.0%	0
Intersection	0.94	2.7%	2,945

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:05 AM to 8:05 AM

I-5 SB Ramps & Hwy 214

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	0	0	0	0	7	0	6	0	0	24	7	0	0	16	11	0	71	0	0	0	0
6:05 AM	0	0	0	0	6	0	6	0	0	28	9	0	0	23	17	0	89	0	0	0	0
6:10 AM	0	0	0	0	4	0	7	0	0	32	15	0	0	24	19	0	101	0	0	0	0
6:15 AM	0	0	0	0	9	0	7	0	0	30	5	0	0	26	22	0	99	0	0	0	0
6:20 AM	0	0	0	0	11	0	4	0	0	31	7	0	0	29	11	0	93	0	0	0	0
6:25 AM	0	0	0	0	10	0	8	0	0	20	12	0	0	31	21	0	102	0	0	0	0
6:30 AM	0	0	0	0	15	0	8	0	0	38	9	0	0	25	14	0	109	0	0	0	0
6:35 AM	0	0	0	0	12	0	11	0	0	38	11	0	0	26	31	0	129	0	0	0	0
6:40 AM	0	0	0	0	7	0	7	0	0	34	8	0	0	27	21	0	104	0	0	0	0
6:45 AM	0	0	0	0	16	0	3	0	0	32	11	0	0	37	20	0	119	0	0	0	0
6:50 AM	0	0	0	0	11	0	9	0	0	16	9	2	0	22	23	0	90	0	0	0	0
6:55 AM	0	0	0	0	22	0	6	0	0	26	12	0	0	24	13	0	103	0	0	0	0
7:00 AM	0	0	0	0	10	0	9	0	0	17	12	0	0	23	29	0	100	1	0	0	0
7:05 AM	0	0	0	0	11	0	8	0	0	31	19	0	0	23	35	0	127	1	0	0	0
7:10 AM	0	0	0	0	12	0	7	0	0	31	17	0	0	26	18	0	111	1	0	0	0
7:15 AM	0	0	0	0	12	0	7	0	0	27	13	0	0	18	25	0	102	0	0	0	0
7:20 AM	0	0	0	0	15	0	8	0	0	19	12	0	0	27	29	0	110	0	0	0	0
7:25 AM	0	0	0	0	10	0	14	0	0	28	12	0	0	26	24	0	114	0	0	0	0
7:30 AM	0	0	0	0	7	0	15	0	0	25	6	0	0	25	24	0	102	0	0	0	0
7:35 AM	0	0	0	0	18	0	16	0	0	22	14	0	0	20	24	0	114	0	0	0	0
7:40 AM	0	0	0	0	9	0	4	0	0	20	24	0	0	44	12	0	113	0	0	0	0
7:45 AM	0	0	0	0	18	0	12	0	0	30	15	0	0	32	28	0	135	0	1	0	0
7:50 AM	0	0	0	0	12	0	7	0	0	27	10	0	0	24	18	0	98	0	0	0	0
7:55 AM	0	0	0	0	19	0	15	0	0	21	8	0	0	26	17	0	106	0	0	0	0
8:00 AM	0	0	0	0	15	0	15	0	0	18	9	0	0	34	19	0	110	0	0	0	0
8:05 AM	0	0	0	0	9	0	9	0	0	17	14	0	0	26	37	0	112	0	0	0	0
8:10 AM	0	0	0	0	17	0	7	0	0	26	12	0	0	22	20	0	104	0	0	0	0
8:15 AM	0	0	0	0	14	0	9	0	0	23	11	0	0	30	25	0	112	0	0	0	0
8:20 AM	0	0	0	0	17	0	10	0	0	29	10	0	0	25	21	0	112	0	0	0	0
8:25 AM	0	0	0	0	14	0	18	0	0	20	5	0	0	24	17	0	98	0	0	0	0
8:30 AM	0	0	0	0	11	0	8	0	0	27	12	0	0	28	26	0	112	0	0	0	0
8:35 AM	0	0	0	0	13	0	15	0	0	32	15	0	0	30	21	0	126	0	0	0	0
8:40 AM	0	0	0	0	13	0	17	0	0	29	13	0	0	30	20	0	122	0	0	0	0
8:45 AM	0	0	0	0	15	0	18	0	0	17	9	0	0	31	20	0	110	0	0	0	0
8:50 AM	0	0	0	0	19	0	8	0	0	18	12	0	0	34	12	0	103	0	0	0	1
8:55 AM	0	0	0	0	13	0	11	0	0	28	13	0	0	26	23	0	114	0	0	0	0
Total Survey	0	0	0	0	453	0	349	0	0	931	412	2	0	964	767	0	3,876	3	1	0	1

15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	0	0	0	0	17	0	19	0	0	84	31	0	0	63	47	0	261	0	0	0	0
6:15 AM	0	0	0	0	30	0	19	0	0	81	24	0	0	86	54	0	294	0	0	0	0
6:30 AM	0	0	0	0	34	0	26	0	0	110	28	0	0	78	66	0	342	0	0	0	0
6:45 AM	0	0	0	0	49	0	18	0	0	74	32	2	0	83	56	0	312	0	0	0	0
7:00 AM	0	0	0	0	33	0	24	0	0	79	48	0	0	72	82	0	338	3	0	0	0
7:15 AM	0	0	0	0	37	0	29	0	0	74	37	0	0	71	78	0	326	0	0	0	0
7:30 AM	0	0	0	0	34	0	35	0	0	67	44	0	0	89	60	0	329	0	0	0	0
7:45 AM	0	0	0	0	49	0	34	0	0	78	33	0	0	82	63	0	339	0	1	0	0
8:00 AM	0	0	0	0	41	0	31	0	0	61	35	0	0	82	76	0	326	0	0	0	0
8:15 AM	0	0	0	0	45	0	37	0	0	72	26	0	0	79	63	0	322	0	0	0	0
8:30 AM	0	0	0	0	37	0	40	0	0	88	40	0	0	88	67	0	360	0	0	0	0
8:45 AM	0	0	0	0	47	0	37	0	0	63	34	0	0	91	55	0	327	0	0	0	1
Total Survey	0	0	0	0	453	0	349	0	0	931	412	2	0	964	767	0	3,876	3	1	0	1

Peak Hour Summary
7:05 AM to 8:05 AM

By Approach	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	159	159	0	286	273	559	0	458	453	911	0	598	457	1,055	0	1,342	2	1	0	0
%HV	0.0%				12.6%				8.1%				9.2%				9.5%				
PHF	0.00				0.86				0.83				0.93				0.93				

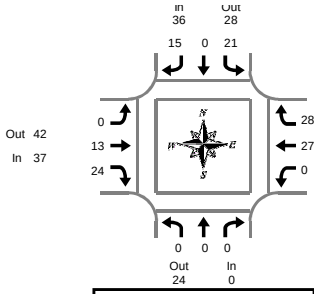
By Movement	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	158	0	128	286	0	299	159	458	0	325	273	598	1,342
%HV	0.0%	0.0%	0.0%	0.0%	13.3%	0.0%	11.7%	12.6%	0.0%	4.3%	15.1%	8.1%	0.0%	8.3%	10.3%	9.2%	9.5%
PHF	0.00	0.00	0.00	0.00	0.81	0.00	0.71	0.86	0.00	0.84	0.75	0.83	0.00	0.81	0.88	0.93	0.93

Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	0	0	0	0	130	0	82	0	0	349	115	2	0	310	223	0	1,209	0	0	0	0
6:15 AM	0	0	0	0	146	0	87	0	0	344	132	2	0	319	258	0	1,286	3	0	0	0
6:30 AM	0	0	0	0	153	0	97	0	0	337	145	2	0	304	282	0	1,318	3	0	0	0
6:45 AM	0	0	0	0	153	0	106	0	0	294	161	2	0	315	276	0	1,305	3	0	0	0
7:00 AM	0	0	0	0	153	0	122	0	0	298	162	0	0	314	283	0	1,332	3	1	0	0
7:15 AM	0	0	0	0	161	0	129	0	0	280	149	0	0	324	277	0	1,320	0	1	0	0
7:30 AM	0	0	0	0	169	0	137	0	0	278	138	0	0	332	262	0	1,316	0	1	0	0
7:45 AM	0	0	0	0	172	0	142	0	0	299	134	0	0	331	269	0	1,347	0	1	0	0
8:00 AM	0	0	0	0	170	0	145	0	0	284	135	0	0	340	261	0	1,335	0	0	0	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



I-5 SB Ramps & Hwy 214

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
7:05 AM to 8:05 AM

Heavy Vehicle 5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
6:05 AM	0	0	0	0	3	0	2	5	0	1	2	3	0	4	1	5	13
6:10 AM	0	0	0	0	0	0	3	3	0	0	2	2	0	3	1	4	9
6:15 AM	0	0	0	0	2	0	2	4	0	2	0	2	0	2	2	4	10
6:20 AM	0	0	0	0	1	0	1	2	0	0	1	1	0	1	1	2	5
6:25 AM	0	0	0	0	0	0	3	3	0	2	2	4	0	3	1	4	11
6:30 AM	0	0	0	0	4	0	2	6	0	1	1	2	0	2	1	3	11
6:35 AM	0	0	0	0	2	0	4	6	0	2	1	3	0	0	0	0	9
6:40 AM	0	0	0	0	1	0	2	3	0	0	0	0	0	1	1	2	5
6:45 AM	0	0	0	0	2	0	1	3	0	0	1	1	0	5	1	6	10
6:50 AM	0	0	0	0	0	0	1	1	0	1	2	3	0	3	3	6	10
6:55 AM	0	0	0	0	3	0	2	5	0	0	0	0	0	4	1	5	10
7:00 AM	0	0	0	0	0	0	0	0	0	2	2	4	0	2	0	2	6
7:05 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	2	4	6	8
7:10 AM	0	0	0	0	4	0	2	6	0	2	3	5	0	2	1	3	14
7:15 AM	0	0	0	0	0	0	1	1	0	2	3	5	0	1	1	2	8
7:20 AM	0	0	0	0	2	0	2	4	0	0	1	1	0	3	2	5	10
7:25 AM	0	0	0	0	1	0	3	4	0	2	2	4	0	2	1	3	11
7:30 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	2	2	4	6
7:35 AM	0	0	0	0	1	0	4	5	0	0	4	4	0	3	4	7	16
7:40 AM	0	0	0	0	2	0	0	2	0	1	6	7	0	4	1	5	14
7:45 AM	0	0	0	0	4	0	1	5	0	2	1	3	0	0	4	4	12
7:50 AM	0	0	0	0	1	0	0	1	0	2	2	4	0	2	2	4	9
7:55 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2	4	6	8
8:00 AM	0	0	0	0	3	0	0	3	0	1	2	3	0	4	2	6	12
8:05 AM	0	0	0	0	1	0	0	1	0	1	2	3	0	3	6	9	13
8:10 AM	0	0	0	0	4	0	0	4	0	3	1	4	0	4	4	8	16
8:15 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	5	4	9	12
8:20 AM	0	0	0	0	2	0	0	2	0	0	2	2	0	3	4	7	11
8:25 AM	0	0	0	0	3	0	3	6	0	2	0	2	0	4	1	5	13
8:30 AM	0	0	0	0	2	0	2	4	0	3	0	3	0	4	2	6	13
8:35 AM	0	0	0	0	1	0	0	1	0	3	4	7	0	1	4	5	13
8:40 AM	0	0	0	0	1	0	0	1	0	2	1	3	0	1	5	6	10
8:45 AM	0	0	0	0	3	0	2	5	0	2	2	4	0	2	2	4	13
8:50 AM	0	0	0	0	2	0	2	4	0	2	3	5	0	1	0	1	10
8:55 AM	0	0	0	0	4	0	1	5	0	4	4	8	0	2	5	7	20
Total Survey	0	0	0	0	63	0	48	111	0	49	59	108	0	87	78	165	384

Heavy Vehicle 15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	4	0	5	9	0	2	5	7	0	7	2	9	25
6:15 AM	0	0	0	0	3	0	6	9	0	4	3	7	0	6	4	10	26
6:30 AM	0	0	0	0	7	0	8	15	0	3	2	5	0	3	2	5	25
6:45 AM	0	0	0	0	5	0	4	9	0	1	3	4	0	12	5	17	30
7:00 AM	0	0	0	0	4	0	3	7	0	5	5	10	0	6	5	11	28
7:15 AM	0	0	0	0	3	0	6	9	0	4	6	10	0	6	4	10	29
7:30 AM	0	0	0	0	4	0	5	9	0	1	10	11	0	9	7	16	36
7:45 AM	0	0	0	0	7	0	1	8	0	4	3	7	0	4	10	14	29
8:00 AM	0	0	0	0	8	0	0	8	0	5	5	10	0	11	12	23	41
8:15 AM	0	0	0	0	5	0	3	8	0	4	3	7	0	12	9	21	36
8:30 AM	0	0	0	0	4	0	2	6	0	8	5	13	0	6	11	17	36
8:45 AM	0	0	0	0	9	0	5	14	0	8	9	17	0	5	7	12	43
Total Survey	0	0	0	0	63	0	48	111	0	49	59	108	0	87	78	165	384

Heavy Vehicle Peak Hour Summary
7:05 AM to 8:05 AM

By Approach	Northbound I-5 SB Ramps			Southbound I-5 SB Ramps			Eastbound Hwy 214			Westbound Hwy 214			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	24	24	36	28	64	37	42	79	55	34	89	128
PHF	0.00			0.75			0.66			0.86			0.76

By Movement	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	21	0	15	36	0	13	24	37	0	27	28	55	128
PHF	0.00	0.00	0.00	0.00	0.75	0.00	0.47	0.75	0.00	0.65	0.55	0.66	0.00	0.75	0.70	0.86	0.76

Heavy Vehicle Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	19	0	23	42	0	10	13	23	0	28	13	41	106
6:15 AM	0	0	0	0	19	0	21	40	0	13	13	26	0	27	16	43	109
6:30 AM	0	0	0	0	19	0	21	40	0	13	16	29	0	27	16	43	112
6:45 AM	0	0	0	0	16	0	18	34	0	11	24	35	0	33	21	54	123
7:00 AM	0	0	0	0	18	0	15	33	0	14	24	38	0	25	26	51	122
7:15 AM	0	0	0	0	22	0	12	34	0	14	24	38	0	30	33	63	135
7:30 AM	0	0	0	0	24	0	9	33	0	14	21	35	0	36	38	74	142
7:45 AM	0	0	0	0	24	0	6	30	0	21	16	37	0	33	42	75	142
8:00 AM	0	0	0	0	26	0	10	36	0	25	22	47	0	34	39	73	156

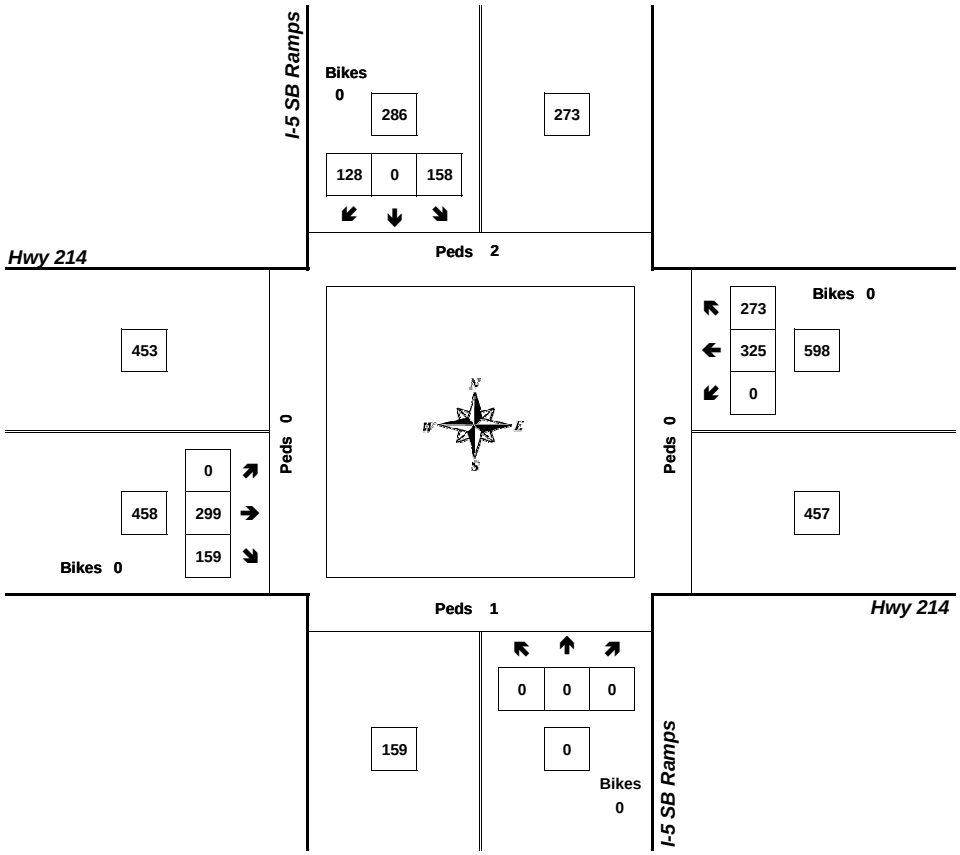
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

I-5 SB Ramps & Hwy 214

7:05 AM to 8:05 AM
Tuesday, July 23, 2019

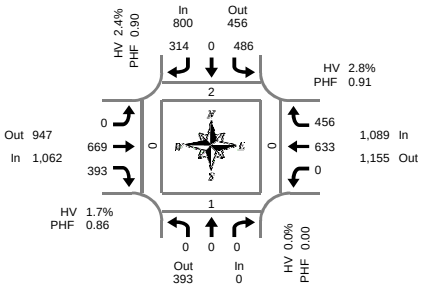


Approach	PHF	HV%	Volume
EB	0.83	8.1%	458
WB	0.93	9.2%	598
NB	0.00	0.0%	0
SB	0.86	12.6%	286
Intersection	0.93	9.5%	1,342

Count Period: 6:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



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

I-5 SB Ramps & Hwy 214

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

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

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	0	0	0	24	0	22	0	0	34	21	0	0	38	25	0	164	1	0	0	0
3:05 PM	0	0	0	0	41	0	33	0	0	61	33	0	0	46	32	0	246	0	1	0	1
3:10 PM	0	0	0	0	28	0	21	0	0	49	32	0	0	41	27	0	198	0	0	0	1
3:15 PM	0	0	0	0	34	0	25	0	0	48	26	0	0	70	31	0	234	2	0	0	0
3:20 PM	0	0	0	0	26	0	21	0	0	61	22	0	0	43	27	0	200	2	0	0	0
3:25 PM	0	0	0	0	40	0	27	0	0	55	22	0	0	43	23	0	210	0	0	0	0
3:30 PM	0	0	0	0	20	0	20	0	0	49	27	0	0	35	32	0	183	0	0	0	0
3:35 PM	0	0	0	0	47	0	31	0	0	48	29	0	0	59	29	0	243	2	0	0	0
3:40 PM	0	0	0	0	21	0	21	0	0	52	27	0	0	52	29	0	202	0	0	0	0
3:45 PM	0	0	0	0	35	0	33	0	0	52	30	0	0	54	38	0	242	1	0	0	0
3:50 PM	0	0	0	0	36	0	28	0	0	57	25	0	0	50	31	0	227	0	0	0	0
3:55 PM	0	0	0	0	60	0	24	0	0	54	25	0	0	56	28	0	247	1	0	0	0
4:00 PM	0	0	0	0	29	0	27	0	0	58	33	0	0	41	32	0	220	0	0	0	0
4:05 PM	0	0	0	0	43	0	25	0	0	72	36	0	0	53	34	1	263	0	0	0	0
4:10 PM	0	0	0	0	57	0	20	0	0	59	37	0	0	42	49	0	264	0	0	0	0
4:15 PM	0	0	0	0	24	0	14	0	0	58	27	0	0	60	34	0	217	2	0	0	0
4:20 PM	0	0	0	0	45	0	29	0	0	53	30	0	0	47	32	0	236	0	0	0	0
4:25 PM	0	0	0	0	32	0	21	0	0	39	22	0	0	43	28	0	185	0	0	0	0
4:30 PM	0	0	0	0	53	0	42	0	0	51	27	0	0	42	30	0	245	0	1	0	0
4:35 PM	0	0	0	0	37	0	29	0	0	45	27	0	0	43	45	0	226	1	0	0	0
4:40 PM	0	0	0	0	36	0	24	0	0	53	32	0	0	47	37	0	229	0	0	0	0
4:45 PM	0	0	0	0	42	0	22	0	0	58	41	0	0	51	47	0	261	0	0	0	0
4:50 PM	0	0	0	0	41	0	32	0	0	58	42	0	0	53	27	0	253	0	0	0	0
4:55 PM	0	0	0	0	42	0	23	0	0	55	32	0	0	53	34	0	239	0	0	0	0
5:00 PM	0	0	0	0	34	0	32	0	0	53	30	0	0	67	40	0	256	1	0	0	0
5:05 PM	0	0	0	0	40	0	24	0	0	58	37	0	0	47	45	0	251	0	0	0	0
5:10 PM	0	0	0	0	34	0	19	0	0	69	61	0	0	51	35	0	269	0	0	0	0
5:15 PM	0	0	0	0	35	0	23	0	0	57	26	0	0	75	47	0	263	0	0	0	0
5:20 PM	0	0	0	0	48	0	23	0	0	48	24	0	0	56	35	0	234	0	0	0	0
5:25 PM	0	0	0	0	44	0	21	0	0	64	14	0	0	48	34	0	225	0	0	0	0
5:30 PM	0	0	0	0	34	0	25	0	0	49	25	1	0	54	35	0	222	0	0	0	0
5:35 PM	0	0	0	0	49	0	28	0	0	47	23	0	0	45	26	0	218	1	0	0	0
5:40 PM	0	0	0	0	31	0	22	0	0	48	30	0	0	52	35	0	218	0	0	0	0
5:45 PM	0	0	0	0	48	0	17	0	0	47	19	0	0	53	35	0	219	0	0	0	0
5:50 PM	0	0	0	0	41	0	36	0	0	49	26	0	0	50	36	0	238	0	0	0	0
5:55 PM	0	0	0	0	20	0	20	0	0	36	24	0	0	46	20	0	166	0	0	0	0
Total Survey	0	0	0	0	1,351	0	904	0	0	1,904	1,044	1	0	1,806	1,204	1	8,213	14	2	0	2

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

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	0	0	0	93	0	76	0	0	144	86	0	0	125	84	0	608	1	1	0	2
3:15 PM	0	0	0	0	100	0	73	0	0	164	70	0	0	156	81	0	644	4	0	0	0
3:30 PM	0	0	0	0	88	0	72	0	0	149	83	0	0	146	90	0	628	2	0	0	0
3:45 PM	0	0	0	0	131	0	85	0	0	163	80	0	0	160	97	0	716	2	0	0	0
4:00 PM	0	0	0	0	129	0	72	0	0	189	106	0	0	136	115	1	747	0	0	0	0
4:15 PM	0	0	0	0	101	0	64	0	0	150	79	0	0	150	94	0	638	2	0	0	0
4:30 PM	0	0	0	0	126	0	95	0	0	149	86	0	0	132	112	0	700	1	1	0	0
4:45 PM	0	0	0	0	125	0	77	0	0	171	115	0	0	157	108	0	753	0	0	0	0
5:00 PM	0	0	0	0	108	0	75	0	0	180	128	0	0	165	120	0	776	1	0	0	0
5:15 PM	0	0	0	0	127	0	67	0	0	169	64	0	0	179	116	0	722	0	0	0	0
5:30 PM	0	0	0	0	114	0	75	0	0	144	78	1	0	151	96	0	658	1	0	0	0
5:45 PM	0	0	0	0	109	0	73	0	0	132	69	0	0	149	91	0	623	0	0	0	0
Total Survey	0	0	0	0	1,351	0	904	0	0	1,904	1,044	1	0	1,806	1,204	1	8,213	14	2	0	2

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

By Approach	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	393	393	0	800	456	1,256	0	1,062	947	2,009	0	1,089	1,155	2,244	0	2,951	2	1	0	0
%HV	0.0%				2.4%				1.7%				2.8%				2.3%				
PHF	0.00				0.90				0.86				0.91				0.94				

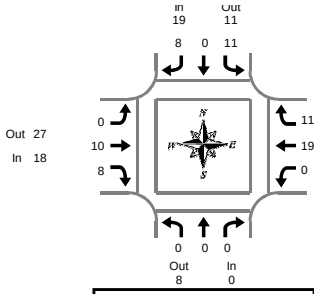
By Movement	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	486	0	314	800	0	669	393	1,062	0	633	456	1,089	2,951
%HV	0.0%	0.0%	0.0%	0.0%	2.3%	0.0%	2.5%	2.4%	0.0%	1.5%	2.0%	1.7%	0.0%	3.0%	2.4%	2.8%	2.3%
PHF	0.00	0.00	0.00	0.00	0.96	0.00	0.83	0.90	0.00	0.91	0.77	0.86	0.00	0.87	0.88	0.91	0.94

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

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	0	0	0	412	0	306	0	0	620	319	0	0	587	352	0	2,596	9	1	0	2
3:15 PM	0	0	0	0	448	0	302	0	0	665	339	0	0	598	383	1	2,735	8	0	0	0
3:30 PM	0	0	0	0	449	0	293	0	0	651	348	0	0	592	396	1	2,729	6	0	0	0
3:45 PM	0	0	0	0	487	0	316	0	0	651	351	0	0	578	418	1	2,801	5	1	0	0
4:00 PM	0	0	0	0	481	0	308	0	0	659	386	0	0	575	429	1	2,838	3	1	0	0
4:15 PM	0	0	0	0	460	0	311	0	0	650	408	0	0	604	434	0	2,867	4	1	0	0
4:30 PM	0	0	0	0	486	0	314	0	0	669	393	0	0	633	456	0	2,951	2	1	0	0
4:45 PM	0	0	0	0	474	0	294	0	0	664	385	1	0	652	440	0	2,909	2	0	0	0
5:00 PM	0	0	0	0	458	0	290	0	0	625	339	1	0	644	423	0	2,779	2	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



I-5 SB Ramps & Hwy 214

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

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

Heavy Vehicle 5-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	2	2	4	0	1	1	2	6
3:05 PM	0	0	0	0	2	0	1	3	0	1	1	2	0	1	2	3	8
3:10 PM	0	0	0	0	3	0	0	3	0	0	1	1	0	2	2	4	8
3:15 PM	0	0	0	0	1	0	1	2	0	3	1	4	0	1	1	2	8
3:20 PM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	1	1	4
3:25 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	1	2	3	6
3:30 PM	0	0	0	0	1	0	2	3	0	1	0	1	0	0	0	0	4
3:35 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
3:40 PM	0	0	0	0	0	0	1	1	0	0	3	3	0	0	1	1	5
3:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	2	2	4	6
3:50 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	3	5	7
3:55 PM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	1	1	5
4:00 PM	0	0	0	0	1	0	2	3	0	3	2	5	0	1	2	3	11
4:05 PM	0	0	0	0	1	0	0	1	0	3	0	3	0	3	2	5	9
4:10 PM	0	0	0	0	2	0	0	2	0	1	0	1	0	3	3	6	9
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
4:20 PM	0	0	0	0	3	0	0	3	0	1	0	1	0	0	0	0	4
4:25 PM	0	0	0	0	2	0	1	3	0	2	0	2	0	0	4	4	9
4:30 PM	0	0	0	0	2	0	2	4	0	1	1	2	0	0	1	1	7
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
4:40 PM	0	0	0	0	2	0	1	3	0	0	1	1	0	1	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	1	2	4
4:50 PM	0	0	0	0	2	0	1	3	0	0	1	1	0	2	1	3	7
4:55 PM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	2	2	5
5:00 PM	0	0	0	0	0	0	1	1	0	1	1	2	0	4	1	5	8
5:05 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
5:10 PM	0	0	0	0	2	0	1	3	0	1	1	2	0	4	3	7	12
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3	4
5:20 PM	0	0	0	0	1	0	1	2	0	2	1	3	0	1	1	2	7
5:25 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
5:30 PM	0	0	0	0	1	0	2	3	0	2	3	5	0	1	1	2	10
5:35 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
5:40 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	2	4	7
5:45 PM	0	0	0	0	0	0	1	1	0	2	1	3	0	1	3	4	8
5:50 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	4	4	6
5:55 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	3	0	3	5
Total Survey	0	0	0	0	32	0	22	54	0	46	26	72	0	45	49	94	220

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

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	5	0	1	6	0	3	4	7	0	4	5	9	22
3:15 PM	0	0	0	0	2	0	2	4	0	6	2	8	0	2	4	6	18
3:30 PM	0	0	0	0	2	0	3	5	0	2	3	5	0	1	1	2	12
3:45 PM	0	0	0	0	1	0	0	1	0	5	2	7	0	4	6	10	18
4:00 PM	0	0	0	0	4	0	2	6	0	7	2	9	0	7	7	14	29
4:15 PM	0	0	0	0	5	0	1	6	0	5	0	5	0	1	4	5	16
4:30 PM	0	0	0	0	4	0	3	7	0	1	2	3	0	2	2	4	14
4:45 PM	0	0	0	0	4	0	1	5	0	2	2	4	0	3	4	7	16
5:00 PM	0	0	0	0	2	0	3	5	0	2	2	4	0	9	4	13	22
5:15 PM	0	0	0	0	1	0	1	2	0	5	2	7	0	5	1	6	15
5:30 PM	0	0	0	0	2	0	2	4	0	5	3	8	0	3	4	7	19
5:45 PM	0	0	0	0	0	0	3	3	0	3	2	5	0	4	7	11	19
Total Survey	0	0	0	0	32	0	22	54	0	46	26	72	0	45	49	94	220

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

By Approach	Northbound I-5 SB Ramps			Southbound I-5 SB Ramps			Eastbound Hwy 214			Westbound Hwy 214			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	8	8	19	11	30	18	27	45	30	21	51	67
PHF	0.00			0.68			0.64			0.58			0.73

By Movement	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	11	0	8	19	0	10	8	18	0	19	11	30	67
PHF	0.00	0.00	0.00	0.00	0.69	0.00	0.67	0.68	0.00	0.50	0.67	0.64	0.00	0.53	0.69	0.58	0.73

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

Interval Start Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	10	0	6	16	0	16	11	27	0	11	16	27	70
3:15 PM	0	0	0	0	9	0	7	16	0	20	9	29	0	14	18	32	77
3:30 PM	0	0	0	0	12	0	6	18	0	19	7	26	0	13	18	31	75
3:45 PM	0	0	0	0	14	0	6	20	0	18	6	24	0	14	19	33	77
4:00 PM	0	0	0	0	17	0	7	24	0	15	6	21	0	13	17	30	75
4:15 PM	0	0	0	0	15	0	8	23	0	10	6	16	0	15	14	29	68
4:30 PM	0	0	0	0	11	0	8	19	0	10	8	18	0	19	11	30	67
4:45 PM	0	0	0	0	9	0	7	16	0	14	9	23	0	20	13	33	72
5:00 PM	0	0	0	0	5	0	9	14	0	15	9	24	0	21	16	37	75

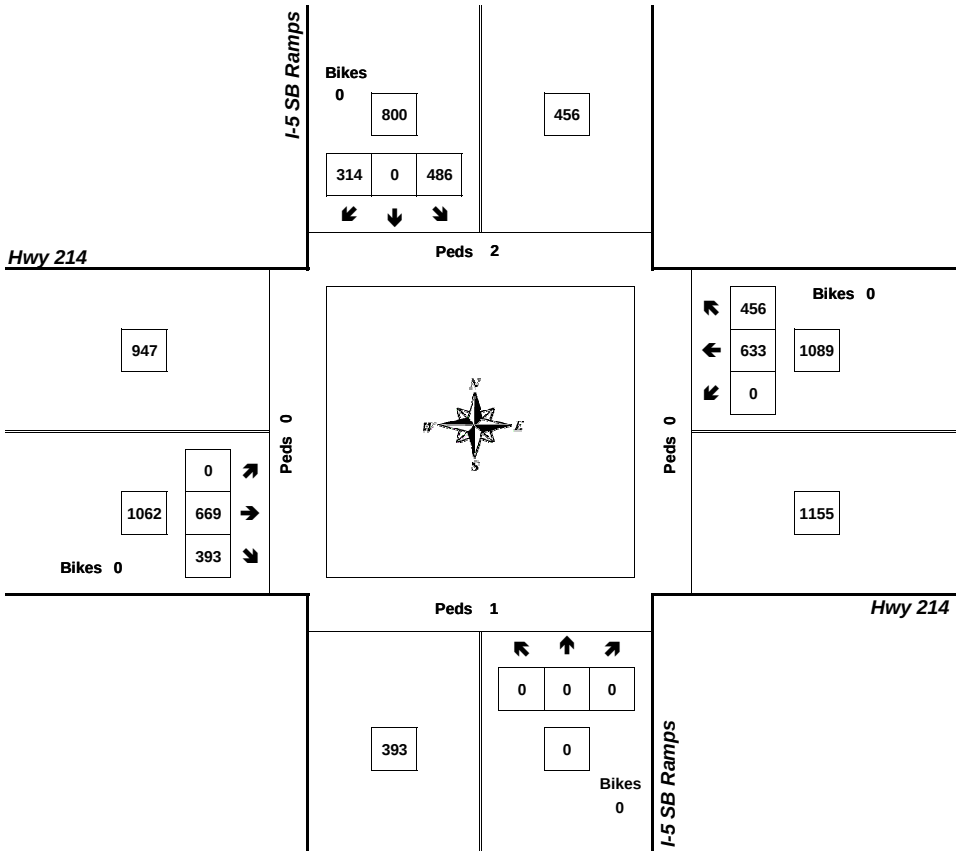
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

I-5 SB Ramps & Hwy 214

4:30 PM to 5:30 PM
Tuesday, July 23, 2019

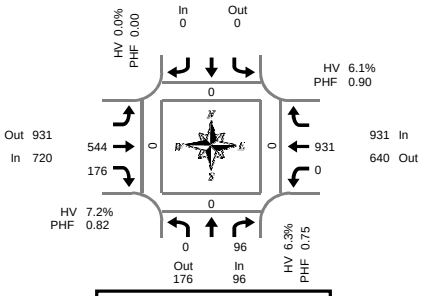


Approach	PHF	HV%	Volume
EB	0.86	1.7%	1,062
WB	0.91	2.8%	1,089
NB	0.00	0.0%	0
SB	0.90	2.4%	800
Intersection	0.94	2.3%	2,951

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Lawson Ave & Hwy 214

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
7:00 AM to 8:00 AM

5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
6:00 AM	0		9	0				0	33	13	0	0	84		0	139	0	0	0	0
6:05 AM	0		3	0				0	18	11	0	0	97		0	129	0	0	0	0
6:10 AM	0		9	0				0	24	9	0	0	94		0	136	0	0	0	0
6:15 AM	0		8	0				0	32	10	0	0	94		0	144	0	0	0	0
6:20 AM	0		5	0				0	40	15	0	0	88		0	148	0	0	0	0
6:25 AM	0		5	0				0	25	13	0	0	94		0	137	0	0	0	0
6:30 AM	0		5	0				0	46	18	0	0	68		0	137	0	0	0	0
6:35 AM	0		7	0				0	40	8	0	0	96		0	151	0	0	0	0
6:40 AM	0		8	0				0	44	10	0	0	82		0	144	0	0	0	0
6:45 AM	0		8	0				0	43	18	0	0	84		0	153	0	0	0	0
6:50 AM	0		5	0				0	30	12	2	0	56		0	103	0	0	0	0
6:55 AM	0		4	0				0	43	17	0	0	56		0	120	0	0	0	0
7:00 AM	0		11	0				0	42	14	0	0	97		0	164	0	0	0	0
7:05 AM	0		6	0				0	32	14	0	0	85		0	137	0	0	0	0
7:10 AM	0		7	0				0	49	16	0	0	76		0	148	0	0	0	0
7:15 AM	0		11	0				0	33	23	0	0	84		0	151	0	0	0	0
7:20 AM	0		14	0				0	33	8	0	0	89		0	144	0	0	0	0
7:25 AM	0		7	0				0	43	15	0	0	73		0	138	0	0	0	0
7:30 AM	0		6	0				0	41	11	0	0	66		0	124	0	0	0	0
7:35 AM	0		7	0				0	54	11	0	0	73		0	145	0	0	0	0
7:40 AM	0		5	0				0	40	22	0	0	67		0	134	0	0	0	0
7:45 AM	0		9	0				0	63	17	0	0	87		0	176	0	0	0	0
7:50 AM	0		7	0				0	48	11	0	0	70		0	136	0	0	0	0
7:55 AM	0		6	0				0	66	14	0	0	64		0	150	0	0	0	0
8:00 AM	0		8	0				0	47	14	0	0	68		0	137	0	0	0	0
8:05 AM	0		3	0				0	34	14	0	0	81		0	132	0	0	0	0
8:10 AM	0		8	0				0	50	16	0	0	68		0	142	0	0	0	0
8:15 AM	0		9	0				0	46	11	0	0	67		0	133	0	0	0	0
8:20 AM	0		4	0				0	48	20	0	0	71		0	143	0	0	0	0
8:25 AM	0		8	0				0	42	10	0	0	54		0	114	0	0	0	0
8:30 AM	0		6	0				0	42	7	0	0	69		0	124	0	0	0	0
8:35 AM	0		13	0				0	40	18	0	0	64		0	135	0	0	0	0
8:40 AM	0		5	0				0	43	13	0	0	62		0	123	0	0	0	0
8:45 AM	0		8	0				0	41	12	0	0	68		0	129	0	0	0	0
8:50 AM	0		6	0				0	45	14	0	0	54		0	119	0	0	0	0
8:55 AM	0		9	0				0	47	21	0	0	62		0	139	0	0	0	0
Total Survey	0		259	0				0	1,487	500	2	0	2,712		0	4,958	0	0	0	0

15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
6:00 AM	0		21	0				0	75	33	0	0	275		0	404	0	0	0	0
6:15 AM	0		18	0				0	97	38	0	0	276		0	429	0	0	0	0
6:30 AM	0		20	0				0	130	36	0	0	246		0	432	0	0	0	0
6:45 AM	0		17	0				0	116	47	2	0	196		0	376	0	0	0	0
7:00 AM	0		24	0				0	123	44	0	0	258		0	449	0	0	0	0
7:15 AM	0		32	0				0	109	46	0	0	246		0	433	0	0	0	0
7:30 AM	0		18	0				0	135	44	0	0	206		0	403	0	0	0	0
7:45 AM	0		22	0				0	177	42	0	0	221		0	462	0	0	0	0
8:00 AM	0		19	0				0	131	44	0	0	217		0	411	0	0	0	0
8:15 AM	0		21	0				0	136	41	0	0	192		0	390	0	0	0	0
8:30 AM	0		24	0				0	125	38	0	0	195		0	382	0	0	0	0
8:45 AM	0		23	0				0	133	47	0	0	184		0	387	0	0	0	0
Total Survey	0		259	0				0	1,487	500	2	0	2,712		0	4,958	0	0	0	0

Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	96	176	272	0	0	0	0	0	720	931	1,651	0	931	640	1,571	0	1,747	0	0	0	0
%HV	6.3%				0.0%				7.2%				6.1%				6.6%				
PHF	0.75				0.00				0.82				0.90				0.95				

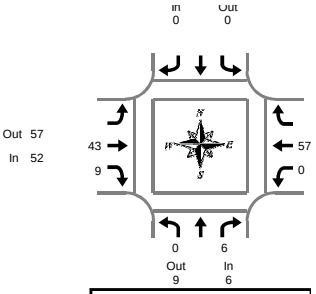
By Movement	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Total
	L		R	Total				Total	T	R	Total	L	T		Total		
Volume	0		96	96				0	544	176	720	0	931		931		1,747
%HV	0.0%	NA	6.3%	6.3%	NA	NA	NA	0.0%	NA	7.9%	5.1%	7.2%	0.0%	6.1%	NA	6.1%	6.6%
PHF	0.00		0.75	0.75				0.00		0.77	0.83	0.82	0.00	0.90		0.90	0.95

Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
6:00 AM	0		76	0				0	418	154	2	0	993		0	1,641	0	0	0	0
6:15 AM	0		79	0				0	466	165	2	0	976		0	1,686	0	0	0	0
6:30 AM	0		93	0				0	478	173	2	0	946		0	1,690	0	0	0	0
6:45 AM	0		91	0				0	483	181	2	0	906		0	1,661	0	0	0	0
7:00 AM	0		96	0				0	544	176	0	0	931		0	1,747	0	0	0	0
7:15 AM	0		91	0				0	552	176	0	0	890		0	1,709	0	0	0	0
7:30 AM	0		80	0				0	579	171	0	0	836		0	1,666	0	0	0	0
7:45 AM	0		86	0				0	569	165	0	0	825		0	1,645	0	0	0	0
8:00 AM	0		87	0				0	525	170	0	0	788		0	1,570	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Lawson Ave & Hwy 214

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
7:00 AM to 8:00 AM

Heavy Vehicle 5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L		R	Total				Total	T	R	Total		T			Total	
6:00 AM	0		0	0				0	1	2	3		2			2	5
6:05 AM	0		0	0				0	3	0	3		3			3	6
6:10 AM	0		0	0				0	2	0	2		3			3	5
6:15 AM	0		0	0				0	5	1	6		5			5	11
6:20 AM	0		0	0				0	3	1	4		4			4	8
6:25 AM	0		0	0				0	1	0	1		3			3	4
6:30 AM	0		0	0				0	4	0	4		5			5	9
6:35 AM	0		0	0				0	4	1	5		2			2	7
6:40 AM	0		0	0				0	3	0	3		2			2	5
6:45 AM	0		0	0				0	4	1	5		6			6	11
6:50 AM	0		0	0				0	1	1	2		4			4	6
6:55 AM	0		0	0				0	2	0	2		4			4	6
7:00 AM	0		1	1				0	6	0	6		2			2	9
7:05 AM	0		0	0				0	3	0	3		5			5	8
7:10 AM	0		1	1				0	6	1	7		3			3	11
7:15 AM	0		0	0				0	2	0	2		4			4	6
7:20 AM	0		1	1				0	1	0	1		10			10	12
7:25 AM	0		0	0				0	5	2	7		1			1	8
7:30 AM	0		1	1				0	1	0	1		7			7	9
7:35 AM	0		1	1				0	1	1	2		8			8	11
7:40 AM	0		0	0				0	2	3	5		2			2	7
7:45 AM	0		0	0				0	7	1	8		6			6	14
7:50 AM	0		0	0				0	4	1	5		5			5	10
7:55 AM	0		1	1				0	5	0	5		4			4	10
8:00 AM	0		0	0				0	4	1	5		6			6	11
8:05 AM	0		0	0				0	6	0	6		9			9	15
8:10 AM	0		1	1				0	6	3	9		6			6	16
8:15 AM	0		0	0				0	3	0	3		7			7	10
8:20 AM	0		0	0				0	4	0	4		9			9	13
8:25 AM	0		0	0				0	5	1	6		4			4	10
8:30 AM	0		0	0				0	3	0	3		4			4	7
8:35 AM	0		0	0				0	4	2	6		9			9	15
8:40 AM	0		0	0				0	4	0	4		4			4	8
8:45 AM	0		1	1				0	3	1	4		4			4	9
8:50 AM	0		0	0				0	5	0	5		3			3	8
8:55 AM	0		0	0				0	7	3	10		6			6	16
Total Survey	0		8	8				0	130	27	157		171			171	336

Heavy Vehicle 15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L		R	Total				Total	T	R	Total		T			Total	
6:00 AM	0		0	0				0	6	2	8		8			8	16
6:15 AM	0		0	0				0	9	2	11		12			12	23
6:30 AM	0		0	0				0	11	1	12		9			9	21
6:45 AM	0		0	0				0	7	2	9		14			14	23
7:00 AM	0		2	2				0	15	1	16		10			10	28
7:15 AM	0		1	1				0	8	2	10		15			15	26
7:30 AM	0		2	2				0	4	4	8		17			17	27
7:45 AM	0		1	1				0	16	2	18		15			15	34
8:00 AM	0		1	1				0	16	4	20		21			21	42
8:15 AM	0		0	0				0	12	1	13		20			20	33
8:30 AM	0		0	0				0	11	2	13		17			17	30
8:45 AM	0		1	1				0	15	4	19		13			13	33
Total Survey	0		8	8				0	130	27	157		171			171	336

Heavy Vehicle Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound Lawson Ave			Southbound Lawson Ave			Eastbound Hwy 214			Westbound Hwy 214			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	9	15	0	0	0	52	57	109	57	49	106	115
PHF	0.75			0.00			0.72			0.79			0.85

By Movement	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Total
	L		R	Total				Total	T	R	Total		T			Total	
Volume	0		6	6				0	43	9	52		57			57	115
PHF	0.00		0.75	0.75				0.00	0.67	0.45	0.72		0.79			0.79	0.85

Heavy Vehicle Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L		R	Total				Total	T	R	Total		T			Total	
6:00 AM	0		0	0				0	33	7	40		43			43	83
6:15 AM	0		2	2				0	42	6	48		45			45	95
6:30 AM	0		3	3				0	41	6	47		48			48	98
6:45 AM	0		5	5				0	34	9	43		56			56	104
7:00 AM	0		6	6				0	43	9	52		57			57	115
7:15 AM	0		5	5				0	44	12	56		68			68	129
7:30 AM	0		4	4				0	48	11	59		73			73	136
7:45 AM	0		2	2				0	55	9	64		73			73	139
8:00 AM	0		2	2				0	54	11	65		71			71	138

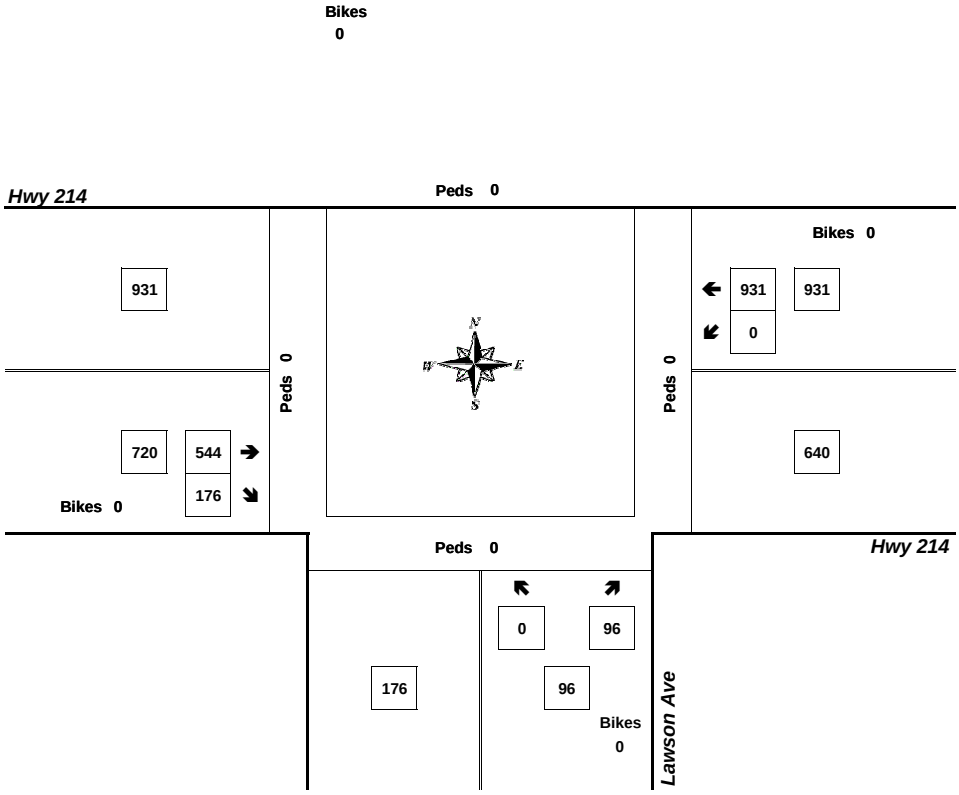
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Lawson Ave & Hwy 214

7:00 AM to 8:00 AM
Tuesday, July 23, 2019

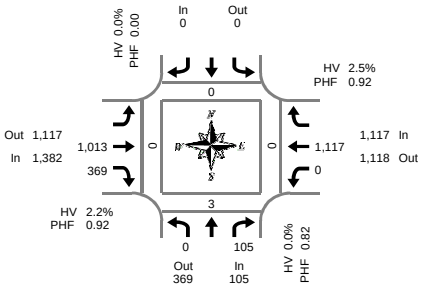


Approach	PHF	HV%	Volume
EB	0.82	7.2%	720
WB	0.90	6.1%	931
NB	0.75	6.3%	96
SB	0.00	0.0%	0
Intersection	0.95	6.6%	1,747

Count Period: 6:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Lawson Ave & Hwy 214

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
4:40 PM to 5:40 PM

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

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
3:00 PM	0		10	0				0	65	24	0	0	77		0	176	0	0	0	0
3:05 PM	0		10	0				0	73	26	0	0	78		0	187	0	0	0	0
3:10 PM	0		5	0				0	60	25	0	0	85		0	175	0	2	0	0
3:15 PM	0		7	0				0	65	27	0	0	88		0	187	0	0	0	0
3:20 PM	0		5	0				0	71	25	0	0	73		0	174	0	0	0	0
3:25 PM	0		12	0				0	67	32	0	0	70		0	181	0	0	0	0
3:30 PM	0		7	0				0	82	21	0	0	69		0	179	0	0	0	0
3:35 PM	0		7	0				0	90	23	0	0	92		0	212	0	0	0	0
3:40 PM	0		8	0				0	66	20	0	0	81		0	175	0	0	0	0
3:45 PM	0		15	0				0	76	32	0	0	83		0	206	0	0	0	0
3:50 PM	0		13	0				0	76	30	0	0	82		0	201	0	0	0	0
3:55 PM	0		12	0				0	79	27	0	0	87		0	205	0	0	0	0
4:00 PM	0		7	0				0	85	32	0	0	90		0	214	0	0	0	0
4:05 PM	0		15	0				0	91	27	0	0	105		0	238	0	0	0	0
4:10 PM	0		5	0				0	91	33	0	0	104		0	233	0	0	0	0
4:15 PM	0		9	0				0	86	30	0	0	88		0	213	0	0	0	0
4:20 PM	0		5	0				0	93	22	0	0	85		0	205	0	0	0	0
4:25 PM	0		7	0				0	71	26	0	0	95		0	199	0	0	0	0
4:30 PM	0		15	0				0	80	28	0	0	79		0	202	0	0	0	0
4:35 PM	0		8	0				0	66	28	0	0	87		0	189	0	0	0	0
4:40 PM	0		8	0				0	84	28	0	0	98		0	218	0	0	0	0
4:45 PM	0		11	0				0	65	32	0	0	91		0	199	0	0	0	0
4:50 PM	0		8	0				0	89	28	0	0	85		0	210	0	0	0	0
4:55 PM	0		7	0				0	90	32	0	0	96		0	225	0	0	0	0
5:00 PM	0		14	0				0	84	26	0	0	106		0	230	0	0	0	0
5:05 PM	0		11	0				0	81	29	0	0	100		0	221	0	0	0	0
5:10 PM	0		4	0				0	88	35	0	0	86		0	213	0	3	0	0
5:15 PM	0		5	0				0	83	24	0	0	114		0	226	0	0	0	0
5:20 PM	0		7	0				0	84	35	0	0	91		0	217	0	0	0	0
5:25 PM	0		11	0				0	98	35	0	0	85		0	229	0	0	0	0
5:30 PM	0		12	0				0	91	31	0	0	83		0	217	0	0	0	0
5:35 PM	0		7	0				0	76	34	0	0	82		0	199	0	0	0	0
5:40 PM	0		11	0				0	63	40	0	0	80		0	194	0	1	0	0
5:45 PM	0		14	0				0	102	20	0	0	86		0	222	0	0	0	0
5:50 PM	0		11	0				0	75	29	0	0	92		0	207	0	0	0	0
5:55 PM	0		7	0				0	56	29	0	0	53		0	145	0	0	0	0
Total Survey	0		330	0				0	2,842	1,025	0	0	3,126		0	7,323	0	6	0	0

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

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes		North	South	East	West
3:00 PM	0		25	0				0	198	75	0	0	240		0	538	0	2	0	0
3:15 PM	0		24	0				0	203	84	0	0	231		0	542	0	0	0	0
3:30 PM	0		22	0				0	238	64	0	0	242		0	566	0	0	0	0
3:45 PM	0		40	0				0	231	89	0	0	252		0	612	0	0	0	0
4:00 PM	0		27	0				0	267	92	0	0	299		0	685	0	0	0	0
4:15 PM	0		21	0				0	250	78	0	0	268		0	617	0	0	0	0
4:30 PM	0		31	0				0	230	84	0	0	264		0	609	0	0	0	0
4:45 PM	0		26	0				0	244	92	0	0	272		0	634	0	0	0	0
5:00 PM	0		29	0				0	253	90	0	0	292		0	664	0	3	0	0
5:15 PM	0		23	0				0	265	94	0	0	290		0	672	0	0	0	0
5:30 PM	0		30	0				0	230	105	0	0	245		0	610	0	1	0	0
5:45 PM	0		32	0				0	233	78	0	0	231		0	574	0	0	0	0
Total Survey	0		330	0				0	2,842	1,025	0	0	3,126		0	7,323	0	6	0	0

Peak Hour Summary
4:40 PM to 5:40 PM

By Approach	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	105	369	474	0	0	0	0	0	1,382	1,117	2,499	0	1,117	1,118	2,235	0	2,604	0	3	0	0
%HV	0.0%				0.0%				2.2%				2.5%				2.2%				
PHF	0.82				0.00				0.92				0.92				0.96				

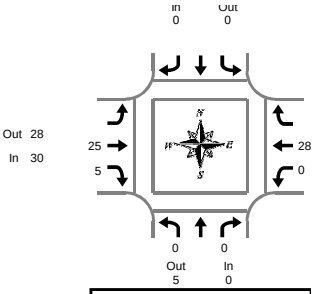
By Movement	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Total
	L		R	Total				Total	T	R	Total	L	T		Total		
Volume	0		105	105				0	1,013	369	1,382	0	1,117		1,117		2,604
%HV	0.0%	NA	0.0%	0.0%	NA	NA	NA	0.0%	2.5%	1.4%	2.2%	0.0%	2.5%	NA	2.5%		2.2%
PHF	0.00		0.82	0.82				0.00	0.93	0.91	0.92	0.00	0.92		0.92		0.96

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

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes	L	T		Bikes			North	South	East	West
3:00 PM	0		111	0				0	870	312	0	0	965		0	2,258		0	2	0	0
3:15 PM	0		113	0				0	939	329	0	0	1,024		0	2,405		0	0	0	0
3:30 PM	0		110	0				0	986	323	0	0	1,061		0	2,480		0	0	0	0
3:45 PM	0		119	0				0	978	343	0	0	1,083		0	2,523		0	0	0	0
4:00 PM	0		105	0				0	991	346	0	0	1,103		0	2,545		0	0	0	0
4:15 PM	0		107	0				0	977	344	0	0	1,096		0	2,524		0	3	0	0
4:30 PM	0		109	0				0	992	360	0	0	1,118		0	2,579		0	3	0	0
4:45 PM	0		108	0				0	992	381	0	0	1,099		0	2,580		0	4	0	0
5:00 PM	0		114	0				0	981	367	0	0	1,058		0	2,520		0	4	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Lawson Ave & Hwy 214

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
4:40 PM to 5:40 PM

Heavy Vehicle 5-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L		R	Total				Total	T	R	Total		T			Total	
3:00 PM	0		0	0				0	2	1	3	0	2			2	5
3:05 PM	0		0	0				0	4	1	5	0	3			3	8
3:10 PM	0		1	1				0	3	2	5	0	2			2	8
3:15 PM	0		0	0				0	4	1	5	0	3			3	8
3:20 PM	0		0	0				0	2	0	2	0	2			2	4
3:25 PM	0		0	0				0	4	1	5	0	5			5	10
3:30 PM	0		0	0				0	5	1	6	0	1			1	7
3:35 PM	0		0	0				0	8	0	8	0	2			2	10
3:40 PM	0		0	0				0	4	0	4	0	2			2	6
3:45 PM	0		0	0				0	2	0	2	0	6			6	8
3:50 PM	0		0	0				0	2	0	2	0	5			5	7
3:55 PM	0		0	0				0	5	1	6	0	4			4	10
4:00 PM	0		0	0				0	4	1	5	0	3			3	8
4:05 PM	0		0	0				0	4	0	4	0	3			3	7
4:10 PM	0		0	0				0	2	1	3	0	6			6	9
4:15 PM	0		0	0				0	1	0	1	0	2			2	3
4:20 PM	0		0	0				0	4	1	5	0	0			0	5
4:25 PM	0		0	0				0	4	2	6	0	5			5	11
4:30 PM	0		0	0				0	1	1	2	0	3			3	5
4:35 PM	0		1	1				0	1	1	2	0	2			2	5
4:40 PM	0		0	0				0	6	0	6	0	2			2	8
4:45 PM	0		0	0				0	1	0	1	0	3			3	4
4:50 PM	0		0	0				0	2	0	2	0	1			1	3
4:55 PM	0		0	0				0	4	0	4	0	1			1	5
5:00 PM	0		0	0				0	3	0	3	0	1			1	4
5:05 PM	0		0	0				0	1	0	1	0	3			3	4
5:10 PM	0		0	0				0	1	1	2	0	4			4	6
5:15 PM	0		0	0				0	0	0	0	0	2			2	2
5:20 PM	0		0	0				0	4	2	6	0	3			3	9
5:25 PM	0		0	0				0	0	1	1	0	2			2	3
5:30 PM	0		0	0				0	1	0	1	0	4			4	5
5:35 PM	0		0	0				0	2	1	3	0	2			2	5
5:40 PM	0		0	0				0	2	1	3	0	3			3	6
5:45 PM	0		0	0				0	2	0	2	0	4			4	6
5:50 PM	0		0	0				0	0	0	0	0	3			3	3
5:55 PM	0		0	0				0	0	0	0	0	0			0	0
Total Survey	0		2	2				0	95	21	116	0	99			99	217

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

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L		R	Total				Total	T	R	Total		T			Total	
3:00 PM	0		1	1				0	9	4	13	0	7			7	21
3:15 PM	0		0	0				0	10	2	12	0	10			10	22
3:30 PM	0		0	0				0	17	1	18	0	5			5	23
3:45 PM	0		0	0				0	9	1	10	0	15			15	25
4:00 PM	0		0	0				0	10	2	12	0	12			12	24
4:15 PM	0		0	0				0	9	3	12	0	7			7	19
4:30 PM	0		1	1				0	8	2	10	0	7			7	18
4:45 PM	0		0	0				0	7	0	7	0	5			5	12
5:00 PM	0		0	0				0	5	1	6	0	8			8	14
5:15 PM	0		0	0				0	4	3	7	0	7			7	14
5:30 PM	0		0	0				0	5	2	7	0	9			9	16
5:45 PM	0		0	0				0	2	0	2	0	7			7	9
Total Survey	0		2	2				0	95	21	116	0	99			99	217

Heavy Vehicle Peak Hour Summary
4:40 PM to 5:40 PM

By Approach	Northbound Lawson Ave			Southbound Lawson Ave			Eastbound Hwy 214			Westbound Hwy 214			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	5	5	0	0	0	30	28	58	28	25	53	58
PHF	0.00			0.00			0.83			0.78			0.85

By Movement	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Total
	L		R	Total				Total	T	R	Total		T			Total	
Volume	0		0	0				0	25	5	30	0	28			28	58
PHF	0.00		0.00	0.00				0.00	0.69	0.42	0.83	0.00	0.78			0.78	0.85

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

Interval Start Time	Northbound Lawson Ave				Southbound Lawson Ave				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L		R	Total				Total	T	R	Total		T			Total	
3:00 PM	0		1	1				0	45	8	53	0	37			37	91
3:15 PM	0		0	0				0	46	6	52	0	42			42	94
3:30 PM	0		0	0				0	45	7	52	0	39			39	91
3:45 PM	0		1	1				0	36	8	44	0	41			41	86
4:00 PM	0		1	1				0	34	7	41	0	31			31	73
4:15 PM	0		1	1				0	29	6	35	0	27			27	63
4:30 PM	0		1	1				0	24	6	30	0	27			27	58
4:45 PM	0		0	0				0	21	6	27	0	29			29	56
5:00 PM	0		0	0				0	16	6	22	0	31			31	53

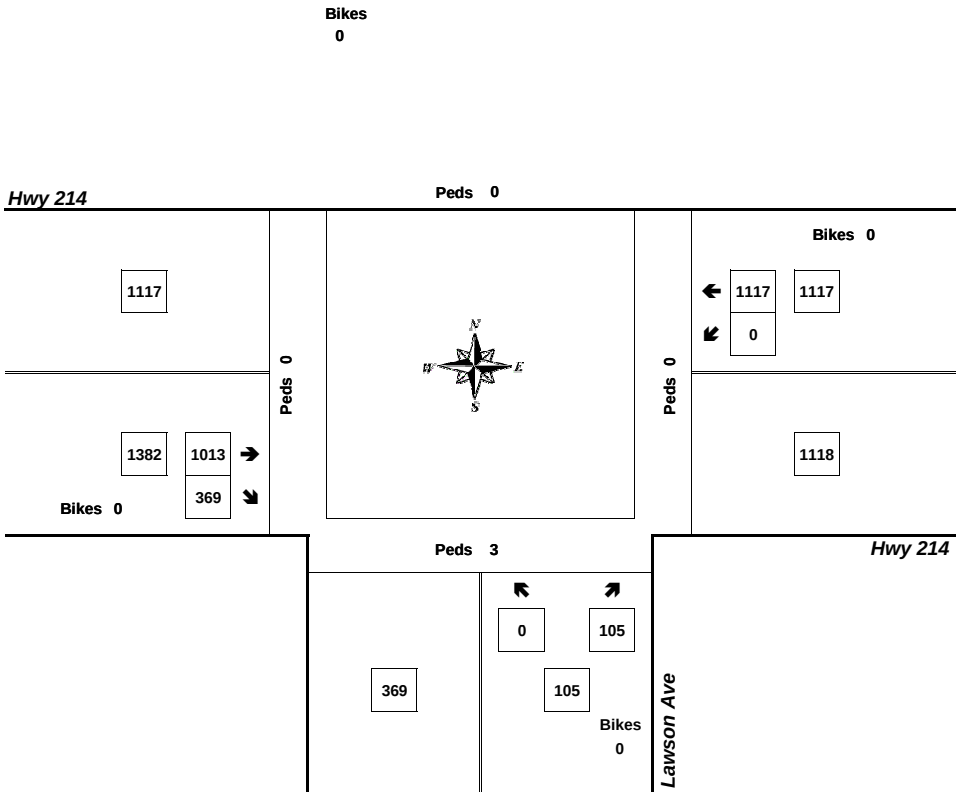
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Lawson Ave & Hwy 214

4:40 PM to 5:40 PM
Tuesday, July 23, 2019

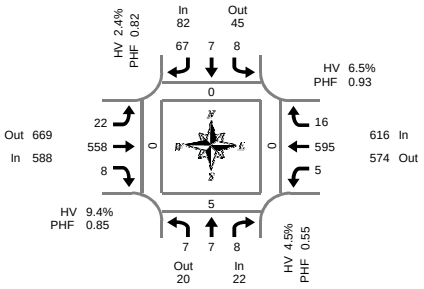


Approach	PHF	HV%	Volume
EB	0.92	2.2%	1,382
WB	0.92	2.5%	1,117
NB	0.82	0.0%	105
SB	0.00	0.0%	0
Intersection	0.96	2.2%	2,604

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:00 AM to 8:00 AM

Oregon Way & Hwy 214

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	0	0	1	0	0	0	3	0	0	30	0	0	0	54	0	0	88	0	0	0	0
6:05 AM	1	0	0	0	0	0	4	0	0	24	0	0	0	68	0	0	97	1	0	0	0
6:10 AM	0	0	0	0	1	0	2	0	1	30	1	0	1	61	1	0	98	0	0	0	0
6:15 AM	1	0	0	0	1	0	2	0	0	39	0	0	1	67	1	0	112	0	1	0	0
6:20 AM	2	0	0	0	0	0	5	0	0	40	2	0	0	55	0	0	104	0	0	0	0
6:25 AM	1	0	0	0	1	0	5	0	2	39	1	0	0	59	0	0	108	2	0	0	0
6:30 AM	0	0	0	0	1	0	5	0	3	43	0	0	0	54	0	0	106	0	0	0	0
6:35 AM	1	0	1	0	0	0	4	0	3	44	0	0	0	59	0	0	112	0	0	0	0
6:40 AM	1	1	2	0	1	0	3	0	1	42	0	0	0	51	1	0	103	0	0	0	0
6:45 AM	0	0	0	0	1	0	7	0	2	49	0	0	0	62	1	0	122	0	0	0	0
6:50 AM	0	1	0	0	0	0	3	0	0	37	2	0	0	35	0	0	78	1	1	0	0
6:55 AM	0	1	0	0	1	0	5	0	0	45	1	2	0	50	0	0	103	2	0	1	0
7:00 AM	0	1	0	0	1	0	6	0	1	51	0	0	0	54	0	0	114	0	0	0	0
7:05 AM	0	0	1	0	1	0	4	0	2	38	1	0	0	55	1	0	103	0	0	0	0
7:10 AM	0	0	0	0	1	2	7	0	1	49	0	0	0	48	0	0	108	0	0	0	0
7:15 AM	0	0	0	0	0	0	7	0	1	41	2	0	1	49	0	0	101	0	0	0	0
7:20 AM	0	0	2	0	2	0	6	0	1	31	1	0	0	57	2	0	102	0	1	0	0
7:25 AM	1	0	2	0	0	0	5	0	2	55	0	0	1	51	2	0	119	0	0	0	0
7:30 AM	1	0	2	0	2	2	5	0	1	37	1	0	1	49	2	0	103	0	0	0	0
7:35 AM	1	0	1	0	1	1	3	0	2	41	2	0	0	45	3	0	100	0	0	0	0
7:40 AM	0	0	0	0	0	1	6	0	4	50	1	0	0	44	1	0	107	0	1	0	0
7:45 AM	3	2	0	0	0	1	6	0	3	54	0	0	0	41	3	0	113	0	0	0	0
7:50 AM	1	1	0	0	0	0	7	0	3	53	0	0	2	59	1	0	127	0	0	0	0
7:55 AM	0	3	0	0	0	0	5	0	1	58	0	0	0	43	1	0	111	0	3	0	0
8:00 AM	2	2	0	0	1	2	1	0	0	52	0	0	0	47	4	0	111	0	0	0	0
8:05 AM	2	4	1	0	2	1	3	0	1	33	0	0	0	45	1	0	93	0	0	0	0
8:10 AM	1	2	0	0	2	0	7	0	3	41	1	0	0	40	1	0	98	0	0	0	0
8:15 AM	1	2	0	0	1	1	3	0	4	39	1	0	1	46	0	0	99	0	3	0	0
8:20 AM	0	2	0	0	1	0	5	0	3	42	0	0	0	47	0	0	100	0	0	0	0
8:25 AM	2	1	1	0	1	0	2	0	2	42	0	0	0	35	1	0	87	0	1	0	0
8:30 AM	2	2	1	0	2	1	2	0	4	41	0	0	1	37	0	0	93	0	0	0	0
8:35 AM	1	0	0	0	1	1	3	0	1	44	1	0	1	38	2	0	93	0	0	0	0
8:40 AM	1	3	1	0	0	0	5	0	1	49	0	0	0	45	4	0	109	0	0	0	0
8:45 AM	1	1	1	0	1	0	3	0	1	44	0	0	1	36	1	0	90	0	0	0	0
8:50 AM	0	1	2	0	2	1	4	0	2	47	1	0	0	38	2	0	100	0	0	0	0
8:55 AM	2	0	0	0	2	2	7	0	2	51	0	0	2	37	3	0	108	0	0	0	0
Total Survey	29	30	19	0	31	16	160	0	58	1,545	19	2	13	1,761	39	0	3,720	6	11	1	0

15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	1	0	1	0	1	0	9	0	1	84	1	0	1	183	1	0	283	1	0	0	0
6:15 AM	4	0	0	0	2	0	12	0	2	118	3	0	1	181	1	0	324	2	1	0	0
6:30 AM	2	1	3	0	2	0	12	0	7	129	0	0	0	164	1	0	321	0	0	0	0
6:45 AM	0	2	0	0	2	0	15	0	2	131	3	2	0	147	1	0	303	3	1	1	0
7:00 AM	0	1	1	0	3	2	17	0	4	138	1	0	0	157	1	0	325	0	0	0	0
7:15 AM	1	0	4	0	2	0	18	0	4	127	3	0	2	157	4	0	322	0	1	0	0
7:30 AM	2	0	3	0	3	4	14	0	7	128	4	0	1	138	6	0	310	0	1	0	0
7:45 AM	4	6	0	0	0	1	18	0	7	165	0	0	2	143	5	0	351	0	3	0	0
8:00 AM	5	8	1	0	5	3	11	0	4	126	1	0	0	132	6	0	302	0	0	0	0
8:15 AM	3	5	1	0	3	1	10	0	9	123	1	0	1	128	1	0	286	0	4	0	0
8:30 AM	4	5	2	0	3	2	10	0	6	134	1	0	2	120	6	0	295	0	0	0	0
8:45 AM	3	2	3	0	5	3	14	0	5	142	1	0	3	111	6	0	298	0	0	0	0
Total Survey	29	30	19	0	31	16	160	0	58	1,545	19	2	13	1,761	39	0	3,720	6	11	1	0

Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	22	20	42	0	82	45	127	0	588	669	1,257	0	616	574	1,190	0	1,308	0	5	0	0
%HV	4.5%				2.4%				9.4%				6.5%				7.5%				
PHF	0.55				0.82				0.85				0.93				0.93				

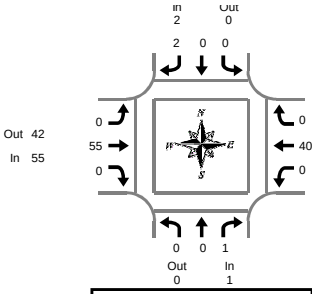
By Movement	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	7	7	8	22	8	7	67	82	22	558	8	588	5	595	16	616	1,308
%HV	0.0%	0.0%	12.5%	4.5%	0.0%	0.0%	3.0%	2.4%	0.0%	9.9%	0.0%	9.4%	0.0%	6.7%	0.0%	6.5%	7.5%
PHF	0.44	0.29	0.33	0.55	0.50	0.44	0.84	0.82	0.55	0.85	0.50	0.85	0.63	0.95	0.57	0.93	0.93

Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	7	3	4	0	7	0	48	0	12	462	7	2	2	675	4	0	1,231	6	2	1	0
6:15 AM	6	4	4	0	9	2	56	0	15	516	7	2	1	649	4	0	1,273	5	2	1	0
6:30 AM	3	4	8	0	9	2	62	0	17	525	7	2	2	625	7	0	1,271	3	2	1	0
6:45 AM	3	3	8	0	10	6	64	0	17	524	11	2	3	599	12	0	1,260	3	3	1	0
7:00 AM	7	7	8	0	8	7	67	0	22	558	8	0	5	595	16	0	1,308	0	5	0	0
7:15 AM	12	14	8	0	10	8	61	0	22	546	8	0	5	570	21	0	1,285	0	5	0	0
7:30 AM	14	19	5	0	11	9	53	0	27	542	6	0	4	541	18	0	1,249	0	8	0	0
7:45 AM	16	24	4	0	11	7	49	0	26	548	3	0	5	523	18	0	1,234	0	7	0	0
8:00 AM	15	20	7	0	16	9	45	0	24	525	4	0	6	491	19	0	1,181	0	4	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Oregon Way & Hwy 214

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
7:00 AM to 8:00 AM

Heavy Vehicle 5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
6:05 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
6:10 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	2	0	2	6
6:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	4	0	4	8
6:20 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	5	0	5	10
6:25 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	6	0	6	10
6:35 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
6:40 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5
6:45 AM	0	0	0	0	0	0	1	1	0	4	0	4	0	4	0	4	9
6:50 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4	6
6:55 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4	6
7:00 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	8
7:05 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4	6
7:10 AM	0	0	0	0	0	0	1	1	0	6	0	6	0	2	0	2	9
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
7:20 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	6	0	6	10
7:25 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	1	0	1	7
7:30 AM	0	0	1	1	0	0	0	0	0	2	0	2	0	7	0	7	10
7:35 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4	6
7:40 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	5	0	5	13
7:50 AM	0	0	0	0	0	0	1	1	0	5	0	5	0	5	0	5	11
7:55 AM	0	0	0	0	0	0	0	0	0	7	0	7	0	3	0	3	10
8:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3	7
8:05 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	5	0	5	10
8:10 AM	0	0	0	0	0	0	1	1	0	7	0	7	0	6	0	6	14
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	6	0	6	10
8:20 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	8	0	8	12
8:25 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	5	0	5	8
8:30 AM	0	1	1	2	0	0	0	0	0	5	0	5	0	4	0	4	11
8:35 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	8	0	8	10
8:40 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	4	0	4	7
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	4	0	4	10
8:50 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	5	0	5	10
8:55 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	7	0	7	15
Total Survey	0	1	2	3	0	0	5	5	0	147	0	147	0	139	0	139	294

Heavy Vehicle 15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	5	0	5	13
6:15 AM	0	0	0	0	0	0	0	0	0	10	0	10	0	9	0	9	19
6:30 AM	0	0	0	0	0	0	0	0	0	11	0	11	0	8	0	8	19
6:45 AM	0	0	0	0	0	0	1	1	0	8	0	8	0	12	0	12	21
7:00 AM	0	0	0	0	0	0	1	1	0	16	0	16	0	6	0	6	23
7:15 AM	0	0	0	0	0	0	0	0	0	13	0	13	0	10	0	10	23
7:30 AM	0	0	1	1	0	0	0	0	0	6	0	6	0	11	0	11	18
7:45 AM	0	0	0	0	0	0	1	1	0	20	0	20	0	13	0	13	34
8:00 AM	0	0	0	0	0	0	1	1	0	16	0	16	0	14	0	14	31
8:15 AM	0	0	0	0	0	0	0	0	0	11	0	11	0	19	0	19	30
8:30 AM	0	1	1	2	0	0	1	1	0	9	0	9	0	16	0	16	28
8:45 AM	0	0	0	0	0	0	0	0	0	19	0	19	0	16	0	16	35
Total Survey	0	1	2	3	0	0	5	5	0	147	0	147	0	139	0	139	294

Heavy Vehicle Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound Oregon Way			Southbound Oregon Way			Eastbound Hwy 214			Westbound Hwy 214			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	0	1	2	0	2	55	42	97	40	56	96	98
PHF	0.25			0.50			0.69			0.71			0.72

By Movement	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	1	1	0	0	2	2	0	55	0	55	0	40	0	40	98
PHF	0.00	0.00	0.25	0.25	0.00	0.00	0.50	0.50	0.00	0.69	0.00	0.69	0.00	0.71	0.00	0.71	0.72

Heavy Vehicle Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	0	0	1	1	0	37	0	37	0	34	0	34	72
6:15 AM	0	0	0	0	0	0	2	2	0	45	0	45	0	35	0	35	82
6:30 AM	0	0	0	0	0	0	2	2	0	48	0	48	0	36	0	36	86
6:45 AM	0	0	1	1	0	0	2	2	0	43	0	43	0	39	0	39	85
7:00 AM	0	0	1	1	0	0	2	2	0	55	0	55	0	40	0	40	98
7:15 AM	0	0	1	1	0	0	2	2	0	55	0	55	0	48	0	48	106
7:30 AM	0	0	1	1	0	0	2	2	0	53	0	53	0	57	0	57	113
7:45 AM	0	1	1	2	0	0	3	3	0	56	0	56	0	62	0	62	123
8:00 AM	0	1	1	2	0	0	2	2	0	55	0	55	0	65	0	65	124

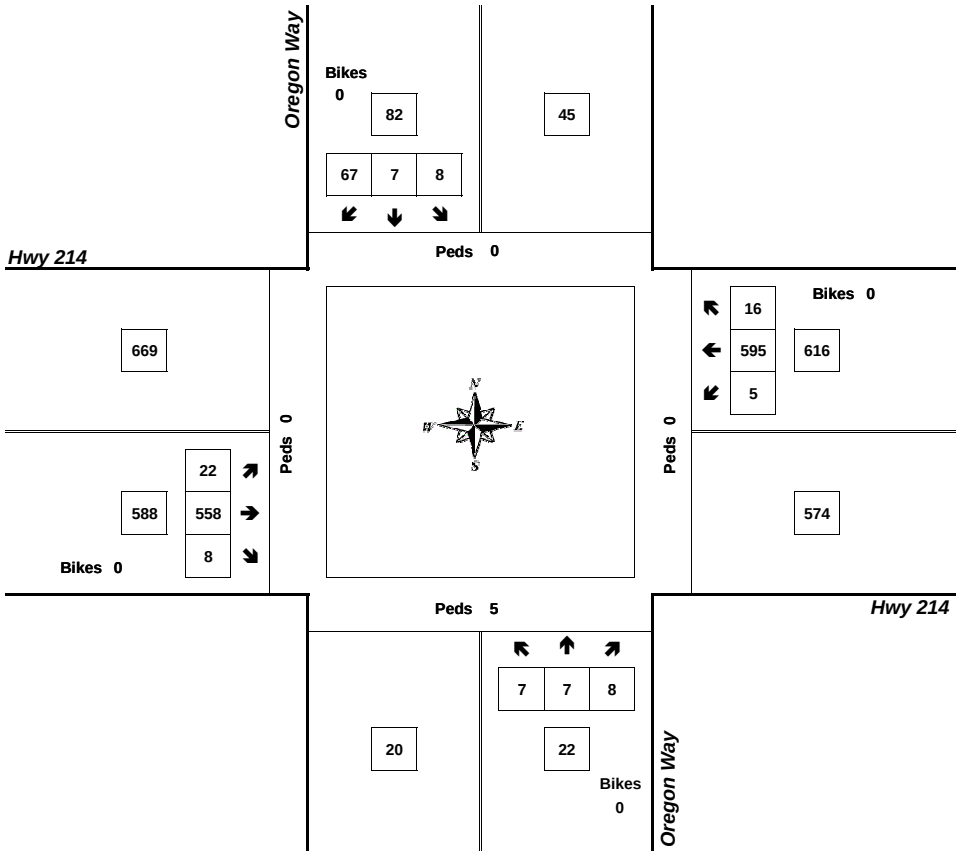
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Oregon Way & Hwy 214

7:00 AM to 8:00 AM
Tuesday, July 23, 2019

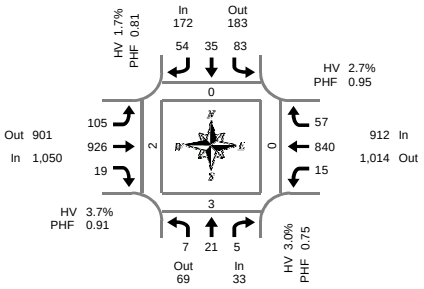


Approach	PHF	HV%	Volume
EB	0.85	9.4%	588
WB	0.93	6.5%	616
NB	0.55	4.5%	22
SB	0.82	2.4%	82
Intersection	0.93	7.5%	1,308

Count Period: 6:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:00 PM to 5:00 PM

Oregon Way & Hwy 214

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

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

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	0	1	0	0	4	2	6	0	8	69	1	0	1	50	3	0	145	0	0	0	0
3:05 PM	4	1	0	0	7	2	6	0	5	79	0	0	0	52	4	0	160	0	0	0	0
3:10 PM	0	3	0	0	2	3	4	0	4	63	2	0	0	57	3	0	141	1	1	1	1
3:15 PM	1	1	0	0	4	2	5	0	7	63	1	0	0	59	2	0	145	0	0	0	0
3:20 PM	2	0	2	0	6	0	7	0	8	58	0	0	1	53	4	0	141	0	0	0	0
3:25 PM	1	2	0	0	0	0	6	0	3	83	2	0	1	47	3	0	148	0	0	0	0
3:30 PM	0	1	1	0	3	2	2	0	9	68	0	0	1	68	5	0	160	0	0	0	0
3:35 PM	2	1	0	0	3	5	7	0	7	88	3	0	2	67	4	0	189	0	0	0	0
3:40 PM	0	3	1	0	7	3	6	0	11	70	1	0	0	51	3	0	156	1	0	0	0
3:45 PM	0	2	1	0	4	0	5	0	8	77	1	0	4	71	3	0	176	0	0	0	0
3:50 PM	1	0	0	0	6	3	2	0	6	76	1	0	0	56	12	0	163	0	0	0	0
3:55 PM	0	1	0	0	5	1	6	0	9	86	0	0	2	59	2	0	171	0	0	0	0
4:00 PM	1	1	0	0	9	1	4	0	7	79	0	0	1	72	5	0	180	0	0	0	0
4:05 PM	1	2	2	0	8	4	5	0	10	75	1	0	1	74	4	0	187	0	2	0	1
4:10 PM	2	0	0	0	8	5	4	0	5	78	2	0	0	76	6	0	186	0	0	0	0
4:15 PM	0	2	0	0	9	2	8	0	9	87	3	0	1	67	5	0	193	0	1	0	1
4:20 PM	0	1	0	0	7	2	3	0	8	95	2	0	3	62	4	0	187	0	0	0	0
4:25 PM	0	1	0	0	7	6	3	0	9	71	4	0	2	63	4	0	170	0	0	0	0
4:30 PM	0	3	2	0	6	2	4	0	4	77	1	0	0	61	4	0	164	0	0	0	0
4:35 PM	1	1	0	0	5	3	1	0	9	66	2	0	2	80	4	0	174	0	0	0	0
4:40 PM	0	1	1	0	4	2	5	0	9	63	1	0	1	66	7	0	160	0	0	0	0
4:45 PM	1	4	0	0	4	1	8	0	13	73	0	0	2	69	3	0	178	0	0	0	0
4:50 PM	1	3	0	0	7	3	4	0	8	77	2	0	2	75	4	0	186	0	0	0	0
4:55 PM	0	2	0	0	9	4	5	0	14	85	1	0	0	75	7	0	202	0	0	0	0
5:00 PM	2	0	2	0	7	1	8	0	5	81	1	0	2	62	2	0	173	0	0	0	0
5:05 PM	1	1	2	0	5	2	4	0	11	71	3	0	0	78	5	0	183	0	0	0	0
5:10 PM	1	0	0	0	8	0	6	0	4	90	2	0	0	76	5	0	192	1	2	0	0
5:15 PM	2	1	0	0	8	0	5	0	8	77	2	0	2	77	2	0	184	0	0	0	0
5:20 PM	4	1	0	0	6	0	7	0	7	84	2	0	1	54	4	0	170	0	0	0	0
5:25 PM	0	1	0	0	4	1	2	0	9	81	2	0	0	58	3	0	161	0	0	0	0
5:30 PM	0	3	3	0	10	3	12	0	13	78	0	0	2	48	4	1	176	0	0	0	0
5:35 PM	1	0	1	0	4	2	4	0	4	68	2	0	1	61	2	0	150	0	0	0	0
5:40 PM	2	0	1	0	3	3	8	0	7	70	1	0	2	52	5	0	154	0	0	0	0
5:45 PM	3	1	0	0	3	1	6	0	7	87	4	0	0	54	0	0	166	0	0	2	0
5:50 PM	0	1	1	0	7	3	3	0	6	79	3	0	1	75	3	0	182	0	0	0	0
5:55 PM	0	0	0	0	7	3	7	0	2	64	0	0	0	35	3	0	121	0	1	0	0
Total Survey	34	46	20	0	206	77	188	0	273	2,736	53	0	38	2,260	143	1	6,074	3	7	3	3

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

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	4	5	0	0	13	7	16	0	17	211	3	0	1	159	10	0	446	1	1	1	1
3:15 PM	4	3	2	0	10	2	18	0	18	204	3	0	2	159	9	0	434	0	0	0	0
3:30 PM	2	5	2	0	13	10	15	0	27	226	4	0	3	186	12	0	505	1	0	0	0
3:45 PM	1	3	1	0	15	4	13	0	23	239	2	0	6	186	17	0	510	0	0	0	0
4:00 PM	4	3	2	0	25	10	13	0	22	232	3	0	2	222	15	0	553	0	2	0	1
4:15 PM	0	4	0	0	23	10	14	0	26	253	9	0	6	192	13	0	550	0	1	0	1
4:30 PM	1	5	3	0	15	7	10	0	22	206	4	0	3	207	15	0	498	0	0	0	0
4:45 PM	2	9	0	0	20	8	17	0	35	235	3	0	4	219	14	0	566	0	0	0	0
5:00 PM	4	1	4	0	20	3	18	0	20	242	6	0	2	216	12	0	548	1	2	0	0
5:15 PM	6	3	0	0	18	1	14	0	24	242	6	0	3	189	9	0	515	0	0	0	0
5:30 PM	3	3	5	0	17	8	24	0	24	216	3	0	5	161	11	1	480	0	0	0	0
5:45 PM	3	2	1	0	17	7	16	0	15	230	7	0	1	164	6	0	469	0	1	2	0
Total Survey	34	46	20	0	206	77	188	0	273	2,736	53	0	38	2,260	143	1	6,074	3	7	3	3

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	33	69	102	0	172	183	355	0	1,050	901	1,951	0	912	1,014	1,926	0	2,167	0	3	0	2
%HV	3.0%				1.7%				3.7%				2.7%				3.1%				
PHF	0.75				0.81				0.91				0.95				0.96				

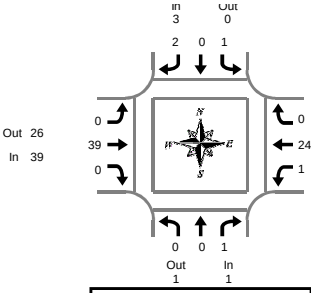
By Movement	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	7	21	5	33	83	35	54	172	105	926	19	1,050	15	840	57	912	2,167
%HV	0.0%	0.0%	20.0%	3.0%	1.2%	0.0%	3.7%	1.7%	0.0%	4.2%	0.0%	3.7%	6.7%	2.9%	0.0%	2.7%	3.1%
PHF	0.44	0.58	0.42	0.75	0.83	0.80	0.79	0.81	0.75	0.89	0.53	0.91	0.63	0.95	0.95	0.95	0.96

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

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	11	16	5	0	51	23	62	0	85	880	12	0	12	690	48	0	1,895	2	1	1	1
3:15 PM	11	14	7	0	63	26	59	0	90	901	12	0	13	753	53	0	2,002	1	2	0	1
3:30 PM	7	15	5	0	76	34	55	0	98	950	18	0	17	786	57	0	2,118	1	3	0	2
3:45 PM	6	15	6	0	78	31	50	0	93	930	18	0	17	807	60	0	2,111	0	3	0	2
4:00 PM	7	21	5	0	83	35	54	0	105	926	19	0	15	840	57	0	2,167	0	3	0	2
4:15 PM	7	19	7	0	78	28	59	0	103	936	22	0	15	834	54	0	2,162	1	3	0	1
4:30 PM	13	18	7	0	73	19	59	0	101	925	19	0	12	831	50	0	2,127	1	2	0	0
4:45 PM	15	16	9	0	75	20	73	0	103	935	18	0	14	785	46	1	2,109	1	2	0	0
5:00 PM	16	9	10	0	72	19	72	0	83	930	22	0	11	730	38	1	2,012	1	3	2	0

Heavy Vehicle Summary

All Traffic Data
Services Inc.
Clay Carney
(503) 833-2740



Oregon Way & Hwy 214

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 5-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	1	0	1	6
3:05 PM	0	0	0	0	0	0	1	1	0	3	0	3	0	4	0	4	8
3:10 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	1	0	1	6
3:15 PM	0	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	5
3:20 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
3:25 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	1	1	2	6
3:30 PM	0	0	1	1	0	0	0	0	0	5	0	5	0	1	1	2	8
3:35 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	2	0	2	7
3:40 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	2	0	2	8
3:45 PM	0	0	1	1	0	0	0	0	0	4	0	4	0	6	0	6	11
3:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
3:55 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3	7
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3	7
4:05 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
4:10 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5
4:15 PM	0	0	0	0	1	0	1	2	0	3	0	3	0	0	0	0	5
4:20 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
4:25 PM	0	0	0	0	0	0	1	1	0	4	0	4	0	4	0	4	9
4:30 PM	0	0	1	1	0	0	0	0	0	5	0	5	0	1	0	1	7
4:35 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
4:40 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
4:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	4	5
4:55 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	2	0	2	7
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
5:05 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
5:10 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:20 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
5:25 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
5:30 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0	1	3
5:35 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:40 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	4	0	4	6
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4	7
5:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	4	4	1	0	4	5	1	103	0	104	1	70	2	73	186

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

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	0	0	1	1	0	13	0	13	0	6	0	6	20
3:15 PM	0	0	0	0	0	0	0	0	1	9	0	10	0	3	1	4	14
3:30 PM	0	0	1	1	0	0	0	0	0	16	0	16	0	5	1	6	23
3:45 PM	0	0	1	1	0	0	0	0	0	9	0	9	0	12	0	12	22
4:00 PM	0	0	0	0	0	0	0	0	0	9	0	9	0	7	0	7	16
4:15 PM	0	0	0	0	1	0	2	3	0	11	0	11	0	4	0	4	18
4:30 PM	0	0	1	1	0	0	0	0	0	10	0	10	0	5	0	5	16
4:45 PM	0	0	0	0	0	0	0	0	0	9	0	9	1	8	0	9	18
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	5	0	5	10
5:15 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	4	0	4	9
5:30 PM	0	0	1	1	0	0	1	1	0	3	0	3	0	6	0	6	11
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	5	0	5	9
Total Survey	0	0	4	4	1	0	4	5	1	103	0	104	1	70	2	73	186

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound Oregon Way			Southbound Oregon Way			Eastbound Hwy 214			Westbound Hwy 214			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	3	0	3	39	26	65	25	41	66	68
PHF	0.25			0.25			0.75			0.69			0.85

By Movement	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	1	1	1	0	2	3	0	39	0	39	1	24	0	25	68
PHF	0.00	0.00	0.25	0.25	0.25	0.00	0.25	0.25	0.00	0.75	0.00	0.75	0.25	0.75	0.00	0.69	0.85

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

Interval Start Time	Northbound Oregon Way				Southbound Oregon Way				Eastbound Hwy 214				Westbound Hwy 214				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	2	2	0	0	1	1	1	47	0	48	0	26	2	28	79
3:15 PM	0	0	2	2	0	0	0	0	1	43	0	44	0	27	2	29	75
3:30 PM	0	0	2	2	1	0	2	3	0	45	0	45	0	28	1	29	79
3:45 PM	0	0	2	2	1	0	2	3	0	39	0	39	0	28	0	28	72
4:00 PM	0	0	1	1	1	0	2	3	0	39	0	39	1	24	0	25	68
4:15 PM	0	0	1	1	1	0	2	3	0	35	0	35	1	22	0	23	62
4:30 PM	0	0	1	1	0	0	0	0	0	29	0	29	1	22	0	23	53
4:45 PM	0	0	1	1	0	0	1	1	0	22	0	22	1	23	0	24	48
5:00 PM	0	0	1	1	0	0	1	1	0	17	0	17	0	20	0	20	39

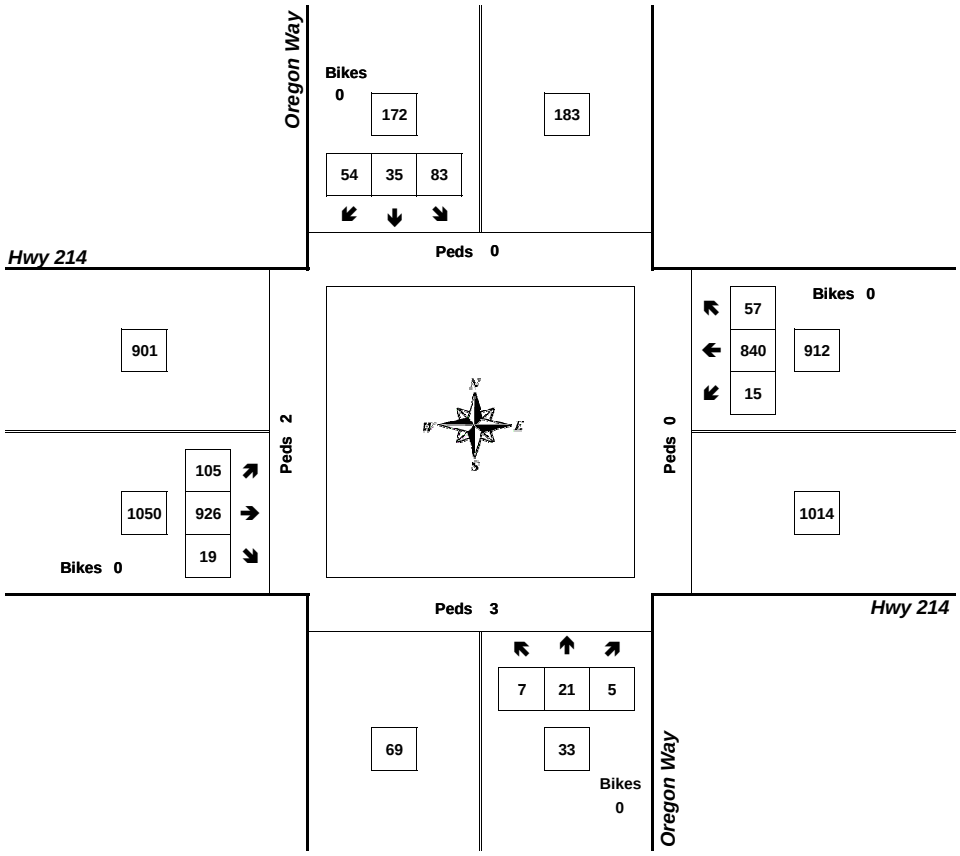
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Oregon Way & Hwy 214

4:00 PM to 5:00 PM
Tuesday, July 23, 2019

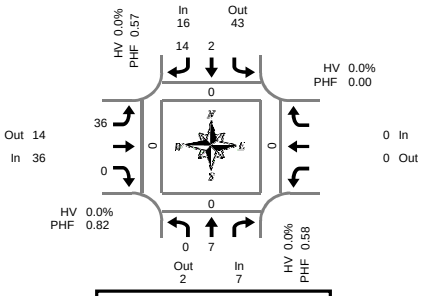


Approach	PHF	HV%	Volume
EB	0.91	3.7%	1,050
WB	0.95	2.7%	912
NB	0.75	3.0%	33
SB	0.81	1.7%	172
Intersection	0.96	3.1%	2,167

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

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Evergreen Rd & Hooper St

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
6:00 AM to 7:00 AM

5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
6:00 AM	0	2		0	0	1		0	4		0	0				0	7	0	0	0	0
6:05 AM	0	0		0	0	2		0	3		0	0				0	5	0	0	0	0
6:10 AM	0	1		0	0	1		0	4		0	0				0	6	0	0	0	0
6:15 AM	0	0		0	0	0		0	2		0	1				0	2	0	0	0	0
6:20 AM	0	0		0	0	1		0	3		0	0				0	4	0	0	0	0
6:25 AM	0	0		0	1	4		0	1		0	0				0	6	0	0	0	0
6:30 AM	0	0		0	0	0		1	3		0	0				0	3	0	0	0	0
6:35 AM	0	0		0	0	2		0	3		0	0				0	5	0	0	0	0
6:40 AM	0	1		0	0	2		0	3		0	0				0	6	0	0	0	0
6:45 AM	0	1		0	0	0		0	1		0	0				0	2	0	0	0	0
6:50 AM	0	1		0	1	0		0	7		0	0				0	9	0	0	0	0
6:55 AM	0	1		0	0	1		0	2		0	0				0	4	0	0	0	0
7:00 AM	0	0		0	0	3		0	3		0	0				0	6	0	0	0	0
7:05 AM	0	1		0	0	0		0	2		0	0				0	3	0	0	0	0
7:10 AM	0	0		0	0	0		0	2		0	0				0	2	1	0	0	0
7:15 AM	0	0		0	0	0		0	2		0	0				0	2	2	0	0	0
7:20 AM	0	0		0	0	1		0	3		0	0				0	4	0	0	0	0
7:25 AM	0	0		0	0	1		0	3		0	0				0	4	0	0	0	0
7:30 AM	0	1		0	0	1		0	0		0	0				0	2	0	0	0	0
7:35 AM	0	0		0	0	1		0	5		0	0				0	6	0	0	0	0
7:40 AM	0	0		0	0	2		0	4		0	0				0	6	1	0	0	0
7:45 AM	0	1		0	0	1		0	1		0	0				0	3	0	0	0	0
7:50 AM	0	1		0	1	2		0	6		0	0				0	10	0	0	0	0
7:55 AM	0	2		0	0	0		0	4		0	0				0	6	0	0	0	0
8:00 AM	0	1		0	0	0		0	2		0	0				0	3	0	0	0	0
8:05 AM	0	0		0	0	0		0	0		0	0				0	0	0	0	0	0
8:10 AM	0	1		0	0	0		0	2		0	0				0	3	0	0	0	0
8:15 AM	0	0		0	0	0		0	1		0	0				0	1	0	0	0	0
8:20 AM	0	1		0	0	1		0	2		0	0				0	4	0	0	0	0
8:25 AM	0	0		0	0	0		0	4		0	0				0	4	0	0	0	0
8:30 AM	0	1		0	0	0		0	3		0	0				0	4	0	0	0	0
8:35 AM	0	0		0	0	0		0	2		0	0				0	2	0	0	0	0
8:40 AM	0	1		0	0	1		0	1		0	0				0	3	0	0	0	0
8:45 AM	0	0		0	0	2		0	2		0	0				0	4	0	0	0	0
8:50 AM	0	0		0	0	2		0	3		1	0				0	6	0	0	0	0
8:55 AM	0	0		0	0	1		0	1		0	0				0	2	0	0	0	0
Total Survey	0	18		0	3	33		1	94		1	1				0	149	4	0	0	0

15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
6:00 AM	0	3		0	0	4		0	11		0	0				0	18	0	0	0	0
6:15 AM	0	0		0	1	5		0	6		0	1				0	12	0	0	0	0
6:30 AM	0	1		0	0	4		1	9		0	0				0	14	0	0	0	0
6:45 AM	0	3		0	1	1		0	10		0	0				0	15	0	0	0	0
7:00 AM	0	1		0	0	3		0	7		0	0				0	11	1	0	0	0
7:15 AM	0	0		0	0	2		0	8		0	0				0	10	2	0	0	0
7:30 AM	0	1		0	0	4		0	9		0	0				0	14	1	0	0	0
7:45 AM	0	4		0	1	3		0	11		0	0				0	19	0	0	0	0
8:00 AM	0	2		0	0	0		0	4		0	0				0	6	0	0	0	0
8:15 AM	0	1		0	0	1		0	7		0	0				0	9	0	0	0	0
8:30 AM	0	2		0	0	1		0	6		0	0				0	9	0	0	0	0
8:45 AM	0	0		0	0	5		0	6		1	0				0	12	0	0	0	0
Total Survey	0	18		0	3	33		1	94		1	1				0	149	4	0	0	0

Peak Hour Summary
6:00 AM to 7:00 AM

By Approach	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	7	2	9	0	16	43	59	1	36	14	50	1	0	0	0	0	59	0	0	0	0
%HV	0.0%				0.0%				0.0%				0.0%				0.0%				
PHF	0.58				0.57				0.82				0.00				0.82				

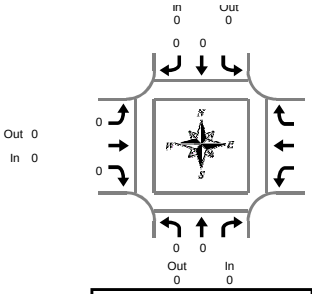
By Movement	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Total
	L	T		Total	T	R		Total	L		R	Total				Total	
Volume	0	7		7	2	14		16	36		0	36				0	59
%HV	0.0%	0.0%	NA	0.0%	NA	0.0%	0.0%	0.0%	0.0%	NA	0.0%	0.0%	NA	NA	NA	0.0%	0.0%
PHF	0.00	0.58		0.58		0.50	0.58	0.57	0.82		0.00	0.82				0.00	0.82

Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes		North	South	East	West
6:00 AM	0	7		0	2	14		1	36		0	1				0	59	0	0	0	0
6:15 AM	0	5		0	2	13		1	32		0	1				0	52	1	0	0	0
6:30 AM	0	5		0	1	10		1	34		0	0				0	50	3	0	0	0
6:45 AM	0	5		0	1	10		0	34		0	0				0	50	4	0	0	0
7:00 AM	0	6		0	1	12		0	35		0	0				0	54	4	0	0	0
7:15 AM	0	7		0	1	9		0	32		0	0				0	49	3	0	0	0
7:30 AM	0	8		0	1	8		0	31		0	0				0	48	1	0	0	0
7:45 AM	0	9		0	1	5		0	28		0	0				0	43	0	0	0	0
8:00 AM	0	5		0	0	7		0	23		1	0				0	36	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Evergreen Rd & Hooper St

Tuesday, July 23, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
6:00 AM to 7:00 AM

Heavy Vehicle 5-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
6:00 AM	0	0		0	0	0	0	0		0	0				0	0
6:05 AM	0	0		0	0	0	0	0		0	0				0	0
6:10 AM	0	0		0	0	0	0	0		0	0				0	0
6:15 AM	0	0		0	0	0	0	0		0	0				0	0
6:20 AM	0	0		0	0	0	0	0		0	0				0	0
6:25 AM	0	0		0	0	0	0	0		0	0				0	0
6:30 AM	0	0		0	0	0	0	0		0	0				0	0
6:35 AM	0	0		0	0	0	0	0		0	0				0	0
6:40 AM	0	0		0	0	0	0	0		0	0				0	0
6:45 AM	0	0		0	0	0	0	0		0	0				0	0
6:50 AM	0	0		0	0	0	0	0		0	0				0	0
6:55 AM	0	0		0	0	0	0	0		0	0				0	0
7:00 AM	0	0		0	0	0	0	1		0	1				0	1
7:05 AM	0	0		0	0	0	0	0		0	0				0	0
7:10 AM	0	0		0	0	0	0	0		0	0				0	0
7:15 AM	0	0		0	0	0	0	0		0	0				0	0
7:20 AM	0	0		0	0	0	0	1		0	1				0	1
7:25 AM	0	0		0	0	0	0	0		0	0				0	0
7:30 AM	0	0		0	0	0	0	0		0	0				0	0
7:35 AM	0	0		0	0	0	0	0		0	0				0	0
7:40 AM	0	0		0	0	0	0	0		0	0				0	0
7:45 AM	0	0		0	0	0	0	0		0	0				0	0
7:50 AM	0	0		0	0	0	0	0		0	0				0	0
7:55 AM	0	0		0	0	0	0	0		0	0				0	0
8:00 AM	0	0		0	0	0	0	0		0	0				0	0
8:05 AM	0	0		0	0	0	0	0		0	0				0	0
8:10 AM	0	0		0	0	0	0	0		0	0				0	0
8:15 AM	0	0		0	0	0	0	0		0	0				0	0
8:20 AM	0	0		0	0	0	0	0		0	0				0	0
8:25 AM	0	0		0	0	0	0	0		0	0				0	0
8:30 AM	0	0		0	0	0	0	0		0	0				0	0
8:35 AM	0	0		0	0	0	0	0		0	0				0	0
8:40 AM	0	1		1	0	1	1	0		0	0				0	2
8:45 AM	0	0		0	0	0	0	0		0	0				0	0
8:50 AM	0	0		0	0	0	0	0		0	0				0	0
8:55 AM	0	0		0	0	0	0	0		0	0				0	0
Total Survey	0	1		1	0	1	1	2		0	2				0	4

Heavy Vehicle 15-Minute Interval Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
6:00 AM	0	0		0	0	0	0	0		0	0				0	0
6:15 AM	0	0		0	0	0	0	0		0	0				0	0
6:30 AM	0	0		0	0	0	0	0		0	0				0	0
6:45 AM	0	0		0	0	0	0	0		0	0				0	0
7:00 AM	0	0		0	0	0	0	1		0	1				0	1
7:15 AM	0	0		0	0	0	0	1		0	1				0	1
7:30 AM	0	0		0	0	0	0	0		0	0				0	0
7:45 AM	0	0		0	0	0	0	0		0	0				0	0
8:00 AM	0	0		0	0	0	0	0		0	0				0	0
8:15 AM	0	0		0	0	0	0	0		0	0				0	0
8:30 AM	0	1		1	0	1	1	0		0	0				0	2
8:45 AM	0	0		0	0	0	0	0		0	0				0	0
Total Survey	0	1		1	0	1	1	2		0	2				0	4

Heavy Vehicle Peak Hour Summary
6:00 AM to 7:00 AM

By Approach	Northbound S Evergreen Rd			Southbound S Evergreen Rd			Eastbound Hooper St			Westbound Hooper St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.00			0.00			0.00			0.00			0.00

By Movement	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	0	0		0	0	0	0	0		0	0				0	0
PHF	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00				0.00	0.00

Heavy Vehicle Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
6:00 AM	0	0		0	0	0	0	0		0	0				0	0
6:15 AM	0	0		0	0	0	0	1		0	1				0	1
6:30 AM	0	0		0	0	0	0	2		0	2				0	2
6:45 AM	0	0		0	0	0	0	2		0	2				0	2
7:00 AM	0	0		0	0	0	0	2		0	2				0	2
7:15 AM	0	0		0	0	0	0	1		0	1				0	1
7:30 AM	0	0		0	0	0	0	0		0	0				0	0
7:45 AM	0	1		1	0	1	1	0		0	0				0	2
8:00 AM	0	1		1	0	1	1	0		0	0				0	2

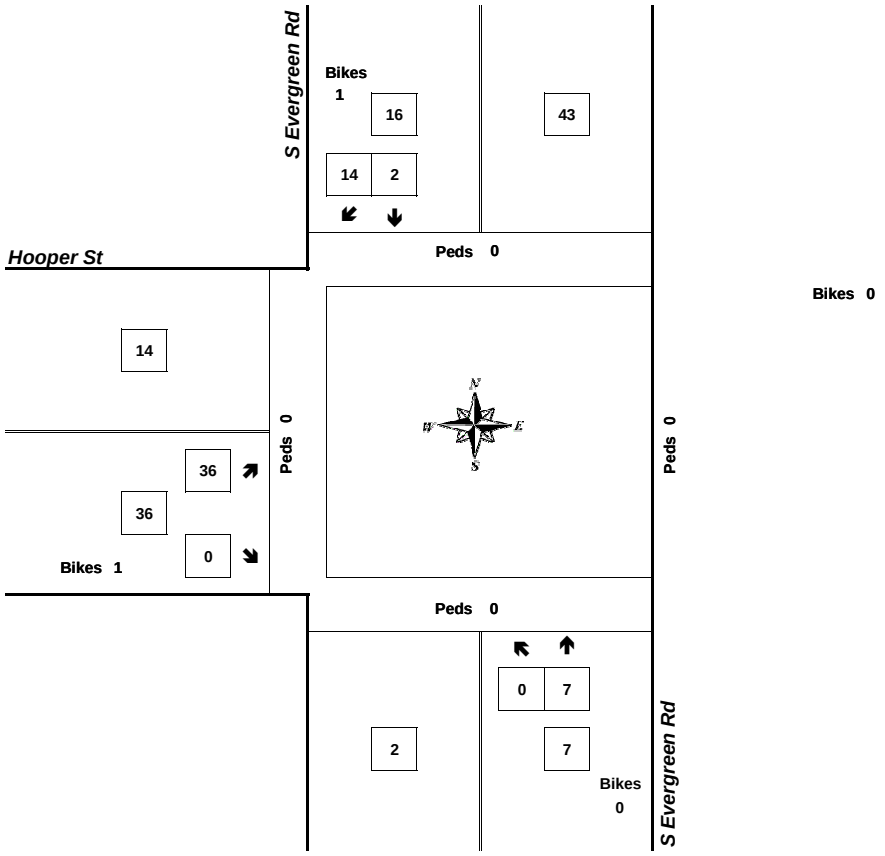
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

S Evergreen Rd & Hooper St

6:00 AM to 7:00 AM
Tuesday, July 23, 2019

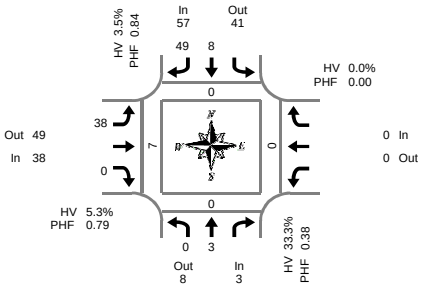


Approach	PHF	HV%	Volume
EB	0.82	0.0%	36
WB	0.00	0.0%	0
NB	0.58	0.0%	7
SB	0.57	0.0%	16
Intersection	0.82	0.0%	59

Count Period: 6:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Evergreen Rd & Hooper St

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
4:00 PM to 5:00 PM

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

Interval Start	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval	Pedestrians Crosswalk			
Time	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes	Total	North	South	East	West
3:00 PM	0	3		0	1	2		0	3		0	0				0	9	0	0	0	2
3:05 PM	0	0		0	2	1		0	0		0	0				0	3	0	0	0	0
3:10 PM	0	1		0	1	1		0	0		0	0				0	3	0	0	0	0
3:15 PM	0	0		0	1	2		0	1		0	0				0	4	0	0	0	0
3:20 PM	0	1		0	0	2		0	0		0	0				0	3	0	0	0	0
3:25 PM	0	0		0	2	2		1	3		0	0				0	7	0	0	0	2
3:30 PM	0	0		0	0	6		0	4		0	0				0	10	0	0	0	0
3:35 PM	1	1		0	1	3		1	1		0	0				0	7	0	0	0	0
3:40 PM	0	2		0	1	3		0	0		0	0				0	6	0	0	0	0
3:45 PM	0	0		0	0	4		0	3		0	0				0	7	0	0	0	0
3:50 PM	0	0		0	1	1		0	1		0	0				0	3	0	0	0	0
3:55 PM	0	0		0	0	2		0	1		0	0				0	3	0	0	0	0
4:00 PM	0	0		0	0	5		0	5		0	0				0	10	0	0	0	0
4:05 PM	0	0		0	1	6		0	4		0	0				0	11	0	0	0	0
4:10 PM	0	1		0	1	4		0	3		0	0				0	9	0	0	0	2
4:15 PM	0	1		0	2	2		0	2		0	0				0	7	0	0	0	0
4:20 PM	0	0		0	1	4		0	3		0	0				0	8	0	0	0	0
4:25 PM	0	0		0	0	4		0	4		0	0				0	8	0	0	0	0
4:30 PM	0	0		0	0	3		0	1		0	0				0	4	0	0	0	0
4:35 PM	0	0		0	0	2		0	2		0	0				0	4	0	0	0	0
4:40 PM	0	0		0	0	8		0	2		0	0				0	10	0	0	0	0
4:45 PM	0	1		0	1	4		0	5		0	0				0	11	0	0	0	5
4:50 PM	0	0		0	0	2		0	2		0	0				0	4	0	0	0	0
4:55 PM	0	0		0	2	5		0	5		0	0				0	12	0	0	0	0
5:00 PM	0	0		0	1	6		0	2		0	0				0	9	0	0	0	0
5:05 PM	0	0		0	1	2		0	5		1	0				0	9	0	0	0	0
5:10 PM	0	1		0	0	5		0	5		0	0				0	11	0	0	0	0
5:15 PM	0	0		0	0	1		0	3		0	0				0	4	0	0	0	0
5:20 PM	0	0		0	1	0		0	5		0	0				0	6	0	0	0	0
5:25 PM	0	0		0	0	2		0	0		0	0				0	2	0	0	0	0
5:30 PM	0	2		0	0	3		0	6		0	0				0	11	0	0	0	0
5:35 PM	0	1		0	0	4		0	2		0	0				0	7	0	0	0	0
5:40 PM	0	0		0	1	3		0	4		1	0				0	9	0	0	0	0
5:45 PM	0	2		0	0	1		0	1		0	0				0	4	0	0	0	2
5:50 PM	0	2		0	1	9		0	2		0	0				0	14	0	0	0	0
5:55 PM	0	1		0	1	3		0	2		0	0				0	7	2	0	0	2
Total Survey	1	20		0	24	117		2	92		2	0				0	256	2	0	0	15

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

Interval Start	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval	Pedestrians Crosswalk			
Time	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes	Total	North	South	East	West
3:00 PM	0	4		0	4	4		0	3		0	0				0	15	0	0	0	2
3:15 PM	0	1		0	3	6		1	4		0	0				0	14	0	0	0	2
3:30 PM	1	3		0	2	12		1	5		0	0				0	23	0	0	0	0
3:45 PM	0	0		0	1	7		0	5		0	0				0	13	0	0	0	0
4:00 PM	0	1		0	2	15		0	12		0	0				0	30	0	0	0	2
4:15 PM	0	1		0	3	10		0	9		0	0				0	23	0	0	0	0
4:30 PM	0	0		0	0	13		0	5		0	0				0	18	0	0	0	0
4:45 PM	0	1		0	3	11		0	12		0	0				0	27	0	0	0	5
5:00 PM	0	1		0	2	13		0	12		1	0				0	29	0	0	0	0
5:15 PM	0	0		0	1	3		0	8		0	0				0	12	0	0	0	0
5:30 PM	0	3		0	1	10		0	12		1	0				0	27	0	0	0	0
5:45 PM	0	5		0	2	13		0	5		0	0				0	25	2	0	0	4
Total Survey	1	20		0	24	117		2	92		2	0				0	256	2	0	0	15

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	3	8	11	0	57	41	98	0	38	49	87	0	0	0	0	0	98	0	0	0	7
%HV	33.3%				3.5%				5.3%				0.0%				5.1%				
PHF	0.38				0.84				0.79				0.00				0.82				

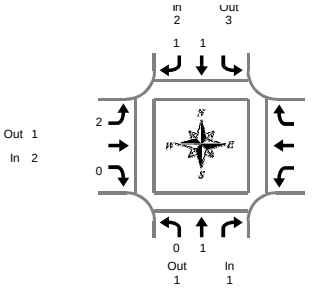
By Movement	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Total
	L	T		Total	T	R		Total	L		R	Total				Total	
Volume	0	3		3	8	49	57		38		0	38				0	98
%HV	0.0%	33.3%	NA	33.3%	NA	12.5%	2.0%	3.5%	5.3%	NA	0.0%	5.3%	NA	NA	NA	0.0%	5.1%
PHF	0.00	0.38		0.38		0.50	0.82	0.84	0.79		0.00	0.79				0.00	0.82

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

Interval Start	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval	Pedestrians Crosswalk			
Time	L	T		Bikes	T	R		Bikes	L		R	Bikes				Bikes	Total	North	South	East	West
3:00 PM	1	8		0	10	29		2	17		0	0				0	65	0	0	0	4
3:15 PM	1	5		0	8	40		2	26		0	0				0	80	0	0	0	4
3:30 PM	1	5		0	8	44		1	31		0	0				0	89	0	0	0	2
3:45 PM	0	2		0	6	45		0	31		0	0				0	84	0	0	0	2
4:00 PM	0	3		0	8	49		0	38		0	0				0	98	0	0	0	7
4:15 PM	0	3		0	8	47		0	38		1	0				0	97	0	0	0	5
4:30 PM	0	2		0	6	40		0	37		1	0				0	86	0	0	0	5
4:45 PM	0	5		0	7	37		0	44		2	0				0	95	0	0	0	5
5:00 PM	0	9		0	6	39		0	37		2	0				0	93	2	0	0	4

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Evergreen Rd & Hooper St

Tuesday, July 23, 2019
3:00 PM to 6:00 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 5-Minute Interval Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
3:00 PM	0	0		0	0	0	0	0		0	0				0	0
3:05 PM	0	0		0	0	0	0	0		0	0				0	0
3:10 PM	0	0		0	0	0	0	0		0	0				0	0
3:15 PM	0	0		0	0	0	0	0		0	0				0	0
3:20 PM	0	0		0	0	0	0	0		0	0				0	0
3:25 PM	0	0		0	0	0	0	0		0	0				0	0
3:30 PM	0	0		0	0	0	0	0		0	0				0	0
3:35 PM	0	0		0	0	0	0	0		0	0				0	0
3:40 PM	0	0		0	0	0	0	0		0	0				0	0
3:45 PM	0	0		0	0	0	0	0		0	0				0	0
3:50 PM	0	0		0	0	0	0	0		0	0				0	0
3:55 PM	0	0		0	0	0	0	0		0	0				0	0
4:00 PM	0	0		0	0	1	1	0		0	0				0	1
4:05 PM	0	0		0	0	0	0	0		0	0				0	0
4:10 PM	0	0		0	0	0	0	0		0	0				0	0
4:15 PM	0	1		1	0	0	0	0		0	0				0	1
4:20 PM	0	0		0	0	0	0	0		0	0				0	0
4:25 PM	0	0		0	0	0	0	1		0	1				0	1
4:30 PM	0	0		0	0	0	0	0		0	0				0	0
4:35 PM	0	0		0	0	0	0	0		0	0				0	0
4:40 PM	0	0		0	0	0	0	0		0	0				0	0
4:45 PM	0	0		0	1	0	1	0		0	0				0	1
4:50 PM	0	0		0	0	0	0	0		0	0				0	0
4:55 PM	0	0		0	0	0	0	1		0	1				0	1
5:00 PM	0	0		0	0	0	0	0		0	0				0	0
5:05 PM	0	0		0	0	0	0	0		0	0				0	0
5:10 PM	0	0		0	0	0	0	0		0	0				0	0
5:15 PM	0	0		0	0	0	0	0		0	0				0	0
5:20 PM	0	0		0	0	0	0	0		0	0				0	0
5:25 PM	0	0		0	0	0	0	0		0	0				0	0
5:30 PM	0	0		0	0	0	0	0		0	0				0	0
5:35 PM	0	0		0	0	0	0	0		0	0				0	0
5:40 PM	0	0		0	0	0	0	0		0	0				0	0
5:45 PM	0	0		0	0	0	0	0		0	0				0	0
5:50 PM	0	0		0	0	0	0	0		0	0				0	0
5:55 PM	0	0		0	0	0	0	0		0	0				0	0
Total Survey	0	1		1	1	1	2	2		0	2				0	5

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

Interval Start Time	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
3:00 PM	0	0		0	0	0	0	0		0	0				0	0
3:15 PM	0	0		0	0	0	0	0		0	0				0	0
3:30 PM	0	0		0	0	0	0	0		0	0				0	0
3:45 PM	0	0		0	0	0	0	0		0	0				0	0
4:00 PM	0	0		0	0	1	1	0		0	0				0	1
4:15 PM	0	1		1	0	0	0	1		0	1				0	2
4:30 PM	0	0		0	0	0	0	0		0	0				0	0
4:45 PM	0	0		0	1	0	1	1		0	1				0	2
5:00 PM	0	0		0	0	0	0	0		0	0				0	0
5:15 PM	0	0		0	0	0	0	0		0	0				0	0
5:30 PM	0	0		0	0	0	0	0		0	0				0	0
5:45 PM	0	0		0	0	0	0	0		0	0				0	0
Total Survey	0	1		1	1	1	2	2		0	2				0	5

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound S Evergreen Rd			Southbound S Evergreen Rd			Eastbound Hooper St			Westbound Hooper St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	2	3	5	2	1	3	0	0	0	5
PHF	0.25			0.50			0.50			0.00			0.63

By Movement	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Total
	L	T		Total	T	R	Total	L		R	Total				Total	
Volume	0	1		1	1	1	2	2		0	2				0	5
PHF	0.00	0.25		0.25	0.25	0.25	0.50	0.50		0.00	0.50				0.00	0.63

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

Interval Start Time	Northbound S Evergreen Rd				Southbound S Evergreen Rd				Eastbound Hooper St				Westbound Hooper St				Interval Total
	L	T		Total	T	R	Total	L		R	Total				Total	
3:00 PM	0	0		0	0	0	0	0		0	0				0	0
3:15 PM	0	0		0	0	1	1	0		0	0				0	1
3:30 PM	0	1		1	0	1	1	1		0	1				0	3
3:45 PM	0	1		1	0	1	1	1		0	1				0	3
4:00 PM	0	1		1	1	1	2	2		0	2				0	5
4:15 PM	0	1		1	1	0	1	2		0	2				0	4
4:30 PM	0	0		0	1	0	1	1		0	1				0	2
4:45 PM	0	0		0	1	0	1	1		0	1				0	2
5:00 PM	0	0		0	0	0	0	0		0	0				0	0

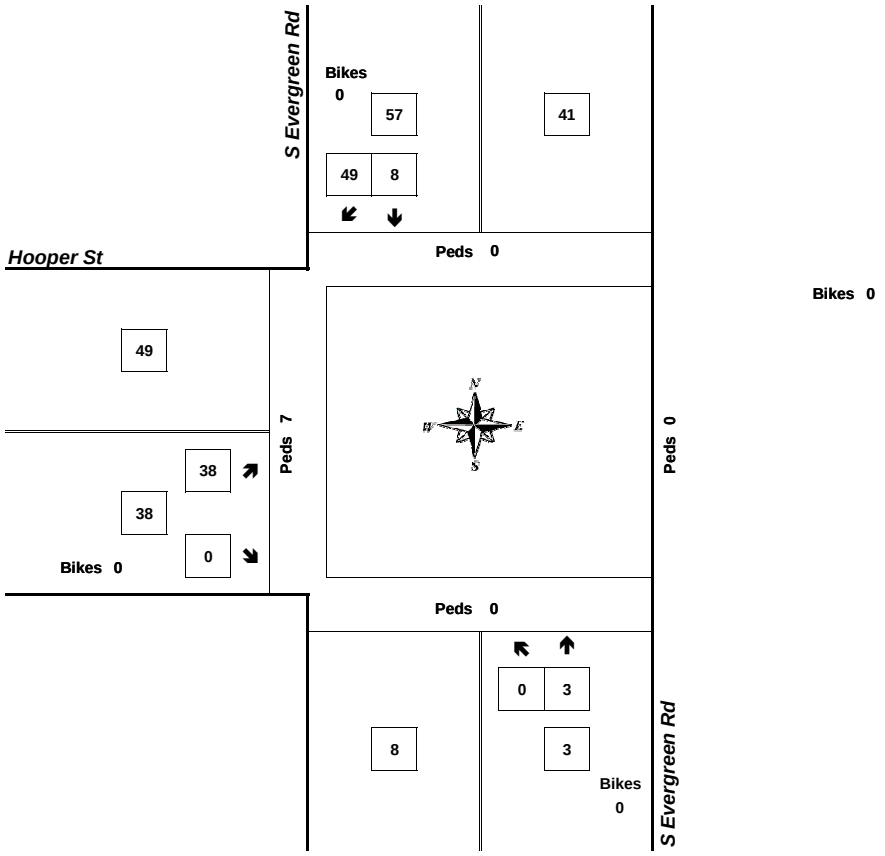
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

S Evergreen Rd & Hooper St

4:00 PM to 5:00 PM
Tuesday, July 23, 2019



Approach	PHF	HV%	Volume
EB	0.79	5.3%	38
WB	0.00	0.0%	0
NB	0.38	33.3%	3
SB	0.84	3.5%	57
Intersection	0.82	5.1%	98

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

CITY OF WOODBURN, MARION COUNTY

EVERGREEN RD at HAYES ST, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

1 - 3 of 3 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J S W U I C O G N H R V L K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00294	N	N	N	01/28/2014	17	EVERGREEN RD	INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											07
NONE				TU	0	HAYES ST	E		STOP SIGN	N	WET	REAR		PRVTE	E -W									000		00
N				7P			06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	40	F	OR-Y		026	000		07
N				45 8 50.611668	-122 52 32.7114119																OR<25					
													02	NONE 0	STOP											
														PRVTE	E -W									011		00
														PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		000	000		00
																					OR<25					
01321	N	N	N	04/16/2014	17	EVERGREEN RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											03
NO RPT				WE	0	HAYES ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	S -N									000		00
N				9P			04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		021	000		03
N				45 8 50.611668	-122 52 32.7114119																UNK					
													02	NONE 0	STRGHT											
														PRVTE	W -E									000		00
														PSNGR CAR		01	DRVR	INJB	43	F	OR-Y		000	000		00
																					OR<25					
03372	N	N	N N	08/19/2017	17	EVERGREEN RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										083	03
CITY				SA	0	HAYES ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	W -E									000		00
N				8P			04	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y	000	000			00
N				45 8 50.61	-122 52 32.71																OR<25					
													01	NONE 0	STRGHT											
														PRVTE	W -E									000		00
														PSNGR CAR		02	PSNG	INJC	41	F		000	000			00
													02	NONE 1	STRGHT											
														PRVTE	S -N									000		00
														SEMI TOW		01	DRVR	NONE	32	M	OTH-Y	021	000	083		03
																					N-RES					

CITY OF WOODBURN, MARION COUNTY

EVERGREEN RD at HILLSBORO-SILV HY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

1 - 4 of 53 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N V	S H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
02454	N	N	N				06/30/2015	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NONE							TU		HILLSBORO-SILV HY	UN		TRF SIGNAL	N	DRY	REAR		PRVTE	UN-UN									000		00
N							10A			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		026	000		29
N							45 9 3.52	-122 52 32.54	014000100S00																UNK					
																02	NONE 0	STOP											
																	PRVTE	UN-UN									011		00
																	PSNGR CAR		01	DRVR	NONE	00	M	UNK OR<25		000	000		00
04185	N	N	N				11/26/2013	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE							TU		HILLSBORO-SILV HY	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E -W									000		00
N							2P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		026	000		07
N							45 9 3.520476	-122 52 32.5341839	014000100S00																OR<25					
																02	NONE 0	STOP											
																	PRVTE	E -W									011		00
																	PSNGR CAR		01	DRVR	INJA	51	M	OR-Y OR<25		000	000		00
																02	NONE 0	STOP											
																	PRVTE	E -W									011		00
																	PSNGR CAR		02	PSNG	INJC	73	M			000	000		00
04428	N	N	N	N	N		12/09/2013	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	PED	01	NONE 0	TURN-L											02
CITY							MO		HILLSBORO-SILV HY	E		TRF SIGNAL	N	DRY	PED		PRVTE	N -E									000		00
N							3P			05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	59	F	OR-Y		029	000		02
N							45 9 3.520476	-122 52 32.5341839	014000100S00																OR<25					
																		- STRGHT	01	PED	INJA	28	M		I XWLK	000	035		00
																		N S											
04540	N	N	N	N	N		12/16/2014	14	EVERGREEN RD	INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT										116	27,07
CITY							TU		HILLSBORO-SILV HY	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E -W									000		00
N							10P			06	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		016,026	038	116	27,07
N							45 9 3.52	-122 52 32.54	014000100S00																OR<25					
																02	NONE 0	STOP											
																	PRVTE	E -W									011		00
																	PSNGR CAR		01	DRVR	NONE	54	M	OR-Y OR<25		000	000		00
03633	N	N	N	N	N		09/04/2017	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											02
CITY							MO		HILLSBORO-SILV HY	E		TRF SIGNAL	N	DRY	TURN		N/A	W -E									000		00
N							12P			04	3		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 9 3.52	-122 52 32.54	014000100S00																UNK					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	M R U G S	J N V	S H L	W R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																02	NONE 9 N/A PSNGR CAR	TURN-R S -E										000 000		00 00
03038	N	N	N			Y	08/10/2015 CITY 12P 45 9 3.51	17 MO 0 -122 52 32.55	EVERGREEN RD HILLSBORO-SILV HY	INTER SE 09	CROSS 3	N R-GRN-SIG	N N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT SW-NE	01	DRVR	NONE	44	M	OR-Y OR>25		016,026	038		27,29 00 27,29
																02	NONE 0 PRVTE PSNGR CAR	STOP SW-NE	01	DRVR	NONE	78	M	OR-Y OR<25		000	011 000		00 00
03681	N	N	N				08/26/2016 CITY 8A 45 9 3.52	17 FR 0 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY	INTER SE 09	CROSS 3	N STOP SIGN	N N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT SW-NE	01	DRVR	NONE	29	F	OR-Y OR<25		016,026	038		27,29 00 27,29
																02	NONE 0 PRVTE PSNGR CAR	STOP SW-NE	01	DRVR	INJC	43	F	OR-Y OR<25		000	011 000		00 00
00703	N	N	N	N	N		02/24/2017 CITY 2P 45 9 3.52	17 FR 0 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY	INTER SE 09	CROSS 3	N YIELD	N N N	CLD WET DAY	S-1STOP REAR PDO	01	NONE 9 N/A PSNGR CAR	STRGHT SW-NE	01	DRVR	NONE	00	Unk	UNK UNK		000	000		29 00 00
																02	NONE 9 N/A PSNGR CAR	STOP SW-NE	01	DRVR	NONE	00	Unk	UNK UNK		000	011 000		00 00
03027	N	N	N				08/09/2015 NONE 2P 45 9 3.51	17 SU 0 -122 52 32.55	EVERGREEN RD HILLSBORO-SILV HY	INTER S 06	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S -N	01	DRVR	NONE	20	M	OR-Y OR<25		026	000		29 00 29
																02	NONE 0 PRVTE PSNGR CAR	STOP S -N	01	DRVR	NONE	61	F	OR-Y OR<25		000	011 000		00 00
02402	N	N	N				02/20/2016 NO RPT 7P 45 9 3.52	17 SA 0 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY	INTER S 06	CROSS 0	N TRF SIGNAL	N N N	UNK UNK DLIT	S-1STOP REAR PDO	01	NONE 9 N/A PSNGR CAR	STRGHT S -N	01	DRVR	NONE	00	Unk	UNK UNK		000	000		29 00 00

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																02	NONE 9	STOP										
																	N/A	S -N									011		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
02695	N	N	N				08/10/2013	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	07
NONE							SA		HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N							7A			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK		026	000		07
N							45 9 3.520476	-122 52 32.5341839	014000100S00															OR<25					
																02	NONE 0	STOP										
																	PRVTE	W -E									011	013	00
																	PSNGR CAR		01	DRVR	NONE	36	M	OR-Y		000	000		00
																								OR<25					
																03	NONE 0	STOP										
																	PRVTE	W -E									022		00
																	PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		000	000		00
																								OR<25					
02823	N	N	N				08/21/2013	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE							WE		HILLSBORO-SILV HY	W		UNKNOWN	N	DRY	REAR		PRVTE	W -E									000		00
N							5P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		026	000		07
N							45 9 3.520476	-122 52 32.5341839	014000100S00															OR>25					
																02	NONE 0	STOP										
																	PRVTE	W -E									011		00
																	PSNGR CAR		01	DRVR	INJC	69	F	OR-Y		000	000		00
																								OR<25					
00430	N	N	N				02/07/2014	14	EVERGREEN RD	INTER	3-LEG	N	N	SNOW	S-1STOP	01	NONE 0	STRGHT											07
NONE							FR		HILLSBORO-SILV HY	W		TRF SIGNAL	N	SNO	REAR		PRVTE	W -E									000		00
N							1P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		026	000		07
N							45 9 3.520548	-122 52 32.5358759	014000100S00															OR<25					
																02	NONE 0	STOP										
																	PRVTE	W -E									011		00
																	PSNGR CAR		01	DRVR	INJC	38	M	OR-Y		000	000		00
																								OR<25					
02287	N	N	N				07/10/2014	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE							TH		HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N							8A			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	OTH-Y		026	000		07
N							45 9 3.520548	-122 52 32.5358759	014000100S00															OR<25					
																02	NONE 0	STOP										
																	PRVTE	W -E									012		00
																	PSNGR CAR		01	DRVR	NONE	43	F	OR-Y		000	000		00
																								OR<25					

CITY OF WOODBURN, MARION COUNTY

EVERGREEN RD at HILLSBORO-SILV HY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

15 - 18 of 53 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J S W DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
02960	N	N	08/05/2015	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NONE			WE		HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N			5P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	OR-Y		026	000		29
N			45 9 3.52	-122 52 32.54	014000100S00															OR>25					
												02	NONE 0	STOP											
													PRVTE	W -E									011		00
													PSNGR CAR		01	DRVR	NONE	61	F	OR-Y		000	000		00
																				OR<25					
01019	N	N	03/11/2016	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											27,29
NO RPT			FR		HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N			5A			06	3		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		016,026	038		27,29
N			45 9 3.52	-122 52 32.54	014000100S00															OR<25					
												02	NONE 0	STOP											
													PRVTE	W -E									011		00
													PSNGR CAR		01	DRVR	INJC	43	M	OR-Y		000	000		00
																				OR<25					
00105	N	N	01/05/2013	14	EVERGREEN RD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	TURN-L										004	07
NONE			SA		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	S -W									000		00
N			7P			04	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		026	000		07
N			45 9 3.520476	-122 52 32.5341839	014000100S00															UNK					
												02	NONE 0	STOP											
													PRVTE	S -W									013	004	00
													PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		000	000		00
																				OR<25					
00633	N	N N	N 02/28/2013	14	EVERGREEN RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY			TH		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	W -E									000		00
N			8P			03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	41	F	OR-Y		000	000		00
N			45 9 3.520476	-122 52 32.5341839	014000100S00															OR<25					
												02	NONE 0	TURN-L											
													PRVTE	E -S									000		00
													PSNGR CAR		01	DRVR	INJC	62	M	OTH-Y		004,028	000		02
																				N-RES					
00511	N	N N	Y 02/13/2014	14	EVERGREEN RD	INTER	3-LEG	N	N	CLD	O-1 L-TURN	01	NONE 0	STRGHT											04
CITY			TH		HILLSBORO-SILV HY	CN		L-GRN-SIG	N	WET	TURN		PRVTE	W -E									000		00
N			6P			03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	43	M	NONE		000	000		00
N			45 9 3.520548	-122 52 32.5358759	014000100S00															OR<25					
												01	NONE 0	STRGHT											
													PRVTE	W -E									000		00
													PSNGR CAR		02	PSNG	INJC	33	M			000	000		00

CITY OF WOODBURN, MARION COUNTY

EVERGREEN RD at HILLSBORO-SILV HY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

19 - 22 of 53 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	M J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
																02	NONE 0	TURN-L									
																	PRVTE	E -S								000	00
																	PSNGR CAR		01	DRVR	INJC	33	M	OR-Y		020	000	04
																								OR<25				
																02	NONE 0	TURN-L									
																	PRVTE	E -S								000	00
																	PSNGR CAR		02	PSNG	NO<5	04	F			000	000	00
																02	NONE 0	TURN-L									
																	PRVTE	E -S								000	00
																	PSNGR CAR		03	PSNG	NO<5	01	M			000	000	00
02511	N	N	N				07/28/2014	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R										02
CITY							MO		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S -E								000	00
N							11A			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	75	F	OR-Y		028	000	02
N							45 9 3.520548	-122 52 32.5358759	014000100S00															OR<25				
																02	NONE 0	STRGHT									
																	PRVTE	W -E								000	00
																	PSNGR CAR		01	DRVR	NONE	52	M	OR-Y		000	000	00
																								OR<25				
03889	N	N	N	Y			11/01/2014	14	EVERGREEN RD	INTER	3-LEG	N	N	CLD	S-STRGHT	01	NONE 0	STRGHT										07
CITY							SA		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E								000	00
N							3P			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		042	000	07
N							45 9 3.52	-122 52 32.54	014000100S00															OR<25				
																02	NONE 0	STRGHT									
																	PRVTE	W -E								000	00
																	PSNGR CAR		01	DRVR	NONE	65	F	OR-Y		000	000	00
																								OR<25				
01776	N	N	N				05/16/2015	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										04
CITY							SA		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	S -N								000	00
N							9A			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	42	M	OR-Y		000	000	00
N							45 9 3.52	-122 52 32.54	014000100S00															OR<25				
																02	NONE 0	STRGHT									
																	PRVTE	E -W								000	00
																	PSNGR CAR		01	DRVR	INJC	83	M	OR-Y		020	000	04
																								OR<25				
02012	N	N	N	Y			06/05/2015	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY							FR		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W								000	00
N							12P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	43	M	OTH-Y		000	000	00
N							45 9 3.52	-122 52 32.54	014000100S00															N-RES				

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N V	S H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																02	NONE 0 PRVTE PSNGR CAR	TURN-L W -N	01	DRVR	INJC	83	F	OR-Y OR<25		028,004	000 000		00 02
02576	N	N	N	N	N		07/08/2015 CITY N N	14 WE 11A 45 9 3.52 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 03	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	NONE	24	F	OR-Y OR<25		000	000		02 00 00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	01	DRVR	INJB	41	F	OR-Y OR<25		028,004	000 000		00 02
02934	N	N	N	N	N		08/04/2015 CITY N N	14 TU 11P 45 9 3.52 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 02	CROSS 0	N TRF SIGNAL	N N	CLR DRY DLIT	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJC	60	F	OR-Y OR<25		000	000		02 00 00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L W -N	01	DRVR	INJC	30	M	OR-Y OR<25		028,004	000 000		00 02
03313	N	N	N	N	N		09/01/2015 CITY N N	14 TU 4P 45 9 3.52 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 02	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	NONE	51	M	OR-Y OR<25		000	000	087	02 00 00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L W -N	01	DRVR	INJB	84	F	OR-Y OR<25		028,004	000 000	087	00 02
03582	N	N	N	Y	N		09/19/2015 CITY N N	14 SA 11A 45 9 3.52 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 03	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	NON-COLL NCOL INJ	01	NONE 0 PRVTE MTRCYCLE	STRGHT W -E	01	DRVR	INJB	58	M	OR-Y OR<25		000	000 007	092,001 092	26 26 26
03695	N	N	N	Y	N		09/26/2015 CITY N N	14 SA 6P 45 9 3.52 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 03	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	INJB	31	M	OR-Y OR<25		000	000		02 00 00
																01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	02	PSNG	INJB	30	F			000	000 000		00 00

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N S	I H V	C R L	O W DAY TIME LAT	DATE CLASS DIST FROM LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
																01	NONE 0	STRGHT										
																	PRVTE	W -E									000	00
																	PSNGR CAR		03	PSNG	INJB	02	F			000	000	00
																01	NONE 0	STRGHT										
																	PRVTE	W -E									000	00
																	PSNGR CAR		04	PSNG	INJB	03	M			000	000	00
																01	NONE 0	STRGHT										
																	PRVTE	W -E									000	00
																	PSNGR CAR		05	PSNG	NO<5	01	M			000	000	00
																02	NONE 0	TURN-L										
																	PRVTE	E -S									000	00
																	PSNGR CAR		01	DRVR	INJC	58	M	OR-Y OR<25		000	000	00
																02	NONE 0	TURN-L										
																	PRVTE	E -S									000	00
																	PSNGR CAR		02	PSNG	INJB	54	F			028	000	02
04378	N	N	N				11/07/2015	14	EVERGREEN RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY		SA							HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	W -E									000	00
N		6P								03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	34	M	OR-Y OR<25		000	000	00
N		45 9 3.52		-122 52 32.54					014000100S00																			
																01	NONE 0	STRGHT										
																	PRVTE	W -E									000	00
																	PSNGR CAR		02	PSNG	INJC	26	M			000	000	00
																01	NONE 0	STRGHT										
																	PRVTE	W -E									000	00
																	PSNGR CAR		03	PSNG	INJC	16	M			000	000	00
																02	NONE 0	TURN-L										
																	PRVTE	E -S									000	00
																	PSNGR CAR		01	DRVR	INJC	29	F	OR-Y OR<25		028,004	000	02
																02	NONE 0	TURN-L										
																	PRVTE	E -S									000	00
																	PSNGR CAR		02	PSNG	INJC	05	M			000	000	00
05001	N	N	N				12/13/2015	14	EVERGREEN RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY		SU							HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	E -S									000	00
N		4P								03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJA	59	F	OR-Y OR<25		028,004	000	02
N		45 9 3.52		-122 52 32.54					014000100S00																			
																02	NONE 0	STRGHT										
																	PRVTE	W -E									000	00
																	PSNGR CAR		01	DRVR	INJC	27	M	NONE OR<25		000	000	00

CITY OF WOODBURN, MARION COUNTY

EVERGREEN RD at HILLSBORO-SILV HY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

31 - 35 of 53 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J S W DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
04534	N	N N	11/17/2015	14	EVERGREEN RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY			TU		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	W -E									000	00
N			11A			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	45	M	OR-Y		000	000	00
N			45 9 3.52	-122 52 32.54	014000100S00															OR<25				
												02	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		01	DRVR	NONE	60	F	OR-Y		004,028	000	02
																				OR<25				
03023	N	N N	08/09/2015	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY			SU		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000	00
N			11P			03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	58	M	OR-Y		000	000	00
N			45 9 3.52	-122 52 32.54	014000100S00															OR<25				
												02	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		01	DRVR	NONE	32	F	OR-Y		028,004	000	02
																				OR<25				
04302	N	N N	Y 11/04/2015	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	U-TURN										02
CITY			WE		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -W									000	00
N			3P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		028	000	02
N			45 9 3.52	-122 52 32.54	014000100S00															OR>25				
												02	NONE 0	STRGHT										
													PRVTE	E -W									000	00
													PSNGR CAR		01	DRVR	NONE	74	M	OR-Y		000	000	00
																				OR<25				
04387	N	N N	11/07/2015	14	EVERGREEN RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY			SA		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	W -E									000	00
N			3P			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y		000	000	00
N			45 9 3.52	-122 52 32.54	014000100S00															OR<25				
												02	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		028,004	000	02
																				OR<25				
01283	N	N N	N N 03/28/2016	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	U-TURN										02
CITY			MO		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -W									000	00
N			10P			02	3		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	22	F	OR-Y		028	000	02
N			45 9 3.52	-122 52 32.54	014000100S00															OR<25				
												02	NONE 0	STRGHT										
													PRVTE	E -W									000	00
													PSNGR CAR		01	DRVR	NONE	28	F	OR-Y		000	000	00
																				OR<25				

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J S W U I C O G N H R K V L	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01323	N	N	N	03/30/2016	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	U-TURN										082	02
CITY				WE		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -W									000		00
N				6P			02	3		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	65	M	OR-Y		028,004	000	082	02
N				45 9 3.52	-122 52 32.54	014000100S00															OR>25					
													02	NONE 0	STRGHT											
														PRVTE	E -W									000		00
														PSNGR CAR		01	DRVR	INJC	24	M	OR-Y		000	000		00
																					OR<25					
02837	N	N	N N	07/07/2016	14	EVERGREEN RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY				TH		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	E -W									000		00
N				1P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	40	F	SUSP		000	000		00
N				45 9 3.52	-122 52 32.54	014000100S00															OR>25					
													01	NONE 0	STRGHT											
														PRVTE	E -W									000		00
														PSNGR CAR		02	PSNG	INJC	18	F			000	000		00
													02	NONE 0	TURN-L											
														PRVTE	W -N									000		00
														PSNGR CAR		01	DRVR	NONE	32	M	OR-Y		028,004	000		02
																					OR>25					
02930	N	N	N Y	07/14/2016	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										013	02
CITY				TH		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000		00
N				12P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	34	F	OR-Y		000	000		00
N				45 9 3.52	-122 52 32.54	014000100S00															OR<25					
													02	NONE 0	TURN-L											
														PRVTE	E -S									000	013	00
														PSNGR CAR		01	DRVR	INJB	24	M	OR-Y		028,004	000		02
																					OR<25					
													03	NONE 0	STOP											
														PRVTE	S -N									012		00
														PSNGR CAR		01	DRVR	INJC	24	M	OTH-Y		000	000		00
																					N-RES					
05078	N	N	N N	11/16/2016	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY				WE		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000		00
N				12P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	61	F	OR-Y		000	000		00
N				45 9 3.52	-122 52 32.54	014000100S00															OR<25					
													02	NONE 0	TURN-L											
														PRVTE	E -S									000		00
														PSNGR CAR		01	DRVR	INJB	16	F	OR-Y		028,004	000		02
																					OR<25					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N V	S H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	02	PSNG	INJB	11	F			000 000	000		00 00
00305	N	N	N				01/22/2016	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT											02
CITY							FR		HILLSBORO-SILV HY	CN		FLASHBCN-A	N	DRY	TURN		N/A	E -W									000		00
N N							3P 45 9 3.52	-122 52 32.54	014000100S00	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
																02	NONE 9 N/A PSNGR CAR	TURN-L W -N	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		00 00
04720	N	N	N		N	N	10/26/2016	14	EVERGREEN RD	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT											04
CITY							WE		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	ANGL		N/A	E -W									000		00
N N							7P 45 9 3.52	-122 52 32.54	014000100S00	02	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
																02	NONE 9 N/A PSNGR CAR	STRGHT S -N	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		00 00
05006	N	N	N		N	N	11/11/2016	14	EVERGREEN RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 9	TURN-L											02
CITY							FR		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		N/A	E -S									000		00
N N							10P 45 9 3.52	-122 52 32.54	014000100S00	03	3		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK UNK		000	000		00
																02	NONE 9 N/A PSNGR CAR	STRGHT W -E	01	DRVR	NONE	00	Unk	UNK UNK		000	000 000		00 00
00034	N	N	N		N	N	01/03/2017	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY							TU		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W									000		00
N N							10P 45 9 3.52	-122 52 32.54	014000100S00	02	3		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	43	M	OR-Y OR<25		000	000		00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L W -N	01	DRVR	INJC	36	F	OR-Y OR<25		028,004	000 000		00 02
00385	N	N	N				01/31/2017	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										013	04
CITY							TU		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W -E									000		00
N N							2P 45 9 3.52	-122 52 32.54	014000100S00	03	3		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	23	F	OR-Y OR<25		020	000		04

CITY OF WOODBURN, MARION COUNTY

EVERGREEN RD at HILLSBORO-SILV HY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

44 - 45 of 53 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N S	I H V	C R L	W O H K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED / LOC	ERROR	ACT	EVENT	CAUSE
																	01	NONE 0	STRGHT										
																		PRVTE	W -E								000		00
																		PSNGR CAR		02	PSNG	NO<5	02	F		000	000		00
																	01	NONE 0	STRGHT										
																		PRVTE	W -E								000		00
																		PSNGR CAR		03	PSNG	NO<5	01	F		000	000		00
																	02	NONE 0	STRGHT										
																		PRVTE	N -S								000	013	00
																		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y OR<25	000	022		00
																	02	NONE 0	STRGHT										
																		PRVTE	N -S								000	013	00
																		PSNGR CAR		02	PSNG	INJC	20	M		000	000		00
																	02	NONE 0	STRGHT										
																		PRVTE	N -S								000	013	00
																		PSNGR CAR		03	PSNG	INJC	39	F		000	000		00
																	03	NONE 0	STOP										
																		PRVTE	S -N								012	013	00
																		PSNGR CAR		01	DRVR	NONE	60	F	OR-Y OR<25	000	022		00
																	04	NONE 0	STOP										
																		PRVTE	S -N								012		00
																		PSNGR CAR		01	DRVR	INJC	36	F	OR-Y OR<25	000	000		00
																	04	NONE 0	STOP										
																		PRVTE	S -N								012		00
																		PSNGR CAR		02	PSNG	INJC	15	M		000	000		00
02923	N	N	N	N	N			07/20/2017	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										04
CITY					TH					HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E								000		00
N N					2P 45 9 3.52			-122 52 32.54		014000100S00	03	3		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	25	F	OTH-Y N-RES	020	000		04
																	01	NONE 0	STRGHT										
																		PRVTE	W -E								000		00
																		PSNGR CAR		02	PSNG	INJC	22	F		000	000		00
																	02	NONE 0	TURN-L										
																		PRVTE	E -S								000		00
																		PSNGR CAR		01	DRVR	NONE	73	M	OTH-Y N-RES	000	000		00
03299	N	N	N	N	N			08/15/2017	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										04
CITY					TU					HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -S								000		00
N N					3P 45 9 3.52			-122 52 32.54		014000100S00	03	3		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y OR<25	097	000		00

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	M R U G S	J N S	S H V	W O R L	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																02	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	INJC	51	M	OR-Y OR<25		097	000 000		00 00
03425	N	N	N				08/22/2017 CITY N N	14 TU 6A 45 9 3.52 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 03	CROSS 3	N TRF SIGNAL	N N	CLR DRY DAWN	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	INJC	53	M	OR-Y OR<25		000	000 000		02 00 00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	01	DRVR	NONE	46	M	OR-Y OR<25		028,004	000 000		00 02
03973	N	N	N				09/23/2017 CITY N N	14 SA 1P 45 9 3.52 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 03	CROSS 3	N TRF SIGNAL	N N	CLR DRY DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	01	DRVR	NONE	27	F	OR-Y OR<25		028,004	000 000		02 00 02
																01	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	02	PSNG	NO<5	01	F			000	000 000		00 00
																01	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	03	PSNG	NO<5	03	F			000	000 000		00 00
																02	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	NONE	52	F	OTH-Y N-RES		000	000 000		00 00
																02	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	02	PSNG	INJB	12	F			000	000 000		00 00
05357	N	N	N	N	N		12/10/2017 CITY N N	14 SU 6A 45 9 3.52 -122 52 32.54	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 03	CROSS 3	N TRF SIGNAL	N N	CLR DRY DAWN	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	01	DRVR	NONE	37	F	OR-Y OR<25		020	000 000		04 00 04
																02	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	INJC	17	F	OR-Y OR<25		000	000 000		00 00

CITY OF WOODBURN, MARION COUNTY

EVERGREEN RD at HILLSBORO-SILV HY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

50 - 53 of 53 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N V	I H L	C S K	O R	W DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
01864	N	N	N	N	N			05/13/2017	14	EVERGREEN RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 9	STRGHT										02
CITY			SA							HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		N/A	W -E								000	00
N			7P								03	3		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 9 3.52						-122 52 32.54	014000100S00															UNK				
																	02	NONE 9	TURN-L										
																		N/A	E -S								000	00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																									UNK				
01895	N	N	N	N	N			05/15/2017	14	EVERGREEN RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 9	U-TURN										02
CITY			MO							HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		N/A	W -W								000	00
N			10A								02	3		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 9 3.52						-122 52 32.54	014000100S00															UNK				
																	02	NONE 9	STRGHT										
																		N/A	E -W								000	00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																									UNK				
03737	N	N	N	N	N			09/10/2017	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT										02
CITY			SU							HILLSBORO-SILV HY	CN		FLASHBCN-A	N	DRY	TURN		N/A	E -W								000	00
N			7P								02	3		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 9 3.52						-122 52 32.54	014000100S00															UNK				
																	02	NONE 9	TURN-L										
																		N/A	W -N								000	00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																									UNK				
05408	N	N	N	N	N			12/13/2017	14	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	TURN-L									087	02
CITY			WE							HILLSBORO-SILV HY	CN		FLASHBCN-A	N	DRY	TURN		N/A	E -S								000	00
N			12P								03	3		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 9 3.52						-122 52 32.54	014000100S00															UNK				
																	02	NONE 9	STRGHT										
																		N/A	W -E								000	00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																									UNK				

CITY OF WOODBURN, MARION COUNTY

EVERGREEN RD at STACY ALLISON WAY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

1 - 4 of 8 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D / D M R J S W / E A U I C O / E L G N H R / D C S V L K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
05447	N N N	12/15/2017	17	EVERGREEN RD	INTER	3-LEG	N	N	CLR	PED	01	NONE 0	TURN-L											02
CITY		FR	0	STACY ALLISON WAY	N		TRF SIGNAL	N	DRY	PED		PRVTE	W -N									000		00
N		1P			05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		029	000		02
N		45 8 56.05	-122 52 32.61																OR<25					
													- STRGHT	01	PED	INJC	69	M		I XWLK	000	000		00
													UN UN											
05092	N N N N N	12/19/2015	17	EVERGREEN RD	INTER	3-LEG	N	N	CLD	S-1STOP	01	NONE 0	STRGHT										013	32,29
CITY		SA	0	STACY ALLISON WAY	W		STOP SIGN	N	DRY	REAR		PRVTE	W -E									000		00
N		3P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	40	F	SUSP		052,026	000		32,29
N		45 8 56.05	-122 52 32.61																OR<25					
											02	NONE 0	STOP											
												PRVTE	W -E									011	013	00
												PSNGR CAR		01	DRVR	NONE	33	F	OR-Y		000	022		00
																			OR<25					
											03	NONE 0	STOP											
												PRVTE	W -E									011	013	00
												PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		000	022		00
																			OR<25					
											04	NONE 0	STOP											
												PRVTE	W -E									011		00
												PSNGR CAR		01	DRVR	INJC	51	F	OR-Y		000	000		00
																			OR<25					
00915	N N N	03/24/2013	17	EVERGREEN RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											32,02
CITY		SU	0	STACY ALLISON WAY	CN		UNKNOWN	N	DRY	TURN		PRVTE	N -S									000		00
N		2P			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	25	F	OR-Y		000	000		00
N		45 8 56.1065279	-122 52 32.522628																OR>25					
											02	NONE 0	TURN-L											
												PRVTE	S -W									000		00
												PSNGR CAR		01	DRVR	NONE	17	M	NONE		052,004,028	000		32,02
																			OR<25					
04259	N N N	12/02/2013	17	EVERGREEN RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NONE		MO	0	STACY ALLISON WAY	CN		STOP SIGN	N	DRY	TURN		PRVTE	E -S									018		00
N		3P			01	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	OR-Y		028	000		02
N		45 8 56.1065279	-122 52 32.522628																OR<25					
											02	NONE 0	TURN-L											
												PRVTE	N -E									019		00
												PSNGR CAR		01	DRVR	NONE	39	M	OR-Y		000	000		00
																			OR<25					

CITY OF WOODBURN, MARION COUNTY

EVERGREEN RD at STACY ALLISON WAY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

5 - 8 of 8 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R G S	J N V	I H L	C O W R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
04583	N	N	N				12/19/2014	17	EVERGREEN RD	INTER	3-LEG	N	N	UNK	ANGL-OTH	01	UNKN 0	TURN-L											02
NONE							FR	0	STACY ALLISON WAY	CN		STOP SIGN	N	UNK	TURN		UNKN	W -N									000	00
N							12A			03	0		N	DLIT	PDO		UNKNOWN		01	DRVR	NONE	00	Unk	UNK		028	000	02
N							45 8 56.05	-122 52 32.61																UNK				
																02	NONE 0	STRGHT										
																	PRVTE	N -S									000	00
																	PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		000	000	00
																								OR<25				
04708	N	N	N				12/29/2014	17	EVERGREEN RD	INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE 1	TURN-R											06
CITY							MO	0	STACY ALLISON WAY	CN		STOP SIGN	N	DRY	TURN		PRVTE	N -W									000	00
N							2P			01	0		N	DAY	PDO		SEMI TOW		01	DRVR	NONE	59	F	OTH-Y		034,031	000	06
N							45 8 56.05	-122 52 32.61																N-RES				
																02	NONE 0	STRGHT										
																	PRVTE	N -S									000	00
																	PSNGR CAR		01	DRVR	NONE	70	F	OR-Y		000	000	00
																								OR<25				
05205	N	N	N				12/24/2015	17	EVERGREEN RD	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 0	TURN-L											02
NONE							TH	0	STACY ALLISON WAY	CN		STOP SIGN	N	WET	TURN		PRVTE	W -N									000	00
N							11A			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		028	000	02
N							45 8 56.05	-122 52 32.61																OR<25				
																02	NONE 0	STRGHT										
																	PRVTE	N -S									000	00
																	PSNGR CAR		01	DRVR	NONE	72	M	OR-Y		000	000	00
																								OR<25				
00547	N	N	N	N	N		02/07/2016	17	EVERGREEN RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L											02
CITY							SU	0	STACY ALLISON WAY	CN		STOP SIGN	N	DRY	TURN		N/A	W -N									000	00
N							5P			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 8 56.05	-122 52 32.61																UNK				
																02	NONE 9	STRGHT										
																	N/A	N -S									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				

CITY OF WOODBURN, MARION COUNTY

HILLSBORO-SILV HY at LAWSON AVE, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

1 - 3 of 4 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R G S	J N V	I H L	C O R K	W	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / TYPE / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES / LICNS LOC	PED ERROR	ACT EVENT	CAUSE
03013	N	N	N					07/25/2017	14	HILLSBORO-SILV HY	INTER	3-LEG	N	N	CLR	S-STRGHT	01	NONE 9	TURN-R									29
NONE								TU		LAWSON AVE	UN		STOP SIGN	N	DRY	REAR		N/A	S -E								000	00
N								4P			00	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
N								45 9 3.65	-122 52 39.03	014000100S00															UNK			
																	02	NONE 9	TURN-R									
																		N/A	S -E								000	00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
																									UNK			
05557	N	N	N					12/22/2017	19	HILLSBORO-SILV HY	INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT									29
CITY								FR	0	LAWSON AVE	S		STOP SIGN	N	WET	REAR		PRVTE	S -N								000	00
N								1P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	35	M	OR-Y	026	000	29
N								45 9 3.65	-122 52 39.03																OR>25			
																	02	NONE 0	STOP									
																		PRVTE	S -N								011	00
																		PSNGR CAR		01	DRVR	INJC	34	F	OR-Y	000	000	00
																									OR<25			
																	02	NONE 0	STOP									
																		PRVTE	S -N								011	00
																		PSNGR CAR		02	PSNG	INJC	30	F		000	000	00
																	02	NONE 0	STOP									
																		PRVTE	S -N								011	00
																		PSNGR CAR		03	PSNG	INJC	50	F		000	000	00
																	02	NONE 0	STOP									
																		PRVTE	S -N								011	00
																		PSNGR CAR		04	PSNG	INJC	60	M		000	000	00
																	02	NONE 0	STOP									
																		PRVTE	S -N								011	00
																		PSNGR CAR		05	PSNG	INJC	00	F		000	000	00
																	02	NONE 0	STOP									
																		PRVTE	S -N								011	00
																		PSNGR CAR		06	PSNG	INJC	00	F		000	000	00
03213	N	N	N					09/19/2013	14	HILLSBORO-SILV HY	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT									07
NONE								TH		LAWSON AVE	W		UNKNOWN	N	DRY	REAR		PRVTE	W -E								000	00
N								7A			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	68	F	OR-Y	026	026	07
N								45 9 3.6531	-122 52 39.0282959	014000100S00															OR>25			
																	02	NONE 0	STOP									
																		UNKN	W -E								011	00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
																									UNK			

CITY OF WOODBURN, MARION COUNTY

HILLSBORO-SILV HY at LAWSON AVE, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

4 - 4 of 4 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V# / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01689	N	N	N			Y	05/21/2014	14	HILLSBORO-SILV HY	INTER	3-LEG	N	N	CLD	BIKE	01 NONE 0	TURN-R											02
CITY							WE		LAWSON AVE	W		STOP SIGN	N	DRY	TURN	PRVTE	S -E									000		00
N							7A			06	0		N	DAY	INJ	PSNGR CAR		01	DRVR	NONE	39	M	OTH-Y		027	000		02
N							45 9 3.6531	-122 52 39.0282959	014000100S00														N-RES					
																	-											
																	STRGHT	01	BIKE	INJB	31	M		I XWLK	000	000		00
																	W E											

CONTINUOUS SYSTEM CRASH LISTING

140: HILLSBORO-SILVERTON

Highway 140 ALL ROAD TYPES, MP 36.70 to 37.19 01/01/2013 to 12/31/2017, Both Add and Non-Add mileage

1 - 3 of 184 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S D M / P R J S W / E A U I C O / E L G N H R / D C S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V# SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	PRTC / P# TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED / LOC	ERROR	ACT	EVENT	CAUSE
03698	N N N N	09/27/2015	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01 NONE 0	STRGHT										27,07
NONE		SU	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E								000		00
N		5P	WOODBURN UA	36.70	SB EF HILLS-SILV C1	03			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	23	F	OR-Y		016,026	038		27,07
N		45 9 3.94	-122 52 57.61		014000100S00		(04)											OR<25					
												02 NONE 0	STOP										
												PRVTE	W -E								011		00
												PSNGR CAR		01 DRVR	INJC	29	F	OR-Y		000	000		00
																		OR<25					
												02 NONE 0	STOP										
												PRVTE	W -E								011		00
												PSNGR CAR		02 PSNG	INJC	33	M			000	000		00
04303	N N N N Y	12/04/2013	MARION	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE 0	TURN-L										05
CITY		WE	WOODBURN	MN 0	HILLSBORO-SILV HY	E		TRF SIGNAL	N	DRY	TURN	PRVTE	NE-E								000		00
N		3P	WOODBURN UA	36.72	SB EX HILLS-SILV C2	05	0		N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	21	M	OR-Y		000	000		00
N		45 9 3.95298	-122 52 56.1019079		014000100S00													OR<25					
												02 NONE 0	STRGHT										
												PRVTE	E -W								006		00
												PSNGR CAR		01 DRVR	INJC	76	F	OR-Y		039	000		05
																		OR<25					
02361	N N N N	07/16/2014	MARION	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01 NONE 0	STRGHT										07
NONE		WE	WOODBURN	MN 0	HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000		00
N		8A	WOODBURN UA	36.72	SB EF HILLS-SILV C1	06	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	71	F	OTH-Y		026	000		07
N		45 9 3.95298	-122 52 56.1019079		014000100S00													N-RES					
												02 NONE 0	STOP										
												PRVTE	W -E								011		00
												PSNGR CAR		01 DRVR	NONE	36	F	OR-Y		000	000		00
																		OR<25					
03424	N N N N Y	10/03/2014	MARION	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01 NONE 0	STRGHT									013	29
CITY		FR	WOODBURN	MN 0	HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000		00
N		7A	WOODBURN UA	36.72	SB EF HILLS-SILV C1	06	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	65	F	OR-Y		014,026	000		29
N		45 9 3.95	-122 52 56.1		014000100S00													OR>25					
												02 NONE 0	STOP										
												PRVTE	W -E								011	013	00
												PSNGR CAR		01 DRVR	INJC	29	F	OTH-Y		000	000		00
																		N-RES					
												02 NONE 0	STOP										
												PRVTE	W -E								011	013	00
												PSNGR CAR		02 PSNG	INJC	26	F			000	000		00

SER# / INVEST / RD DPT / UNLOC?	S P / E / L / D	A / C	D R / U / G	M J / I / N / V	S / C / H / L	W / O / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	03	NONE 0 PRVTE PSNGR CAR	STOP W -E	01	DRVR	NONE	38	M	OR-Y OR<25		000	011 000		00 00
00131 CITY	N	N	N	N	Y		01/14/2015 WE	MARION WOODBURN	1 14 MN 0	HILLSBORO-SILV HY	INTER W	CROSS	N TRF SIGNAL	N N	CLR DRY	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT W -E										000		27,07 00
N							8P	WOODBURN UA	36.72	SB EF HILLS-SILV C1	06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		016,043,026	038		27,07
N							45 9 3.95	-122 52 56.1		014000100S00															OR<25					
																	02	NONE 0 PRVTE PSNGR CAR	STOP W -E	01	DRVR	INJC	61	F	OR-Y OR<25		000	011 000		00 00
00431 NONE	N	N	N	N			02/11/2013 MO	MARION WOODBURN	1 14 MN 0	HILLSBORO-SILV HY	INTER CN	CROSS	N TRF SIGNAL	N N	CLR DRY	O-OTHER TURN	01	NONE 0 PRVTE	TURN-L E -SE										000		04 00
N							9P	WOODBURN UA	36.72	SB EF HILLS-SILV C1	03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		097	000		00
N							45 9 3.95298	-122 52 56.1019079		014000100S00															OR<25					
																	02	NONE 0 PRVTE PSNGR CAR	TURN-R W -SE	01	DRVR	NONE	00	F	OTH-Y N-RES		097	000 000		00 00
02442 CITY	N	N	N	N	N	N	07/22/2013 MO	MARION WOODBURN	1 14 MN 0	HILLSBORO-SILV HY	INTER CN	3-LEG	N TRF SIGNAL	N N	CLR DRY	O-1 L-TURN TURN	01	NONE 0 PRVTE	STRGHT W -E										000		02 00
N							1P	WOODBURN UA	36.72	SB EF HILLS-SILV C1	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	64	F	EXP		000	000		00
N							45 9 3.95298	-122 52 56.1019079		014000100S00															OR<25					
																	02	NONE 0 PRVTE PSNGR CAR	TURN-L E -SE	01	DRVR	INJC	90	M	OR-Y OR<25		004,028	000 000		00 02
82225 NONE	N	N	N	N			05/17/2016 TU	MARION WOODBURN	1 14 MN 0	HILLSBORO-SILV HY	INTER CN	CROSS	N TRF SIGNAL	N N	CLR DRY	O-1 L-TURN TURN	01	NONE 0 PRVTE	STRGHT W -E										000		02 00
N							2P	WOODBURN UA	36.72	SB EF HILLS-SILV C1	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	33	M	OR-Y		000	000		00
N							45 9 3.95	-122 52 56.1		014000100S00															OR<25					
																	02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	01	DRVR	NONE	21	F	OR-Y OR<25		028,004	000 000		00 02
																	02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	02	PSNG	INJC	17	M			000	000 000		00 00

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J U N V	S I H L	C N R K	W O	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																			02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	03	PSNG	INJC	17	M			000 000	000		00 00
00435	Y	N	N	N	N	N	N	02/10/2013	MARION	1	14		INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE 0	TURN-L										066	32,30,08
CITY							SU	WOODBURN	MN 0	HILLSBORO-SILV HY		E		TRF SIGNAL	N	DRY	FIX		PRVTE	NE-E								001	066	00
N							2P	WOODBURN UA	36.73	SB EX HILLS-SILV C2		05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y		052,050,081	017		32,30
N							45 9 3.955788	-122 52 55.3383479				014000100S00															OR<25					
02440	N	N	N	N		Y	07/22/2014	MARION	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT												04
CITY							TU	WOODBURN	MN 0	HILLSBORO-SILV HY		CN		TRF SIGNAL	N	WET	TURN		PRVTE	E -W								000		00
N							5A	WOODBURN UA	36.73	SB EX HILLS-SILV C2		01	0		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		020	000		04
N							45 9 3.955824	-122 52 55.338384				014000100S00															UNK					
																			02	NONE 0 PRVTE PSNGR CAR	TURN-L NE-E	01	DRVR	NONE	46	M	OR-Y OR<25		000 000	000		00 00
04513	N	N	N	N		Y	08/16/2016	MARION	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT												33,04
CITY							TU	WOODBURN	MN 0	HILLSBORO-SILV HY		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W								000		00
N							2P	WOODBURN UA	36.73	SB EX HILLS-SILV C2		01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	42	F	OR-Y		051,020	000		33,04
N							45 9 3.96	-122 52 55.34				014000100S00															OR>25					
																			02	NONE 0 PRVTE PSNGR CAR	TURN-L NE-E	01	DRVR	INJA	73	F	OR-Y OR>25	000	000 000	000		00 00
03295	N	N	N	N	N	N	08/03/2016	MARION	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT												04
STATE							WE	WOODBURN	MN 0	HILLSBORO-SILV HY		CN		TRF SIGNAL	N	DRY	TURN		N/A	E -W								000		00
N							10P	WOODBURN UA	36.73	SB EX HILLS-SILV C2		01	1		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 9 3.96	-122 52 55.34				014000100S00															UNK					
																			02	NONE 9 N/A PSNGR CAR	TURN-L N -E	01	DRVR	NONE	00	Unk	UNK UNK		000 000	000		00 00
01406	N	N	N	N	N	N	04/11/2017	MARION	1	14		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT												04
CITY							TU	WOODBURN	MN 0	HILLSBORO-SILV HY		CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W								022		00
N							5P	WOODBURN UA	36.73	SB EX HILLS-SILV C2		01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	86	F	OR-Y		020	022		04
N							45 9 3.96	-122 52 55.44				014000100S00															OR<25					
																			02	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	01	DRVR	INJC	46	F	OR-Y OR<25	000	000 000	000		00 00

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J N V	S I H L	C O R K	W DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																		03	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	01	DRVR	NONE	33	M	OR-Y OR<25		000	022 022		00 00
05149 CITY	N	N	N	N	N	N	11/30/2017 TH	MARION WOODBURN	1 MN	11 0	HILLSBORO-SILV HY	INTER CN	3-LEG	N TRF SIGNAL	N N	RAIN WET	ANGL-OTH TURN	01	NONE 0 PRVTE	STRGHT E -W									000	04 00
N							10A	WOODBURN UA	36.73		SB EX HILLS-SILV C2	01	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	62	F	OTH-Y		097	000		00
N							45 9 3.96	-122 52 55.44			014000100S00															N-RES					
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L N -E	01	DRVR	INJC	21	F	OR-Y OR<25		097	000 000		00 00
02901 CITY	N	N	N	N		Y	08/01/2015 SA	MARION WOODBURN	1 MN	11 0	HILLSBORO-SILV HY	INTER CN	CROSS	N TRF SIGNAL	N N	CLR DRY	O-STRGHT HEAD	01	NONE 0 PRVTE	STRGHT W -E									000	05 00
N							11P	WOODBURN UA	36.73		SB EX HILLS-SILV C2	02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	26	M	NONE OR<25		080	000		05
																		01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	02	PSNG	INJC	57	M			000	000 000		00 00
																		02	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJB	19	F	OR-Y OR<25		000	000 000		00 00
																		02	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	02	PSNG	INJB	23	M			000	000 000		00 00
01960 NONE	N	N	N	N			05/19/2017 FR	MARION WOODBURN	1 MN	14 0	HILLSBORO-SILV HY	INTER CN	3-LEG	N TRF SIGNAL	N N	CLR DRY	S-STRGHT REAR	01	NONE 0 PRVTE	STRGHT E -W									000	29 00
N							5P	WOODBURN UA	36.73		SB EX HILLS-SILV C2	02	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	69	M	OR-Y OR<25		042	000		29
N							45 9 3.96	-122 52 55.44			014000100S00																				
																		02	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJC	37	M	OR-Y OR<25		000	000 000		00 00
01062 NONE	N	N	N	N			03/22/2015 SU	MARION WOODBURN	1 MN	14 0	HILLSBORO-SILV HY	STRGHT E	(NONE)	Y L-GRN-SIG	N N	RAIN WET	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT E -W									000	29 00
N							1P	WOODBURN UA	36.75		SB EX HILLS-SILV C2	05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y OR<25		026	000		29
N							45 9 3.91	-122 52 53.8			014000100S00		(05)																		
																		02	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	NONE	50	M	OR-Y OR<25		000	012 000		00 00

Highway 140 ALL ROAD TYPES, MP 36.70 to 37.19 01/01/2013 to 12/31/2017, Both Add and Non-Add mileage

18 - 21 of 184 Crash records shown.

	S D M																						
SER#	P R J S W	DATE	COUNTY	RD# FC	CONN#	RD CHAR	INT-TYPE						SPCL USE										
INVEST	E A U I C O	DAY	CITY	COMPNT	FIRST STREET	DIRECT	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH		TRLR QTY	MOVE			A	S					
RD DPT	E L G N H R	TIME	URBAN AREA	MLG TYP	SECOND STREET	LOCTN	LEGS	TRAF-	RNDBT	SURF	COLL		OWNER	FROM	PRTC	INJ	G	E	LICNS	PED			
UNLOC?	D C S V L K	LAT	LONG	MILEPNT	LRS		(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P# TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT EVENT	CAUSE
04515	N N N N Y	12/15/2014	MARION	1 14		STRGHT		N	N	CLD	S-STRGHT	01	NONE 0	STRGHT									13
CITY		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	E	(NONE)	NONE	N	DRY	SS-O		PRVTE	W -E								000	00
N		8P	WOODBURN UA	36.76	SB EF HILLS-SILV C1	03			N	DLIT	PDO		PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		045	000	13
N		45 9 3.89	-122 52 53.03		014000100S00		(02)												UNK				
												02	NONE 0	STRGHT									
													PRVTE	W -E								000	00
													PSNGR CAR		01 DRVR	NONE	21	M	OR-Y		000	000	00
																			OR<25				
04014	N N N N	11/13/2013	MARION	1 14		BRIDGE		N	N	CLR	S-1STOP	01	NONE 0	STRGHT									07
NONE		WE	WOODBURN	MN 0	HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W								000	00
N		5P	WOODBURN UA	36.76	SB EX HILLS-SILV C2	04			N	DUSK	INJ		PSNGR CAR		01 DRVR	NONE	38	F	OR-Y		026	000	07
N		45 9 3.894624	-122 52 53.04144		014000100S00		(02)												OR<25				
												02	NONE 0	STOP									
													PRVTE	E -W								011	00
													PSNGR CAR		01 DRVR	INJC	35	F	OR-Y		000	000	00
																			OR<25				
03043	N N N N	09/02/2013	MARION	1 14		BRIDGE		N	N	CLR	S-1STOP	01	NONE 0	STRGHT									07
NONE		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W								000	00
N		11A	WOODBURN UA	36.76	SB EX HILLS-SILV C2	04			N	DAY	PDO		PSNGR CAR		01 DRVR	NONE	18	F	OR-Y		026	000	07
N		45 9 3.894624	-122 52 53.04144		014000100S00		(02)												OR>25				
												02	NONE 0	STOP									
													PRVTE	E -W								011	00
													PSNGR CAR		01 DRVR	NONE	37	F	OR-Y		000	000	00
																			OR<25				
01563	N N N N	05/11/2014	MARION	1 14		BRIDGE		N	N	CLR	S-1STOP	01	NONE 0	STRGHT									07
NO RPT		SU	WOODBURN	MN 0	HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W								000	00
N		12P	WOODBURN UA	36.77	SB EX HILLS-SILV C2	00			N	DAY	PDO		PSNGR CAR		01 DRVR	NONE	18	M	OR-Y		026	000	07
N		45 9 3.8736719	-122 52 52.254012		014000100S00		(04)												OR<25				
												02	NONE 0	STOP									
													PRVTE	E -W								011	00
													PSNGR CAR		01 DRVR	NONE	52	M	OR-Y		000	000	00
																			OR<25				
02957	N N N N	09/01/2013	MARION	1 14		BRIDGE		N	N	CLR	S-1STOP	01	NONE 0	STRGHT								013	07
NONE		SU	WOODBURN	MN 0	HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W								000	00
N		2P	WOODBURN UA	36.77	SB EX HILLS-SILV C2	04			N	DAY	INJ		PSNGR CAR		01 DRVR	NONE	62	M	OR-Y		026	000	07
N		45 9 3.8742479	-122 52 52.276404		014000100S00		(02)												UNK				
												02	NONE 0	STOP									
													PRVTE	E -W								011 013	00
													PSNGR CAR		01 DRVR	INJC	53	M	OTH-Y		000	000	00
																			N-RES				

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J N V	S I H L	C O R K	W DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	03	NONE 1	STOP										
																		PRVTE	E -W									022		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00291	N	N	N	N	Y		01/29/2015	MARION	1 14		BRIDGE		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	27,07
CITY							TH	WOODBURN	MN 0	HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W								000		00
N							2P	WOODBURN UA	36.77	SB EX HILLS-SILV C2	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		016,026	038		27,07
N							45 9 3.87	-122 52 52.25		014000100S00		(02)													OR<25					
																	02	NONE 0	STOP										
																		PRVTE	E -W									011	013	00
																		PSNGR CAR		01	DRVR	INJC	43	M	OR-Y		000	022		00
																									OR<25					
																	03	NONE 0	STOP										
																		PRVTE	E -W									011	013	00
																		PSNGR CAR		01	DRVR	NONE	77	F	OR-Y		000	022		00
																									OR<25					
																	03	NONE 0	STOP										
																		PRVTE	E -W									011	013	00
																		PSNGR CAR		02	PSNG	INJC	54	F			000	000		00
																	04	NONE 0	STOP										
																		PRVTE	E -W									011		00
																		PSNGR CAR		01	DRVR	NONE	64	F	OR-Y		000	000		00
																									OR<25					
03069	Y	N	N	N	N	N	07/29/2017	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT										013,093	32,27,01
CITY							SA	WOODBURN	MN 0	HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W								000		00
N							10A	WOODBURN UA	36.77	SB EF HILLS-SILV C4	05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	29	F	OR-Y		052,047,026	038	093	32,27,01
N							45 9 3.88	-122 52 52.45		014000100S00		(04)													OR<25					
																	02	NONE 0	STOP										
																		PRVTE	E -W									011	013	00
																		PSNGR CAR		01	DRVR	INJC	21	M	OR-Y		000	022		00
																									OR>25					
																	03	NONE 0	STOP										
																		PRVTE	E -W									011		00
																		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y		000	000		00
																									OR<25					
02624	N	N	N	N			08/05/2013	MARION	1 14		BRIDGE		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE							MO	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E								000		00
N							4P	WOODBURN UA	36.79	NB EX HILLS-SILV C1	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		026	000		07
N							45 9 3.8341799	-122 52 50.6833679		014000100S00		(02)													OR<25					
																	02	NONE 0	STOP										
																		PRVTE	W -E									011		00
																		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y		000	000		00
																									OR>25					

SER# / INVEST / RD DPT / UNLOC?	S D M / P R J S W / E A U I C O / E L G N H R / D C S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A / G / E	S / E / X	LICNS / RES	PED / LOC	ERROR	ACT	EVENT	CAUSE
01972	N N N N	05/21/2017	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NO RPT		SU	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E									000		00
N		8P	WOODBURN UA	36.81	NB EF HILLS-SILV C3	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	40	M	OR-Y		026	000		29
N		45 9 3.81	-122 52 49.47		014000100S00		(04)													OR<25					
												02	NONE 0	STOP											
													PRVTE	W -E									011		00
													PSNGR CAR		01	DRVR	INJC	22	F	OR-Y		000	000		00
																				OR<25					
												02	NONE 0	STOP											
													PRVTE	W -E									011		00
													PSNGR CAR		02	PSNG	INJC	42	F			000	000		00
												02	NONE 0	STOP											
													PRVTE	W -E									011		00
													PSNGR CAR		03	PSNG	INJC	18	F			000	000		00
00962	N N N N	03/30/2013	MARION	1 14		BRIDGE		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE		SA	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E									000		00
N		9A	WOODBURN UA	36.81	NB EF HILLS-SILV C2	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	F	OTH-Y		026	000		07
N		45 9 3.8114999	-122 52 49.142352		014000100S00		(02)													OR<25					
												02	NONE 0	STOP											
													PRVTE	W -E									011		00
													PSNGR CAR		01	DRVR	INJC	51	M	OR-Y		000	000		00
																				OR<25					
												02	NONE 0	STOP											
													PRVTE	W -E									011		00
													PSNGR CAR		02	PSNG	INJC	39	F			000	000		00
04934	N N N N N N	11/07/2016	MARION	1 14		BRIDGE		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT										013,092	26
CITY		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E									007	092	26
N		5P	WOODBURN UA	36.82	NB EX HILLS-SILV C1	03			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	25	F	OR-Y		026	000		26
N		45 9 3.81	-122 52 48.4		014000100S00		(04)													OR<25					
												02	NONE 0	STOP											
													PRVTE	W -E									011	013	00
													PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		000	022		00
																				OR<25					
												02	NONE 0	STOP											
													PRVTE	W -E									011	013	00
													PSNGR CAR		02	PSNG	INJC	52	F			000	000		00
												03	NONE 0	STOP											
													PRVTE	W -E									011		00
													PSNGR CAR		01	DRVR	INJC	43	M	OR-Y		000	000		00
																				OR<25					

SER# / INVEST / RD DPT / UNLOC?	S P E E D / D A L C / R U G S / J I N V / S C H L / W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V# TYPE	MOVE / FROM / TO	PRTC / P# TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED / LOC	ERROR	ACT EVENT	CAUSE
												03 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		02 PSNG	INJC	47	M			000	000	00
00800	N N N N N N	03/01/2017	MARION	1 14		STRGHT		N	N	CLR	S-STRGHT	01 NONE 9	STRGHT									13
CITY		WE	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	R-GRN-SIG	N	DRY	SS-O	N/A	W -E								000	00
N		4A	WOODBURN UA	36.82	NB EF HILLS-SILV C3	03			N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
N		45 9 3.81	-122 52 48.72		014000100S00		(06)											UNK				
												02 NONE 9	STRGHT									
												N/A	W -E								000	00
												SEMI TOW		01 DRVR	NONE	00	Unk	UNK		000	000	00
																		UNK				
01261	N N N N Y	04/08/2015	MARION	1 14		BRIDGE		Y	N	CLD	S-1STOP	01 NONE 0	STRGHT								013	07
CITY		WE	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E								000	00
N		4P	WOODBURN UA	36.82	NB EX HILLS-SILV C1	04			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	59	F	OR-Y		043,026	000	07
N		45 9 3.81	-122 52 48.4		014000100S00		(02)											OR<25				
												02 NONE 0	STOP									
												PRVTE	W -E								011 013	00
												PSNGR CAR		01 DRVR	INJC	29	F	OR-Y		000	022	00
																		OR>25				
												03 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	NONE	52	F	OR-Y		000	000	00
																		OR<25				
02046	N N N N Y	06/07/2015	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01 NONE 0	STRGHT								013	07
CITY		SU	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E								000	00
N		5P	WOODBURN UA	36.83	NB EX HILLS-SILV C1	03			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	61	M	OR-Y		043,026	000	07
N		45 9 3.8	-122 52 47.63		014000100S00		(02)											OR<25				
												02 NONE 0	STOP									
												PRVTE	W -E								011 013	00
												PSNGR CAR		01 DRVR	INJB	60	F	OR-Y		000	022	00
																		OR<25				
												03 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	NONE	68	M	OR-Y		000	000	00
																		OR<25				
02320	N N N N	07/12/2013	MARION	1 14		BRIDGE		N	N	CLR	S-1STOP	01 NONE 0	STRGHT									07
NONE		FR	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E								000	00
N		4P	WOODBURN UA	36.83	NB EX HILLS-SILV C1	04			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	19	F	OR-Y		026	000	07
N		45 9 3.801744	-122 52 47.610516		014000100S00		(04)											OR<25				
												02 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	NONE	64	F	OR-Y		000	000	00
																		OR<25				

CONTINUOUS SYSTEM CRASH LISTING

140: HILLSBORO-SILVERTON

Highway 140 ALL ROAD TYPES, MP 36.70 to 37.19 01/01/2013 to 12/31/2017, Both Add and Non-Add mileage

33 - 36 of 184 Crash records shown.

SER# INVEST RD DPT UNLOC?	S D M P R J S W E A U I C O E L G N H R D C S V L K	DATE DAY TIME LAT	COUNTY CITY URBAN AREA LONG	RD# FC COMPNT MLG TYP MILEPNT	CONN# FIRST STREET SECOND STREET LRS	RD CHAR DIRECT LOCTN	INT-TYPE (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CONTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH COLL SVRTY	V# SPCL USE TRLR QTY OWNER TYPE	MOVE FROM TO	P# PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
04753	N N N N N N	10/27/2016	MARION	1 14		STRGHT		Y	N	RAIN	S-1STOP	01 NONE 1	STRGHT										22,29
CITY		TH	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	TRF SIGNAL	N	WET	REAR	PRVTE	W -E								000		22
N		6P	WOODBURN UA	36.83	NB EX HILLS-SILV C1	08			N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	20	M	NONE		085	000		29
N		45 9 3.8	-122 52 47.63		014000100S00		(02)											OR<25					
												02 NONE 0	STOP										
												PRVTE	W -E								011		00
												PSNGR CAR		01 DRVR	INJC	31	F	OR-Y		000	000		00
																		OR<25					
00420	N N N N	02/09/2013	MARION	1 14		BRIDGE		Y	N	RAIN	S-1STOP	01 NONE 0	STRGHT										07
NO RPT		SA	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	WET	REAR	PRVTE	W -E								000		00
N		7P	WOODBURN UA	36.84	NB EX HILLS-SILV C1	03			N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		026	000		07
N		45 9 3.796884	-122 52 46.844616		014000100S00		(02)											UNK					
												02 NONE 0	STOP										
												PRVTE	W -E								011		00
												PSNGR CAR		01 DRVR	NONE	31	F	OR-Y		000	000		00
																		OR>25					
02699	N N N N	08/11/2014	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01 NONE 0	STRGHT									013	07
CITY		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E								000		00
N		12P	WOODBURN UA	36.84	NB EX HILLS-SILV C1	03			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	80	M	OTH-Y		026	000		07
N		45 9 3.7969559	-122 52 46.856892		014000100S00		(02)											N-RES					
												02 NONE 0	STOP										
												PRVTE	W -E								011	013	00
												PSNGR CAR		01 DRVR	INJC	21	F	OR-Y		000	000		00
																		OR<25					
												03 NONE 0	STOP										
												PRVTE	W -E								011		00
												PSNGR CAR		01 DRVR	NONE	83	M	OR-Y		000	000		00
																		OR<25					
02848	N N N N N N	08/07/2014	MARION	1 14		STRGHT		N	N	CLR	S-1STOP	01 NONE 0	STRGHT										07
CITY		TH	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E								000		00
N		5P	WOODBURN UA	36.84	NB EX HILLS-SILV C1	03			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	22	M	SUSP		026	000		07
N		45 9 3.7969559	-122 52 46.856892		014000100S00		(02)											OR<25					
												02 NONE 0	STOP										
												PRVTE	W -E								011		00
												PSNGR CAR		01 DRVR	NONE	17	F	OR-Y		000	000		00
																		OR<25					
00875	N N N N Y	03/12/2015	MARION	1 14		INTER	CROSS	N	N	CLR	S-OTHER	01 NONE 1	TURN-R										08
CITY		TH	WOODBURN	MN 0	HILLSBORO-SILV HY	E		TRF SIGNAL	N	DRY	TURN	PRVTE	SW-E								000		00
N		11A	WOODBURN UA	36.86	NB EX HILLS-SILV C1	05	0		N	DAY	PDO	SEMI TOW		01 DRVR	NONE	33	M	OTH-Y		001	000		08
N		45 9 3.79	-122 52 45.31		014000100S00													N-RES					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J U G I N V	S H L	C R K	W O	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	02	NONE 1 PRVTE SEMI TOW	TURN-R SW-E									000 000		00 00
02139 CITY	N	N	N	N			06/29/2014 SU	MARION WOODBURN	1 14 MN 0	 HILLSBORO-SILV HY	INTER E	CROSS	N TRF SIGNAL	N N	CLD DRY	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT E -W									000		27,29 00
N							10A	WOODBURN UA	36.86	NB EF HILLS-SILV C2	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	48	M	OR-Y		016,026,014	038		27,29
N							45 9 3.7871279	-122 52 45.3146159		014000100S00																OR>25				
																	02	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	NONE	36	F	NONE OR<25		000	011 000		00 00
02399 NONE	N	N	N	N			06/25/2015 TH	MARION WOODBURN	1 14 MN 0	 HILLSBORO-SILV HY	INTER E	CROSS	N TRF SIGNAL	N N	CLR UNK	O-1STOP BACK	01	NONE 0 PRVTE	BACK W -E									000		10 00
N							6A	WOODBURN UA	36.86	NB EF HILLS-SILV C2	06	1		N	UNK	PDO		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y		011	000		10
N							45 9 3.79	-122 52 45.31		014000100S00																OR>25				
																	02	NONE 0 PRVTE PSNGR CAR	STOP E -W	01	DRVR	NONE	35	M	OR-Y OR<25		000	011 000		00 00
03744 NONE	N	N	N	N			08/29/2016 MO	MARION WOODBURN	1 14 MN 0	 HILLSBORO-SILV HY	INTER E	3-LEG	N TRF SIGNAL	N N	CLR DRY	S-1STOP REAR	01	NONE 9 N/A	STRGHT E -W									000		29 00
N							7A	WOODBURN UA	36.86	NB EX HILLS-SILV C1	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 9 3.79	-122 52 45.31		014000100S00																UNK				
																	02	NONE 9 N/A PSNGR CAR	STOP E -W	01	DRVR	NONE	00	Unk	UNK UNK		000	011 000		00 00
01207 CITY	Y	N	N	N	N	N	04/20/2013 SA	MARION WOODBURN	1 14 MN 0	 HILLSBORO-SILV HY	INTER W	CROSS	N TRF SIGNAL	N N	CLR DRY	S-1STOP REAR	01	NONE 0 PRVTE	STRGHT W -E									000	013	07,01 00
N							5P	WOODBURN UA	36.86	NB EF HILLS-SILV C2	06	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	29	M	OTH-Y		043,047,026	000		07,01
N							45 9 3.7870559	-122 52 45.3125639		014000100S00																N-RES				
																	02	NONE 0 PRVTE	STOP W -E									011	013	00
																		PSNGR CAR		01	DRVR	INJC	41	F	OR-Y OR>25		000	000		00
																	03	NONE 0 RENTL	STOP W -E									022		00
																		PSNGR CAR		01	DRVR	NONE	36	M	OTH-Y N-RES		000	000		00

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R G S	J U N V	S I H L	C N L K	W O R	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
03316	N	N	N	N	N	N	N	09/26/2013	MARION	1	14		INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											07
CITY			TH					WOODBURN	WOODBURN	MN 0		HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E								000		00
N			3P					WOODBURN UA	36.86			NB EX HILLS-SILV C1	06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		043,026	000		07
N			45 9 3.7870559					-122 52 45.3125639				014000100S00															OR<25					
																			02	NONE 0	STOP										
																				PRVTE	W -E								011		00
																				PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		000	000		00
																											OR<25					
03294	N	N	N	N				09/24/2014	MARION	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	07
NONE			WE					WOODBURN	WOODBURN	MN 0		HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E								000		00
N			6P					WOODBURN UA	36.86			NB EX HILLS-SILV C1	06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y		026	000		07
N			45 9 3.79					-122 52 45.31				014000100S00															OR<25					
																			02	NONE 0	STOP										
																				PRVTE	W -E								011	013	00
																				PSNGR CAR		01	DRVR	NONE	63	F	OR-Y		000	000		00
																											OR<25					
																			03	NONE 0	STOP										
																				PRVTE	W -E								011		00
																				PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		000	000		00
																											OR<25					
03683	N	N	N	N	Y			10/19/2014	MARION	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
CITY			SU					WOODBURN	WOODBURN	MN 0		HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E								000		00
N			2P					WOODBURN UA	36.86			NB EX HILLS-SILV C1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	37	M	OR-Y		026,014	000		29
N			45 9 3.79					-122 52 45.31				014000100S00															OR>25					
																			02	NONE 0	STOP										
																				PRVTE	W -E								011		00
																				PSNGR CAR		01	DRVR	INJC	33	M	OR-Y		000	000		00
																											OR<25					
																			02	NONE 0	STOP										
																				PRVTE	W -E								011		00
																				PSNGR CAR		02	PSNG	NO<5	01	M			000	000		00
																			02	NONE 0	STOP										
																				PRVTE	W -E								011		00
																				PSNGR CAR		03	PSNG	NO<5	02	M			000	000		00
																			02	NONE 0	STOP										
																				PRVTE	W -E								011		00
																				PSNGR CAR		04	PSNG	NONE	21	F			000	000		00
03869	N	N	N	N				10/08/2015	MARION	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY			TH					WOODBURN	WOODBURN	MN 0		HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E								000		00
N			7P					WOODBURN UA	36.86			NB EX HILLS-SILV C1	06	1		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	65	M	OR-Y		026	000		07
N			45 9 3.79					-122 52 45.31				014000100S00															OR<25					

SER# / INVEST / RD DPT / UNLOC?	S D M / P R J S W / E A U I C O / E L G N H R / D C S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V# SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	PRTC / P# TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED / LOC	ERROR	ACT EVENT	CAUSE
												02 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	INJC	75	M	OR-Y		000	000	00
																		OR<25				
00185	N N N N	01/17/2015	MARION	1 14		INTER	CROSS	N	N	UNK	S-1STOP	01 NONE 0	STRGHT									29
NONE		SA	WOODBURN	MN 0	HILLSBORO-SILV HY	W		TRF SIGNAL	N	UNK	REAR	PRVTE	W -E								000	00
N		11P	WOODBURN UA	36.86	NB EF HILLS-SILV C2	06	1		N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00	F	UNK		026	000	29
N		45 9 3.79	-122 52 45.31		014000100S00													UNK				
												02 NONE 0	STOP									
												PRVTE	W -E								012	00
												PSNGR CAR		01 DRVR	NONE	20	F	OR-Y		000	000	00
																		OR>25				
03623	N N N N N N	09/03/2017	MARION	1 11		INTER	3-LEG	N	N	CLR	S-OTHER	01 NONE 9	TURN-L									08
CITY		SU	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		L-GRN-SIG	N	DRY	TURN	N/A	S -W								000	00
N		9A	WOODBURN UA	36.86	NB EX HILLS-SILV C1	01	0		N	DAY	PDO	SEMI TOW		01 DRVR	NONE	00	Unk	UNK		000	000	00
N		45 9 3.79	-122 52 45.74		014000100S00													UNK				
												02 NONE 9	TURN-L									
												N/A	S -W								000	00
												PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
																		UNK				
01161	N N N N N N	04/16/2013	MARION	1 14		INTER	CROSS	N	N	RAIN	O-1 L-TURN	01 NONE 0	STRGHT									02
CITY		TU	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN	PRVTE	E -W								000	00
N		5A	WOODBURN UA	36.86	NB EF HILLS-SILV C2	02	1		N	DLIT	INJ	PSNGR CAR		01 DRVR	INJB	22	M	NONE		000	000	00
N		45 9 3.7870559	-122 52 45.3125639		014000100S00													OR<25				
												02 NONE 0	TURN-L									
												PRVTE	W -NW								000	00
												PSNGR CAR		01 DRVR	INJC	64	F	OR-Y		028	000	02
																		OR<25				
01175	N N N N N N	04/17/2013	MARION	1 14		INTER	CROSS	N	N	CLD	O-1 L-TURN	01 NONE 0	STRGHT									02
CITY		WE	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	E -W								000	00
N		6P	WOODBURN UA	36.86	NB EF HILLS-SILV C2	02	1		N	DUSK	PDO	PSNGR CAR		01 DRVR	NONE	46	M	OR-Y		000	000	00
N		45 9 3.7870559	-122 52 45.3125639		014000100S00													OR<25				
												02 NONE 0	TURN-L									
												PRVTE	W -N								000	00
												PSNGR CAR		01 DRVR	NONE	63	F	OR-Y		004,028	000	02
																		OR>25				
04312	N N N N Y	12/05/2013	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 0	STRGHT									04
CITY		TH	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		L-GRN-SIG	N	DRY	TURN	PRVTE	E -W								000	00
N		7P	WOODBURN UA	36.86	NB EF HILLS-SILV C2	02	2		N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	19	F	OR-Y		000	000	00
N		45 9 3.7870559	-122 52 45.3125639		014000100S00													OR<25				

SER# INVEST RD DPT UNLOC?	S D M P R J S W E A U I C O E L G N H R D C S V L K	DATE DAY TIME LAT	COUNTY CITY URBAN AREA LONG	RD# FC COMPNT MLG TYP MILEPNT	CONN# FIRST STREET SECOND STREET LRS	RD CHAR DIRECT LOCTN	INT-TYPE (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CONTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH COLL SVRTY	V#	SPCL USE TRLR QTY OWNER TYPE	MOVE FROM TO	PRTC P# TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
												01	NONE 0	STRGHT									
													PRVTE	E -W								000	00
													PSNGR CAR		02 PSNG	NO<5	01	F			000	000	00
												02	NONE 0	TURN-L									
													PRVTE	W -NW								000	00
													PSNGR CAR		01 DRVR	NONE	21	M	OR-Y		020,004	000	04
																			OR<25				
04682	N N N N Y	12/30/2013	MARION	1 14		INTER	CROSS	N	N	FOG	O-1 L-TURN	01	NONE 0	STRGHT									02,27
CITY		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		R-GRN-SIG	N	WET	TURN		PRVTE	E -W								000	00
N		7A	WOODBURN UA	36.86	NB EF HILLS-SILV C2	02	0		N	DAWN	INJ		PSNGR CAR		01 DRVR	INJC	45	M	OR-Y		000	000	00
N		45 9 3.7870559	-122 52 45.3125639		014000100S00														OR<25				
												02	NONE 0	TURN-L									
													PRVTE	W -N								000	00
													PSNGR CAR		01 DRVR	INJC	32	M	OR-Y		004,028,016	038	02,27
																			OR<25				
04035	N N N N	11/10/2014	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L									02
CITY		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		FLASHBCN-A	N	DRY	TURN		PRVTE	W -NW								000	00
N		6A	WOODBURN UA	36.86	NB EF HILLS-SILV C2	02	0		N	DLIT	PDO		PSNGR CAR		01 DRVR	NONE	28	M	OR-Y		028,004	000	02
N		45 9 3.79	-122 52 45.31		014000100S00														OR<25				
												02	NONE 0	STRGHT									
													PRVTE	E -W								000	00
													PSNGR CAR		01 DRVR	NONE	27	M	OR-Y		000	000	00
																			OR>25				
04049	N N N N Y	11/12/2014	MARION	1 14		INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 1	STRGHT									02
CITY		WE	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	E -W								000	00
N		5P	WOODBURN UA	36.86	NB EF HILLS-SILV C2	02	1		N	DLIT	PDO		SEMI TOW		01 DRVR	NONE	64	M	OTH-Y		000	000	00
N		45 9 3.79	-122 52 45.31		014000100S00														N-RES				
												02	NONE 0	TURN-L									
													PRVTE	W -N								000	00
													PSNGR CAR		01 DRVR	NONE	43	F	OR-Y		028,004	000	02
																			OR<25				
00202	N N N N	01/19/2015	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L									02
NO RPT		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -N								000	00
N		4P	WOODBURN UA	36.86	NB EF HILLS-SILV C2	02	1		N	DAY	PDO		PSNGR CAR		01 DRVR	NONE	25	F	OR-Y		028,004	000	02
N		45 9 3.79	-122 52 45.31		014000100S00														OR<25				
												02	NONE 0	STRGHT									
													PRVTE	E -W								000	00
													PSNGR CAR		01 DRVR	NONE	24	F	OR-Y		000	000	00
																			OR<25				

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R G S	J U N V	S I H L	C O R K	W DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES / PED LOC	ERROR	ACT	EVENT	CAUSE
02367	N	N	N N	N			06/25/2015	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY							TH	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		FLASHBCN-A	N	DRY	TURN		PRVTE	W -NW								000		00
N							8P	WOODBURN UA	36.86	NB EF HILLS-SILV C2	02	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	16	M	OR-Y	028,004	000		02
N							45 9 3.79	-122 52 45.31		014000100S00															OR<25				
																	02	NONE 0	STRGHT										
																		PRVTE	E -W								000		00
																		PSNGR CAR		01	DRVR	INJC	35	M	NONE	000	000		00
																									OR<25				
02419	N	N	N N	N			06/28/2015	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										04
CITY							SU	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W								000		00
N							6P	WOODBURN UA	36.86	NB EF HILLS-SILV C2	02	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y	097	000		00
N							45 9 3.79	-122 52 45.31		014000100S00															OR<25				
																	01	NONE 0	STRGHT										
																		PRVTE	E -W								000		00
																		PSNGR CAR		02	PSNG	INJC	30	F		000	000		00
																	01	NONE 0	STRGHT										
																		PRVTE	E -W								000		00
																		PSNGR CAR		03	PSNG	NO<5	04	F		000	000		00
																	02	NONE 0	TURN-L										
																		RENTL	W -NW								000		00
																		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y	097	000		00
																									OR>25				
02268	N	N	N N	N			06/01/2016	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
NONE							WE	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W								000		00
N							5A	WOODBURN UA	36.86	NB EF HILLS-SILV C2	02	1		N	DAWN	INJ		PSNGR CAR		01	DRVR	INJB	46	M	OR-Y	000	000		00
N							45 9 3.79	-122 52 45.31		014000100S00															OR<25				
																	02	NONE 0	TURN-L										
																		PRVTE	W -NW								000		00
																		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y	028,004	000		02
																									OR<25				
05749	N	N	N N	N	N	N	12/27/2016	MARION	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										40,04
CITY							TU	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		N/A	E -W								000		00
N							11A	WOODBURN UA	36.86	NB EX HILLS-SILV C1	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000		00
N							45 9 3.79	-122 52 45.31		014000100S00															UNK				
																	02	NONE 9	TURN-L										
																		N/A	S -W								000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000		00
																									UNK				

SER# / INVEST / RD DPT / UNLOC?	S D M / P R J S W / E A U I C O / E L G N H R / D C S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A / G / E	S / E / X	LICNS / RES	PED / LOC	ERROR	ACT	EVENT	CAUSE
00017	N N N N	01/02/2017	MARION	1 11		INTER	3-LEG	N	N	SNOW	ANGL-OTH	01	NONE 9	TURN-L											04
NONE		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	SNO	TURN		N/A	SW-W									000		00
N		6P	WOODBURN UA	36.86	NB EX HILLS-SILV C1	02	1		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N		45 9 3.79	-122 52 45.74		014000100S00															UNK					
												02	NONE 9	STRGHT											
													N/A	E -W									000		00
													PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																				UNK					
05500	N N N N N N	12/20/2017	MARION	1 11		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L											04,40
STATE		WE	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		N/A	S -W									000		00
N		4P	WOODBURN UA	36.86	NB EX HILLS-SILV C1	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N		45 9 3.79	-122 52 45.74		014000100S00															UNK					
												02	NONE 9	STRGHT											
													N/A	E -W									000		00
													PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																				UNK					
05481	N N N N	12/18/2017	MARION	1 11		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L											04
NONE		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		N/A	S -W									000		00
N		5P	WOODBURN UA	36.86	NB EX HILLS-SILV C1	02	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N		45 9 3.79	-122 52 45.74		014000100S00															UNK					
												02	NONE 9	STRGHT											
													N/A	E -W									000		00
													PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																				UNK					
01543	N N N N Y	05/10/2014	MARION	1 14		INTER	CROSS	N	N	CLR	S-STRGHT	01	UNKN 0	STRGHT										087	07
CITY		SA	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		UNKNOWN	N	DRY	REAR		UNKN	W -E									000		00
N		3P	WOODBURN UA	36.86	NB EX HILLS-SILV C1	03	0		N	DAY	INJ		UNKNOWN		01	DRVR	NONE	00	M	UNK		042	000		07
N		45 9 3.7871279	-122 52 45.3146159		014000100S00															UNK					
												02	NONE 0	STRGHT											
													PRVTE	W -E									000	087	00
													PSNGR CAR		01	DRVR	INJC	53	F	OR-Y		000	000		00
																				OR<25					
04721	N N N N N Y	12/30/2014	MARION	1 11		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 1	TURN-L											04
STATE		TU	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	SW-W									000		00
N		6P	WOODBURN UA	36.86	NB EX HILLS-SILV C1	04	0		N	DLIT	INJ		SEMI TOW		01	DRVR	INJC	63	M	OR-Y		000	000		00
N		45 9 3.79	-122 52 45.31		014000100S00															OR<25					
												02	NONE 0	STRGHT											
													PRVTE	W -E									000		00
													PSNGR CAR		01	DRVR	INJC	75	F	OR-Y		020	000		04
																				OR<25					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	R U G S	J N V	S I H L	C N	W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
03828	N	N	N	N			Y	10/06/2015	MARION	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											04
CITY								TU	WOODBURN	MN 0		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	SW-W								000		00
N								7A	WOODBURN UA	36.86		NB EX HILLS-SILV C1	04	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	66	M	OR-Y		020	000		04
N								45 9 3.79	-122 52 45.31			014000100S00															OR<25					
																			01	NONE 0	TURN-L											
																				PRVTE	SW-W								000		00
																				PSNGR CAR		02	PSNG	INJC	55	F		000	000		00
																			02	NONE 0	STRGHT										
																				PRVTE	W -E								000		00
																				PSNGR CAR		01	DRVR	INJC	37	F	OR-Y	000	000		00
																											OR<25				
00066	N	N	N	N				01/04/2016	MARION	1	11		INTER	CROSS	N	N	SNOW	ANGL-OTH	01	NONE 0	STRGHT											04
NO RPT								MO	WOODBURN	MN 0		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	SNO	TURN		PRVTE	W -E								000		00
N								7P	WOODBURN UA	36.86		NB EX HILLS-SILV C1	04	1		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		020	000		04
N								45 9 3.79	-122 52 45.31			014000100S00															OR<25				
																			02	NONE 0	TURN-L											
																				PRVTE	SW-W								000		00
																				PSNGR CAR		02	PSNG	INJC	28	F		000	000		00
00221	N	N	N	N				01/14/2016	MARION	1	11		INTER	CROSS	N	N	RAIN	S-OTHER	01	NONE 0	TURN-R											07
NO RPT								TH	WOODBURN	MN 0		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	SW-E								000		00
N								2P	WOODBURN UA	36.86		NB EX HILLS-SILV C1	04	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	24	F	OR-Y		042	000		07
N								45 9 3.79	-122 52 45.31			014000100S00															OR<25				
																			02	NONE 0	TURN-R											
																				PRVTE	SW-E								000		00
																				PSNGR CAR		01	DRVR	INJC	33	F	OR-Y	000	000		00
																											OR>25				
																			02	NONE 0	TURN-R											
																				PRVTE	SW-E								000		00
																				PSNGR CAR		02	PSNG	INJC	07	F		000	000		00
04679	N	N	N	N				10/23/2016	MARION	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	TURN-R											04
CITY								SU	WOODBURN	MN 0		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	SE-E								000		00
N								5A	WOODBURN UA	36.86		NB EF HILLS-SILV C2	04	1		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	27	M	OR-Y		097	000		00
N								45 9 3.79	-122 52 45.31			014000100S00															OR<25				
																			02	NONE 0	STRGHT											
																				PRVTE	W -E								000		00
																				PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	097	000		00
																											OR<25				

SER# / INVEST / RD DPT / UNLOC?	S P / E D	A	D M R / U G	J / I / N / V	S / C / H / L	W / O / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01974	N	N	N	N			05/21/2017	MARION	1	14		INTER	3-LEG	N	N	CLR	S-OTHER	01	NONE 0	TURN-R										08
NONE			SU					WOODBURN	MN 0		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	SW-E								000		00
N			5P				36.86	WOODBURN UA			NB EX HILLS-SILV C1	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	69	F	OR-Y		000	000		00
N			45 9 3.79					-122 52 45.74			014000100S00															OR>25					
																		02	NONE 0	TURN-R										
																			PRVTE	SW-E								000		00
																			PSNGR CAR		01	DRVR	INJC	20	M	OR-Y		000	000		00
																										OR<25					
																		02	NONE 0	TURN-R										
																			PRVTE	SW-E								000		00
																			PSNGR CAR		02	PSNG	INJC	25	F		000	000		00
04046	N	N	N	N	N	N	09/27/2017	MARION	1	11		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										40,04
CITY			WE					WOODBURN	MN 0		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E								000		00
N			8A				36.86	WOODBURN UA			NB EX HILLS-SILV C1	04	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y		040	026		40,04
N			45 9 3.79					-122 52 45.74			014000100S00															OR<25					
																		02	NONE 0	TURN-L										
																			PRVTE	SW-W								000		00
																			PSNGR CAR		01	DRVR	INJC	39	F	OR-Y		000	000		00
																										OR<25					
00709	N	N	N	N	N	N	02/23/2017	MARION	1	14		INTER	3-LEG	N	N	CLD	O-1 L-TURN	01	NONE 9	TURN-L										08,02
CITY			TH					WOODBURN	MN 0		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		N/A	W -N								000		00
N			9P				36.89	WOODBURN UA			NB EF HILLS-SILV C2	02	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 9 3.74					-122 52 43.5			014000100S00															UNK					
																		02	NONE 9	STRGHT										
																			N/A	E -W								000		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																										UNK					
03192	N	N	N	N	N	N	08/22/2015	MARION	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										27,07
CITY			SA					WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W								000		00
N			3P				36.92	WOODBURN UA			LAWSON AVE	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	85	F	OR-Y		016,042	038		27,07
N			45 9 3.69					-122 52 40.89			014000100S00		(02)													OR<25					
																		02	NONE 0	STOP										
																			PRVTE	E -W								011		00
																			PSNGR CAR		01	DRVR	INJC	49	F	OR-Y		000	000		00
																										OR<25					
01438	N	N	N	N			05/07/2013	MARION	1	14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT									013	07
CITY			TU					WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E								000		00
N			4P				36.93	WOODBURN UA			LAWSON AVE	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		026	000		07
N			45 9 3.674736					-122 52 40.2687839			014000100S00		(02)													OR>25					

SER# / INVEST / RD DPT / UNLOC?	S P E L D	A	D R U G C	M J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A GE	S EX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																	02	NONE 0	STOP										011	013	00
																		PRVTE	W -E											
																		PSNGR CAR		01	DRVR	INJC	50	F	SUSP		000	000		00
																									OR<25					
																	03	NONE 0	STOP										011	013	00
																		PRVTE	W -E											
																		PSNGR CAR		01	DRVR	NONE	52	F	OR-Y		000	000		00
																									OR<25					
																	04	NONE 0	STOP												
																		UNKN	W -E										022		00
																		PSNGR CAR		01	DRVR	NONE	00	M	UNK		000	000		00
																									UNK					
01853	N	N	N	N			06/04/2014	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE							WE	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E									000		00
N							2P	WOODBURN UA	36.93	LAWSON AVE	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	64	M	OR-Y		026	000		07
N							45 9 3.674772	-122 52 40.270296		014000100S00		(02)													OR<25					
																	02	NONE 0	STOP												
																		PRVTE	W -E										011		00
																		PSNGR CAR		01	DRVR	INJC	50	F	OR-Y		000	000		00
																									OR<25					
01353	N	N	N	N	N	N	04/08/2017	MARION	1 14		STRGHT		N	N	CLD	S-STRGHT	01	NONE 9	STRGHT											29
CITY							SA	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	WET	REAR		N/A	W -E									000		00
N							4P	WOODBURN UA	36.93	LAWSON AVE	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 9 3.68	-122 52 40.52		014000100S00		(04)													UNK					
																	02	NONE 9	STRGHT												
																		N/A	W -E										000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
02945	N	N	N	N	N	N	07/15/2016	MARION	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NONE							FR	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W									000		00
N							4P	WOODBURN UA	36.93	LAWSON AVE	06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y		026	000		29
N							45 9 3.67	-122 52 40.27		014000100S00		(04)													OR<25					
																	02	NONE 0	STOP												
																		PRVTE	E -W										011		00
																		PSNGR CAR		01	DRVR	INJC	44	M	OR-Y		000	000		00
																									OR<25					
																	02	NONE 0	STOP												
																		PRVTE	E -W										011		00
																		PSNGR CAR		02	PSNG	INJC	44	F			000	000		00
																	02	NONE 0	STOP												
																		PRVTE	E -W										011		00
																		PSNGR CAR		03	PSNG	INJC	19	F			000	000		00

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J U G	S N V	W H L	O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG TYP / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
03351	N	N	N	N		Y	08/07/2016	MARION	1	14		STRGHT		N	N	CLD	S-1STOP	01	NONE 9	STRGHT											07
CITY							SU	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	E -W									000		00
N							2P	WOODBURN UA	36.93		LAWSON AVE	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 9 3.67	-122 52 40.27			014000100S00		(04)													UNK					
																		02	NONE 9	STOP											
																			N/A	E -W									011		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																										UNK					
04894	N	N	N	N			11/06/2016	MARION	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NO RPT							SU	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	E -W									000		00
N							11A	WOODBURN UA	36.93		LAWSON AVE	06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 9 3.67	-122 52 40.27			014000100S00		(04)													UNK					
																		02	NONE 9	STOP											
																			N/A	E -W									011		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																										UNK					
03013	N	N	N	N			07/25/2017	MARION	1	14		INTER	3-LEG	N	N	CLR	S-STRGHT	01	NONE 9	TURN-R											29
NONE							TU	WOODBURN	MN 0		HILLSBORO-SILV HY	UN	0	STOP SIGN	N	DRY	REAR		N/A	S -E									000		00
N							4P	WOODBURN UA	36.95		LAWSON AVE	00	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 9 3.65	-122 52 39.03			014000100S00															UNK					
																		02	NONE 9	TURN-R											
																			N/A	S -E									000		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																										UNK					
03213	N	N	N	N			09/19/2013	MARION	1	14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE							TH	WOODBURN	MN 0		HILLSBORO-SILV HY	W		UNKNOWN	N	DRY	REAR		PRVTE	W -E									000		00
N							7A	WOODBURN UA	36.95		LAWSON AVE	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	68	F	OR-Y		026	026		07
N							45 9 3.6531	-122 52 39.0282959			014000100S00															OR>25					
																		02	NONE 0	STOP											
																			UNKN	W -E									011		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																										UNK					
01689	N	N	N	N		Y	05/21/2014	MARION	1	14		INTER	3-LEG	N	N	CLD	BIKE	01	NONE 0	TURN-R											02
CITY							WE	WOODBURN	MN 0		HILLSBORO-SILV HY	W		STOP SIGN	N	DRY	TURN		PRVTE	S -E									000		00
N							7A	WOODBURN UA	36.95		LAWSON AVE	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	39	M	OTH-Y		027	000		02
N							45 9 3.6531	-122 52 39.0282959			014000100S00															N-RES					
																				-											
																				STRGHT	01	BIKE	INJB	31	M		I XWLK	000	000		00
																				W E											

81 - 85 of 184 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U S	J G S	S N V	W H L	O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
05001	N	N	N	N				11/11/2016	MARION	1	14		STRGHT		N	N	RAIN	S-1STOP	01	NONE 9	STRGHT											29
NO RPT								FR	WOODBURN	MN 0		HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	WET	REAR		N/A	W -E									000		00
N								3P	WOODBURN UA	36.96		LAWSON AVE	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000		000		00
N								45 9 3.63	-122 52 38.1			014000100S00		(04)													UNK					
																			02	NONE 9	STOP											
																				N/A	W -E									011		00
																				PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000		000		00
																											UNK					
04510	N	N	N	N	N	N		10/24/2017	MARION	1	14		STRGHT		N	N	CLD	S-1STOP	01	NONE 9	STRGHT											07
CITY								TU	WOODBURN	MN 0		HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	WET	REAR		N/A	E -W									000		00
N								4P	WOODBURN UA	36.96		LAWSON AVE	05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000		000		00
N								45 9 3.63	-122 52 38.1			014000100S00		(04)													UNK					
																			02	NONE 9	STOP											
																				N/A	E -W									011		00
																				PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000		000		00
																											UNK					
03186	N	N	N	N	N	N		09/18/2013	MARION	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY								WE	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	NONE	N	DRY	REAR		PRVTE	W -E									000		00
N								3P	WOODBURN UA	36.97		LAWSON AVE	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y	043,026	000		000		07
N								45 9 3.6151919	-122 52 37.1711279			014000100S00		(02)													OR<25					
																			02	NONE 0	STOP											
																				PRVTE	W -E									011		00
																				PSNGR CAR		01	DRVR	INJC	22	M	OR-Y	000	000		000		00
																											OR<25					
02750	N	N	N	N		Y		08/15/2014	MARION	1	14		ALLEY		N	N	CLD	O-1 L-TURN	01	NONE 0	TURN-L											02
CITY								FR	WOODBURN	MN 0		HILLSBORO-SILV HY	E	(NONE)	NONE	N	DRY	TURN		PRVTE	E -S									019		00
N								6A	WOODBURN UA	36.98		LAWSON AVE	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	37	M	OR-Y	028,004	000		000		02
N								45 9 3.596292	-122 52 36.2458199			014000100S00		(02)													OR<25					
																			02	NONE 0	STRGHT											
																				PRVTE	W -E									000		00
																				PSNGR CAR		01	DRVR	INJC	26	M	OR-Y	000	000		000		00
																											OR<25					
05495	N	N	N	N				12/20/2017	MARION	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NONE								WE	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		N/A	E -W									000		00
N								9P	WOODBURN UA	37.00		EVERGREEN RD	00			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000		000		00
N								45 9 3.56	-122 52 34.39			014000100S00		(04)													UNK					
																			02	NONE 9	STOP											
																				N/A	E -W									011		00
																				PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000		000		00
																											UNK					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R G S	J U N V	S I H L	C N R K	W O	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01567	N	N	N	N				05/11/2014	MARION	1	14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT										07
NONE								SU	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E								000		00
N								9A	WOODBURN UA	37.00		EVERGREEN RD	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		026	000		07
N								45 9 3.5584199	-122 52 34.390848			014000100S00		(02)													OR<25					
																			02	NONE 0	STOP									011		00
																				PRVTE	W -E										
																				PSNGR CAR		01	DRVR	NONE	00	M	UNK		000	000		00
																											OR<25				
02978	N	N	N	N				08/06/2015	MARION	1	14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT										27,29
NONE								TH	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	L-GRN-SIG	N	DRY	REAR		PRVTE	W -E								000		00
N								5P	WOODBURN UA	37.00		EVERGREEN RD	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	71	F	OR-Y		016,026	038		27,29
N								45 9 3.56	-122 52 34.39			014000100S00		(03)													OR<25				
																			02	NONE 0	STOP									012		00
																				PRVTE	W -E										
																				PSNGR CAR		01	DRVR	NONE	00	F	OR-Y		000	000		00
																											OR<25				
03496	N	N	N	N				10/07/2014	MARION	1	14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT										07
NONE								TU	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E								000		00
N								10A	WOODBURN UA	37.01		EVERGREEN RD	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	51	F	OR-Y		026	000		07
N								45 9 3.54	-122 52 33.46			014000100S00		(02)													UNK				
																			02	NONE 0	STOP									011		00
																				PRVTE	W -E										
																				PSNGR CAR		01	DRVR	NONE	61	M	OR-Y		000	000		00
																											OR<25				
02454	N	N	N	N				06/30/2015	MARION	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										29
NONE								TU	WOODBURN	MN 0		EVERGREEN RD	UN		TRF SIGNAL	N	DRY	REAR		PRVTE	UN-UN								000		00
N								10A	WOODBURN UA	37.02		HILLSBORO-SILV HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		026	000		29
N								45 9 3.52	-122 52 32.54			014000100S00															UNK				
																			02	NONE 0	STOP									011		00
																				PRVTE	UN-UN										
																				PSNGR CAR		01	DRVR	NONE	00	M	UNK		000	000		00
																											OR<25				
03633	N	N	N	N	N	N		09/04/2017	MARION	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										02
CITY								MO	WOODBURN	MN 0		EVERGREEN RD	E		TRF SIGNAL	N	DRY	TURN		N/A	W -E								000		00
N								12P	WOODBURN UA	37.02		HILLSBORO-SILV HY	04	3		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 9 3.52	-122 52 32.54			014000100S00															UNK				
																			02	NONE 9	TURN-R									000		00
																				N/A	S -E										
																				PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																											UNK				

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J U N V	S I H L	C N R K	O W	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
04428	N	N	N	N	N	N	N	12/09/2013	MARION	1	14		INTER	CROSS	N	N	CLR	PED	01	NONE 0	TURN-L											02
CITY							MO	WOODBURN	MN 0	EVERGREEN RD		E		TRF SIGNAL	N	DRY	PED		PRVTE	N -E									000		00
N							3P	WOODBURN UA	37.02	HILLSBORO-SILV HY		05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	59	F	OR-Y		029	000		02
N							45 9 3.520476	-122 52 32.5341839		014000100S00																	OR<25					
																					- STRGHT	01	PED	INJA	28	M		I XWLK	000	035		00
04185	N	N	N	N				11/26/2013	MARION	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	N S STRGHT											07
NONE							TU	WOODBURN	MN 0	EVERGREEN RD		E		TRF SIGNAL	N	DRY	REAR		PRVTE	E -W									000		00
N							2P	WOODBURN UA	37.02	HILLSBORO-SILV HY		06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		026	000		07
N							45 9 3.520476	-122 52 32.5341839		014000100S00																	OR<25					
																			02	NONE 0	STOP											
																				PRVTE	E -W									011		00
																				PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		000	000		00
																											OR<25					
																			02	NONE 0	STOP											
																				PRVTE	E -W									011		00
																				PSNGR CAR		02	PSNG	INJC	73	M			000	000		00
04540	N	N	N	N	N	N		12/16/2014	MARION	1	14		INTER	CROSS	N	N	CLD	S-1STOP	01	NONE 0	STRGHT											116	27,07
CITY							TU	WOODBURN	MN 0	EVERGREEN RD		E		TRF SIGNAL	N	DRY	REAR		PRVTE	E -W									000		00
N							10P	WOODBURN UA	37.02	HILLSBORO-SILV HY		06	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		016,026	038	116	27,07
N							45 9 3.52	-122 52 32.54		014000100S00																	OR<25					
																			02	NONE 0	STOP											
																				PRVTE	E -W									011		00
																				PSNGR CAR		01	DRVR	NONE	54	M	OR-Y		000	000		00
																											OR<25					
02695	N	N	N	N				08/10/2013	MARION	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											013	07
NONE							SA	WOODBURN	MN 0	EVERGREEN RD		W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N							7A	WOODBURN UA	37.02	HILLSBORO-SILV HY		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK		026	000		07
N							45 9 3.520476	-122 52 32.5341839		014000100S00																	OR<25					
																			02	NONE 0	STOP											
																				PRVTE	W -E									011	013	00
																				PSNGR CAR		01	DRVR	NONE	36	M	OR-Y		000	000		00
																											OR<25					
																			03	NONE 0	STOP											
																				PRVTE	W -E									022		00
																				PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		000	000		00
																											OR<25					

SER# / INVEST / RD DPT / UNLOC?	S P E E D / D M R J S W / A U I C O / L G N H R / C S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V# SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	PRTC / P# TYPE	INJ / SVRTY	A / G / E	S / E / X	LICNS / RES	PED / LOC	ERROR	ACT	EVENT	CAUSE
02823	N N N N	08/21/2013	MARION	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01 NONE 0	STRGHT										07
NONE		WE	WOODBURN	MN 0	EVERGREEN RD	W		UNKNOWN	N	DRY	REAR	PRVTE	W -E								000		00
N		5P	WOODBURN UA	37.02	HILLSBORO-SILV HY	06	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	23	F	OR-Y		026	000		07
N		45 9 3.520476	-122 52 32.5341839		014000100S00													OR>25					
												02 NONE 0	STOP										
												PRVTE	W -E								011		00
												PSNGR CAR		01 DRVR	INJC	69	F	OR-Y		000	000		00
																		OR<25					
00430	N N N N	02/07/2014	MARION	1 14		INTER	3-LEG	N	N	SNOW	S-1STOP	01 NONE 0	STRGHT										07
NONE		FR	WOODBURN	MN 0	EVERGREEN RD	W		TRF SIGNAL	N	SNO	REAR	PRVTE	W -E								000		00
N		1P	WOODBURN UA	37.02	HILLSBORO-SILV HY	06	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	48	F	OR-Y		026	000		07
N		45 9 3.520548	-122 52 32.5358759		014000100S00													OR<25					
												02 NONE 0	STOP										
												PRVTE	W -E								011		00
												PSNGR CAR		01 DRVR	INJC	38	M	OR-Y		000	000		00
																		OR<25					
00859	N N N N N N	03/13/2014	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01 NONE 1	STRGHT									013	07
NONE		TH	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000		00
N		12P	WOODBURN UA	37.02	EVERGREEN RD	06			N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	55	F	OR-Y		043,026	000		07
N		45 9 3.520548	-122 52 32.5358759		014000100S00		(02)											OR<25					
												02 NONE 0	STOP										
												PRVTE	W -E								011	013	00
												PSNGR CAR		01 DRVR	NONE	22	F	OR-Y		000	000		00
																		OR<25					
												03 NONE 0	STOP										
												PRVTE	W -E								011		00
												PSNGR CAR		01 DRVR	INJC	27	F	OR-Y		000	000		00
																		OR<25					
02287	N N N N	07/10/2014	MARION	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01 NONE 0	STRGHT										07
NONE		TH	WOODBURN	MN 0	EVERGREEN RD	W		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000		00
N		8A	WOODBURN UA	37.02	HILLSBORO-SILV HY	06	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	F	OTH-Y		026	000		07
N		45 9 3.520548	-122 52 32.5358759		014000100S00													OR<25					
												02 NONE 0	STOP										
												PRVTE	W -E								012		00
												PSNGR CAR		01 DRVR	NONE	43	F	OR-Y		000	000		00
																		OR<25					
02960	N N N N	08/05/2015	MARION	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01 NONE 0	STRGHT										29
NONE		WE	WOODBURN	MN 0	EVERGREEN RD	W		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000		00
N		5P	WOODBURN UA	37.02	HILLSBORO-SILV HY	06	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	F	OR-Y		026	000		29
N		45 9 3.52	-122 52 32.54		014000100S00													OR>25					

SER# / INVEST / RD DPT / UNLOC?	S P / E A U I C O / E L G N H R / D C S V L K (S P, D M, R J S W)	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V# TYPE	MOVE / FROM / TO	PRTC / P# TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED / LOC	ERROR	ACT EVENT	CAUSE
												02 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	NONE	61	F	OR-Y		000	000	00
																		OR<25				
01019	N N N N	03/11/2016	MARION	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01 NONE 0	STRGHT									27,29
NO RPT		FR	WOODBURN	MN 0	EVERGREEN RD	W		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000	00
N		5A	WOODBURN UA	37.02	HILLSBORO-SILV HY	06	3		N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	27	M	OR-Y		016,026	038	27,29
N		45 9 3.52	-122 52 32.54		014000100S00													OR<25				
												02 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	INJC	43	M	OR-Y		000	000	00
																		OR<25				
01776	N N N N	05/16/2015	MARION	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE 0	STRGHT									04
CITY		SA	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	ANGL	PRVTE	S -N								000	00
N		9A	WOODBURN UA	37.02	HILLSBORO-SILV HY	02	0		N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	42	M	OR-Y		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00													OR<25				
												02 NONE 0	STRGHT									
												PRVTE	E -W								000	00
												PSNGR CAR		01 DRVR	INJC	83	M	OR-Y		020	000	04
																		OR<25				
02012	N N N N Y	06/05/2015	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 0	STRGHT									02
CITY		FR	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	E -W								000	00
N		12P	WOODBURN UA	37.02	HILLSBORO-SILV HY	02	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	43	M	OTH-Y		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00													N-RES				
												02 NONE 0	TURN-L									
												PRVTE	W -N								000	00
												PSNGR CAR		01 DRVR	INJC	83	F	OR-Y		028,004	000	02
																		OR<25				
02934	N N N N N N	08/04/2015	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 0	STRGHT									02
CITY		TU	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	E -W								000	00
N		11P	WOODBURN UA	37.02	HILLSBORO-SILV HY	02	0		N	DLIT	INJ	PSNGR CAR		01 DRVR	INJC	60	F	OR-Y		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00													OR<25				
												02 NONE 0	TURN-L									
												PRVTE	W -N								000	00
												PSNGR CAR		01 DRVR	INJC	30	M	OR-Y		028,004	000	02
																		OR<25				
03313	N N N N N N	09/01/2015	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 0	STRGHT								087	02
CITY		TU	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	E -W								000 087	00
N		4P	WOODBURN UA	37.02	HILLSBORO-SILV HY	02	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	51	M	OR-Y		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00													OR<25				

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J G N	S I V	W C H L	O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L W -N	01	DRVR	INJB	84	F	OR-Y OR<25		028,004	000 000	087	00 02
04302 CITY N N	N	N	N N	Y			11/04/2015 WE 3P 45 9 3.52	MARION WOODBURN WOODBURN UA -122 52 32.54	1 14 MN 0 37.02		 EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 02	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	O-1 L-TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	U-TURN W -W	01	DRVR	NONE	20	M	OR-Y OR>25		028	000 000		02 00 02
																		02	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	NONE	74	M	OR-Y OR<25		000	000 000		00 00
01283 CITY N N	N	N	N N	N	N N		03/28/2016 MO 10P 45 9 3.52	MARION WOODBURN WOODBURN UA -122 52 32.54	1 14 MN 0 37.02		 EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 02	CROSS 3	N TRF SIGNAL	N N	CLR DLIT	O-1 L-TURN INJ	01	NONE 0 PRVTE PSNGR CAR	U-TURN W -W	01	DRVR	INJC	22	F	OR-Y OR<25		028	000 000		02 00 02
																		02	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	NONE	28	F	OR-Y OR<25		000	000 000		00 00
01323 CITY N N	N	N	N N	N			03/30/2016 WE 6P 45 9 3.52	MARION WOODBURN WOODBURN UA -122 52 32.54	1 14 MN 0 37.02		 EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 02	CROSS 3	N TRF SIGNAL	N N	CLR DUSK	O-1 L-TURN INJ	01	NONE 0 PRVTE PSNGR CAR	U-TURN W -W	01	DRVR	INJC	65	M	OR-Y OR>25		028,004	000 000	082	02 00 02
																		02	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	INJC	24	M	OR-Y OR<25		000	000 000		00 00
02837 CITY N N	N	N	N N	N	N N		07/07/2016 TH 1P 45 9 3.52	MARION WOODBURN WOODBURN UA -122 52 32.54	1 14 MN 0 37.02		 EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 02	CROSS 0	N TRF SIGNAL	N N	RAIN WET DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	01	DRVR	NONE	40	F	SUSP OR>25		000	000 000		02 00 00
																		01	NONE 0 PRVTE PSNGR CAR	STRGHT E -W	02	PSNG	INJC	18	F			000	000 000		00 00
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L W -N	01	DRVR	NONE	32	M	OR-Y OR>25		028,004	000 000		00 02

140: HILLSBORO-SILVERTON

Highway 140 ALL ROAD TYPES, MP 36.70 to 37.19 01/01/2013 to 12/31/2017, Both Add and Non-Add mileage

109 - 113 of 184 Crash records shown.

	S D M																						
SER#	P R J S W	DATE	COUNTY	RD# FC	CONN#	RD CHAR	INT-TYPE						SPCL USE										
INVEST	E A U I C O	DAY	CITY	COMPNT	FIRST STREET	DIRECT	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH		TRLR QTY	MOVE			A	S					
RD DPT	E L G N H R	TIME	URBAN AREA	MLG TYP	SECOND STREET	LOCTN	LEGS	TRAF-	RNDBT	SURF	COLL		OWNER	FROM	PRTC	INJ	G	E	LICNS	PED			
UNLOC?	D C S V L K	LAT	LONG	MILEPNT	LRS		(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P# TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT EVENT	CAUSE
00305	N N N N	01/22/2016	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT									02
CITY		FR	WOODBURN	MN 0	EVERGREEN RD	CN		FLASHBCN-A	N	DRY	TURN		N/A	E -W								000	00
N		3P	WOODBURN UA	37.02	HILLSBORO-SILV HY	02	0		N	DAY	PDO		PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00														UNK				
												02	NONE 9	TURN-L									
													N/A	W -N								000	00
													PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
																			UNK				
04720	N N N N N N	10/26/2016	MARION	1 14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT									04
CITY		WE	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	WET	ANGL		N/A	E -W								000	00
N		7P	WOODBURN UA	37.02	HILLSBORO-SILV HY	02	0		N	DLIT	PDO		PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00														UNK				
												02	NONE 9	STRGHT									
													N/A	S -N								000	00
													PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
																			UNK				
00034	N N N N N N	01/03/2017	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT									02
CITY		TU	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W								000	00
N		10P	WOODBURN UA	37.02	HILLSBORO-SILV HY	02	3		N	DLIT	INJ		PSNGR CAR		01 DRVR	INJC	43	M	OR-Y		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00														OR<25				
												02	NONE 0	TURN-L									
													PRVTE	W -N								000	00
													PSNGR CAR		01 DRVR	INJC	36	F	OR-Y		028,004	000	02
																			OR<25				
01895	N N N N N N	05/15/2017	MARION	1 14		INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 9	U-TURN									02
CITY		MO	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		N/A	W -W								000	00
N		10A	WOODBURN UA	37.02	HILLSBORO-SILV HY	02	3		N	DAY	PDO		PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00														UNK				
												02	NONE 9	STRGHT									
													N/A	E -W								000	00
													PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
																			UNK				
03737	N N N N N N	09/10/2017	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT									02
CITY		SU	WOODBURN	MN 0	EVERGREEN RD	CN		FLASHBCN-A	N	DRY	TURN		N/A	E -W								000	00
N		7P	WOODBURN UA	37.02	HILLSBORO-SILV HY	02	3		N	DAY	PDO		PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00														UNK				
												02	NONE 9	TURN-L									
													N/A	W -N								000	00
													PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00
																			UNK				

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J N V	S I H L	C N R K	W O	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00633	N	N	N	N	N	N	N	02/28/2013	MARION	1	14		INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY			TH					WOODBURN	MN 0	EVERGREEN RD		CN			TRF SIGNAL	N	WET	TURN		PRVTE	W -E									000	00
N			8P					WOODBURN UA	37.02	HILLSBORO-SILV HY		03	0			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	41	F	OR-Y		000	000		00
N			45 9 3.520476					-122 52 32.5341839		014000100S00																	OR<25					
																			02	NONE 0	TURN-L										
																				PRVTE	E -S								000		00
																				PSNGR CAR		01	DRVR	INJC	62	M	OTH-Y N-RES	004,028	000		02
00511	N	N	N	N		Y		02/13/2014	MARION	1	14		INTER	3-LEG	N	N	CLD	O-1 L-TURN	01	NONE 0	STRGHT											04
CITY			TH					WOODBURN	MN 0	EVERGREEN RD		CN			L-GRN-SIG	N	WET	TURN		PRVTE	W -E									000	00
N			6P					WOODBURN UA	37.02	HILLSBORO-SILV HY		03	0			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	43	M	NONE		000	000		00
N			45 9 3.520548					-122 52 32.5358759		014000100S00																	OR<25					
																			01	NONE 0	STRGHT										
																				PRVTE	W -E								000		00
																				PSNGR CAR		02	PSNG	INJC	33	M		000	000		00
																			02	NONE 0	TURN-L										
																				PRVTE	E -S								000		00
																				PSNGR CAR		01	DRVR	INJC	33	M	OR-Y OR<25	020	000		04
																			02	NONE 0	TURN-L										
																				PRVTE	E -S								000		00
																				PSNGR CAR		02	PSNG	NO<5	04	F		000	000		00
																			02	NONE 0	TURN-L										
																				PRVTE	E -S								000		00
																				PSNGR CAR		03	PSNG	NO<5	01	M		000	000		00
03889	N	N	N	N		Y		11/01/2014	MARION	1	14		INTER	3-LEG	N	N	CLD	S-STRGHT	01	NONE 0	STRGHT											07
CITY			SA					WOODBURN	MN 0	EVERGREEN RD		CN			TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000	00
N			3P					WOODBURN UA	37.02	HILLSBORO-SILV HY		03	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y	042	000	000		07
N			45 9 3.52					-122 52 32.54		014000100S00																	OR<25					
																			02	NONE 0	STRGHT										
																				PRVTE	W -E								000		00
																				PSNGR CAR		01	DRVR	NONE	65	F	OR-Y OR<25	000	000		00
02576	N	N	N	N	N	N	N	07/08/2015	MARION	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY			WE					WOODBURN	MN 0	EVERGREEN RD		CN			TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000	00
N			11A					WOODBURN UA	37.02	HILLSBORO-SILV HY		03	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	24	F	OR-Y	000	000	000		00
N			45 9 3.52					-122 52 32.54		014000100S00																	OR<25					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J U N V	S I H L	C O R K	W	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES / LOC	PED ERROR	ACT	EVENT	CAUSE
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	01	DRVR	INJB	41	F	OR-Y OR<25	028,004	000 000		00 02
03582 CITY N N	N	N	N	N			Y	09/19/2015 SA 11A 45 9 3.52	MARION WOODBURN WOODBURN UA -122 52 32.54	1 14 MN 0 37.02	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 03	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	NON-COLL NCOL INJ	01	NONE 0 PRVTE MTRCYCLE	STRGHT W -E	01	DRVR	INJB	58	M	OR-Y OR<25	000	007 000	092,001 092	26 26 26
03695 CITY N N	N	N	N	N			Y	09/26/2015 SA 6P 45 9 3.52	MARION WOODBURN WOODBURN UA -122 52 32.54	1 14 MN 0 37.02	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 03	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	INJB	31	M	OR-Y OR<25	000	000		02 00 00
																		01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	02	PSNG	INJB	30	F		000	000		00 00
																		01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	03	PSNG	INJB	02	F		000	000		00 00
																		01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	04	PSNG	INJB	03	M		000	000		00 00
																		01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	05	PSNG	NO<5	01	M		000	000		00 00
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	01	DRVR	INJC	58	M	OR-Y OR<25	000	000		00 00
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	02	PSNG	INJB	54	F		028	000		00 02
04378 CITY N N	N	N	N	N				11/07/2015 SA 6P 45 9 3.52	MARION WOODBURN WOODBURN UA -122 52 32.54	1 14 MN 0 37.02	EVERGREEN RD HILLSBORO-SILV HY 014000100S00	INTER CN 03	CROSS 0	N TRF SIGNAL	N N	CLD WET DLIT	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	NONE	34	M	OR-Y OR<25	000	000		02 00 00
																		01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	02	PSNG	INJC	26	M		000	000		00 00

120 - 124 of 184 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E E D / D M R A L C / J U G S / S I N V / W C H L / O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED / LOC	ERROR	ACT EVENT	CAUSE
												01	NONE 0	STRGHT										
													PRVTE	W -E									000	00
													PSNGR CAR		03	PSNG	INJC	16	M			000	000	00
												02	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		01	DRVR	INJC	29	F	OR-Y		028,004	000	02
																				OR<25				
												02	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		02	PSNG	INJC	05	M			000	000	00
05001	N N N N	12/13/2015	MARION	1 14		INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY		SU	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	WET	TURN		PRVTE	E -S									000	00
N		4P	WOODBURN UA	37.02	HILLSBORO-SILV HY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJA	59	F	OR-Y		028,004	000	02
N		45 9 3.52	-122 52 32.54		014000100S00															OR<25				
												02	NONE 0	STRGHT										
													PRVTE	W -E									000	00
													PSNGR CAR		01	DRVR	INJC	27	M	NONE		000	000	00
																				OR<25				
04534	N N N N	11/17/2015	MARION	1 14		INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY		TU	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	WET	TURN		PRVTE	W -E									000	00
N		11A	WOODBURN UA	37.02	HILLSBORO-SILV HY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	45	M	OR-Y		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00															OR<25				
												02	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		01	DRVR	NONE	60	F	OR-Y		004,028	000	02
																				OR<25				
03023	N N N N	08/09/2015	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY		SU	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000	00
N		11P	WOODBURN UA	37.02	HILLSBORO-SILV HY	03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	58	M	OR-Y		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00															OR<25				
												02	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		01	DRVR	NONE	32	F	OR-Y		028,004	000	02
																				OR<25				
04387	N N N N	11/07/2015	MARION	1 14		INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY		SA	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	WET	TURN		PRVTE	W -E									000	00
N		3P	WOODBURN UA	37.02	HILLSBORO-SILV HY	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00															OR<25				
												02	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		028,004	000	02
																				OR<25				

125 - 127 of 184 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J U G S V	S N H L	W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
02930	N	N	N N	N	Y	07/14/2016	MARION	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										013	02
CITY			TH			WOODBURN	WOODBURN	MN 0		EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E								000		00
N			12P			WOODBURN UA	37.02			HILLSBORO-SILV HY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	34	F	OR-Y		000	000		00
N			45 9 3.52			-122 52 32.54				014000100S00															OR<25					
																	02	NONE 0	TURN-L									000	013	00
																		PRVTE	E -S										
																		PSNGR CAR		01	DRVR	INJB	24	M	OR-Y		028,004	000		02
																									OR<25				
																	03	NONE 0	STOP									012		00
																		PRVTE	S -N										
																		PSNGR CAR		01	DRVR	INJC	24	M	OTH-Y		000	000		00
																									N-RES				
05078	N	N	N N	N	N	11/16/2016	MARION	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY			WE			WOODBURN	WOODBURN	MN 0		EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E								000		00
N			12P			WOODBURN UA	37.02			HILLSBORO-SILV HY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	61	F	OR-Y		000	000		00
N			45 9 3.52			-122 52 32.54				014000100S00															OR<25					
																	02	NONE 0	TURN-L									000		00
																		PRVTE	E -S										
																		PSNGR CAR		01	DRVR	INJB	16	F	OR-Y		028,004	000		02
																									OR<25				
																	02	NONE 0	TURN-L									000		00
																		PRVTE	E -S										
																		PSNGR CAR		02	PSNG	INJB	11	F			000	000		00
05006	N	N	N N	N	N	11/11/2016	MARION	1	14		INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 9	TURN-L											02
CITY			FR			WOODBURN	WOODBURN	MN 0		EVERGREEN RD	CN		TRF SIGNAL	N	WET	TURN		N/A	E -S								000		00
N			10P			WOODBURN UA	37.02			HILLSBORO-SILV HY	03	3		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 9 3.52			-122 52 32.54				014000100S00															UNK					
																	02	NONE 9	STRGHT											
																		N/A	W -E									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK				
00385	N	N	N N			01/31/2017	MARION	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										013	04
CITY			TU			WOODBURN	WOODBURN	MN 0		EVERGREEN RD	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W -E								000		00
N			2P			WOODBURN UA	37.02			HILLSBORO-SILV HY	03	3		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		020	000		04
N			45 9 3.52			-122 52 32.54				014000100S00															OR<25					
																	01	NONE 0	STRGHT									000		00
																		PRVTE	W -E										
																		PSNGR CAR		02	PSNG	NO<5	02	F			000	000		00
																	01	NONE 0	STRGHT									000		00
																		PRVTE	W -E										
																		PSNGR CAR		03	PSNG	NO<5	01	F			000	000		00

SER# / INVEST / RD DPT / UNLOC?	S D M / P R J S W / E A U I C O / E L G N H R / D C S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	PRTC / P# TYPE	INJ / SVRTY	A / G / E	S / E / X	LICNS / RES	PED / LOC	ERROR	ACT EVENT	CAUSE
												02	NONE 0	STRGHT									
													PRVTE	N -S								000 013	00
													PSNGR CAR		01 DRVR	NONE	39	M	OR-Y		000	022	00
																			OR<25				
												02	NONE 0	STRGHT									
													PRVTE	N -S								000 013	00
													PSNGR CAR		02 PSNG	INJC	20	M			000	000	00
												02	NONE 0	STRGHT									
													PRVTE	N -S								000 013	00
													PSNGR CAR		03 PSNG	INJC	39	F			000	000	00
												03	NONE 0	STOP									
													PRVTE	S -N								012 013	00
													PSNGR CAR		01 DRVR	NONE	60	F	OR-Y		000	022	00
																			OR<25				
												04	NONE 0	STOP									
													PRVTE	S -N								012	00
													PSNGR CAR		01 DRVR	INJC	36	F	OR-Y		000	000	00
																			OR<25				
												04	NONE 0	STOP									
													PRVTE	S -N								012	00
													PSNGR CAR		02 PSNG	INJC	15	M			000	000	00
02923	N N N N N N	07/20/2017	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT									04
CITY		TH	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E								000	00
N		2P	WOODBURN UA	37.02	HILLSBORO-SILV HY	03	3		N	DAY	INJ		PSNGR CAR		01 DRVR	INJC	25	F	OTH-Y		020	000	04
N		45 9 3.52	-122 52 32.54		014000100S00														N-RES				
												01	NONE 0	STRGHT									
													PRVTE	W -E								000	00
													PSNGR CAR		02 PSNG	INJC	22	F			000	000	00
												02	NONE 0	TURN-L									
													PRVTE	E -S								000	00
													PSNGR CAR		01 DRVR	NONE	73	M	OTH-Y		000	000	00
																			N-RES				
03299	N N N N N N	08/15/2017	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L									04
CITY		TU	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -S								000	00
N		3P	WOODBURN UA	37.02	HILLSBORO-SILV HY	03	3		N	DAY	INJ		PSNGR CAR		01 DRVR	NONE	17	M	OR-Y		097	000	00
N		45 9 3.52	-122 52 32.54		014000100S00														OR<25				
												02	NONE 0	STRGHT									
													PRVTE	W -E								000	00
													PSNGR CAR		01 DRVR	INJC	51	M	OR-Y		097	000	00
																			OR<25				

SER# / INVEST / RD DPT / UNLOC?	S P E E D / D M R J S W (SPEC E A U I C O / E L G N H R / D C S V L K)	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
03425	N N N N	08/22/2017	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY		TU	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000	00
N		6A	WOODBURN UA	37.02	HILLSBORO-SILV HY	03	3		N	DAWN	INJ		PSNGR CAR		01	DRVR	INJC	53	M	OR-Y		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00															OR<25				
												02	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		028,004	000	02
																				OR<25				
03973	N N N N	09/23/2017	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY		SA	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -S									000	00
N		1P	WOODBURN UA	37.02	HILLSBORO-SILV HY	03	3		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	27	F	OR-Y		028,004	000	02
N		45 9 3.52	-122 52 32.54		014000100S00															OR<25				
												01	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		02	PSNG	NO<5	01	F			000	000	00
												01	NONE 0	TURN-L										
													PRVTE	E -S									000	00
													PSNGR CAR		03	PSNG	NO<5	03	F			000	000	00
												02	NONE 0	STRGHT										
													PRVTE	W -E									000	00
													PSNGR CAR		01	DRVR	NONE	52	F	OTH-Y		000	000	00
																				N-RES				
												02	NONE 0	STRGHT										
													PRVTE	W -E									000	00
													PSNGR CAR		02	PSNG	INJB	12	F			000	000	00
05357	N N N N N N	12/10/2017	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										04
CITY		SU	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -S									000	00
N		6A	WOODBURN UA	37.02	HILLSBORO-SILV HY	03	3		N	DAWN	INJ		PSNGR CAR		01	DRVR	NONE	37	F	OR-Y		020	000	04
N		45 9 3.52	-122 52 32.54		014000100S00															OR<25				
												02	NONE 0	STRGHT										
													PRVTE	W -E									000	00
													PSNGR CAR		01	DRVR	INJC	17	F	OR-Y		000	000	00
																				OR<25				
01864	N N N N N N	05/13/2017	MARION	1 14		INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 9	STRGHT										02
CITY		SA	WOODBURN	MN 0	EVERGREEN RD	CN		TRF SIGNAL	N	WET	TURN		N/A	W -E									000	00
N		7P	WOODBURN UA	37.02	HILLSBORO-SILV HY	03	3		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N		45 9 3.52	-122 52 32.54		014000100S00															UNK				
												02	NONE 9	TURN-L										
													N/A	E -S									000	00
													PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																				UNK				

SER# / INVEST / RD DPT / UNLOC?	S P / E / D	A	D M R / U / G	J / I / N	S / C / H	W / O / R / K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
05408	N	N	N	N	N	N	12/13/2017	MARION	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	TURN-L										087	02
CITY			WE				WOODBURN	WOODBURN	MN 0		EVERGREEN RD	CN		FLASHBCN-A	N	DRY	TURN		N/A	E -S								000		00
N			12P				WOODBURN UA	37.02			HILLSBORO-SILV HY	03	3		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 9 3.52				-122 52 32.54				014000100S00															UNK					
																		02	NONE 9	STRGHT											
																			N/A	W -E								000		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																										UNK					
00105	N	N	N	N			01/05/2013	MARION	1	14		INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	TURN-L										004	07
NONE			SA				WOODBURN	WOODBURN	MN 0		EVERGREEN RD	CN		TRF SIGNAL	N	DRY	REAR		PRVTE	S -W								000		00
N			7P				WOODBURN UA	37.02			HILLSBORO-SILV HY	04	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		026	000		07
N			45 9 3.520476				-122 52 32.5341839				014000100S00															UNK					
																		02	NONE 0	STOP											
																			PRVTE	S -W								013	004	00
																			PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		000	000		00
																										OR<25					
02511	N	N	N	N			07/28/2014	MARION	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R											02
CITY			MO				WOODBURN	WOODBURN	MN 0		EVERGREEN RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S -E								000		00
N			11A				WOODBURN UA	37.02			HILLSBORO-SILV HY	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	75	F	OR-Y		028	000		02
N			45 9 3.520548				-122 52 32.5358759				014000100S00															OR<25					
																		02	NONE 0	STRGHT											
																			PRVTE	W -E								000		00
																			PSNGR CAR		01	DRVR	NONE	52	M	OR-Y		000	000		00
																										OR<25					
00243	N	N	N	N			01/23/2013	MARION	1	14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE			WE				WOODBURN	WOODBURN	MN 0		HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W								000		00
N			6P				WOODBURN UA	37.04			EVERGREEN RD	04			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		026	000		07
N			45 9 3.4965719				-122 52 31.094724				014000100S00		(02)													OR<25					
																		02	NONE 0	STOP											
																			PRVTE	E -W								011		00
																			PSNGR CAR		01	DRVR	NONE	30	F	OR-Y		000	000		00
																										OR<25					
01715	N	N	N	N			05/12/2015	MARION	1	14		STRGHT		Y	N	RAIN	S-1STOP	01	NONE 0	STRGHT											07
NONE			TU				WOODBURN	WOODBURN	MN 0		HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	E -W								022		00
N			12P				WOODBURN UA	37.04			EVERGREEN RD	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		026	000		07
N			45 9 3.5				-122 52 31.1				014000100S00		(02)													OR<25					
																		02	NONE 0	STOP											
																			PRVTE	E -W								011		00
																			PSNGR CAR		01	DRVR	INJB	20	M	OR-Y		000	000		00
																										OR<25					

140 - 145 of 184 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J U N V	S I H L	C N R K	O W	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01271	N	N	N	N			Y	04/09/2015	MARION	1	14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY								TH	WOODBURN	MN 0		HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W								000		00
N								10A	WOODBURN UA	37.04		EVERGREEN RD	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		026	000		07
N								45 9 3.5	-122 52 31.1			014000100S00		(02)													OR<25					
																			02	NONE 0	STOP											
																				PRVTE	E -W								011		00
																				PSNGR CAR		01	DRVR	INJC	60	F	OR-Y		000	000		00
																											OR<25					
01364	N	N	N	N	N	N		05/02/2013	MARION	1	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY								TH	WOODBURN	MN 0		HILLSBORO-SILV HY	E	(NONE)	NONE	N	DRY	REAR		PRVTE	W -E								000		00
N								4P	WOODBURN UA	37.07		EVERGREEN RD	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	53	M	OR-Y		043,026	000		07
N								45 9 3.4607159	-122 52 28.9355159			014000100S00		(02)													OR>25					
																			02	NONE 0	STOP											
																				PRVTE	W -E								011		00
																				PSNGR CAR		01	DRVR	NONE	43	F	OR-Y		000	000		00
																											OR<25					
04699	N	N	N	N			Y	10/21/2013	MARION	1	14		ALLEY		N	N	CLR	S-1STOP	01	LOG 1	STRGHT										006	07
CITY								MO	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	NONE	N	DRY	REAR		PRVTE	W -E								000		00
N								10A	WOODBURN UA	37.08		OREGON WAY	03			N	DAY	INJ		SEMI TOW		01	DRVR	NONE	51	M	OR-Y		043	000		07
N								45 9 3.448764	-122 52 28.2158039			014000100S00		(02)													OR>25					
																			02	NONE 0	STOP											
																				PRVTE	W -E								011	006	00
																				PSNGR CAR		01	DRVR	INJC	50	M	OR-Y		000	000		00
																											OR<25					
04141	N	N	N	N			Y	10/26/2015	MARION	1	14		ALLEY		N	N	CLR	S-1TURN	01	NONE 0	STRGHT											07
CITY								MO	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E								000		00
N								4P	WOODBURN UA	37.09		OREGON WAY	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		043,042	000		07
N								45 9 3.44	-122 52 27.5			014000100S00		(04)													OR<25					
																			02	NONE 0	TURN-R											
																				PRVTE	W -S								019		00
																				PSNGR CAR		01	DRVR	NONE	19	F	OR-Y		000	000		00
																											OR<25					
02269	N	N	N	N			Y	07/08/2014	MARION	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										040	05
CITY								TU	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	NONE	N	DRY	FIX		PRVTE	E -W								000	040	00
Y								8A	WOODBURN UA	37.10		COUNTRY CLUB RD	01			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	89	F	OR-Y		039,014	000		05
N								45 9 3.424896	-122 52 26.778072			014000100S00		(02)													OR<25					
01881	N	N	N	N	N	N		06/09/2013	MARION	1	14		ALLEY		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										040,053	07,27
CITY								SU	WOODBURN	MN 0		HILLSBORO-SILV HY	W	(NONE)	NONE	N	DRY	FIX		PRVTE	W -E								007	040,053	00
Y								5P	WOODBURN UA	37.11		OREGON WAY	01			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	20	F	OR-Y		043,016,081	017		07,27
N								45 9 3.412908	-122 52 26.056632			014000100S00		(02)													OR<25					

Highway 140 ALL ROAD TYPES, MP 36.70 to 37.19 01/01/2013 to 12/31/2017, Both Add and Non-Add mileage

146 - 149 of 184 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E E D (D M) / R J S W / A U I C O / L G N H R / C S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
02518	N N N N	07/29/2014	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE		TU	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E									000		00
N		7A	WOODBURN UA	37.11	OREGON WAY	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		026	000		07
N		45 9 3.412944	-122 52 26.0583239		014000100S00		(02)													UNK					
												02	NONE 0	STOP											
													PRVTE	W -E									011		00
													PSNGR CAR		01	DRVR	INJC	46	F	OR-Y		000	000		00
																				OR<25					
03750	N N N N	05/23/2014	MARION	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 1	STRGHT											07
NONE		FR	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W									000		00
N		8A	WOODBURN UA	37.11	COUNTRY CLUB RD	04			N	DAY	PDO		SEMI TOW		01	DRVR	NONE	36	M	OR-Y		042	000		07
N		45 9 3.41	-122 52 26.06		014000100S00		(02)													OR<25					
												02	NONE 0	STRGHT											
													PRVTE	E -W									000		00
													PSNGR CAR		01	DRVR	NONE	39	M	OTH-Y		000	000		00
																				N-RES					
00279	N N N N N N	01/26/2013	MARION	1 14		STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										002	27,07
CITY		SA	WOODBURN	MN 0	HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	E -W									000		00
N		4P	WOODBURN UA	37.12	EVERGREEN RD	04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	27	F	OR-Y		016,043,026	010	002	27,07
N		45 9 3.4009559	-122 52 25.3368839		014000100S00		(02)													OR>25					
												01	NONE 0	STRGHT											
													PRVTE	E -W									000		00
													PSNGR CAR		02	PSNG	NO<5	04	F			000	000		00
												02	NONE 0	STOP											
													PRVTE	E -W									011		00
													PSNGR CAR		01	DRVR	NONE	49	M	OR-Y		000	000		00
																				OR<25					
												02	NONE 0	STOP											
													PRVTE	E -W									011		00
													PSNGR CAR		02	PSNG	INJC	40	F			000	000		00
00664	N N N N	03/02/2013	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE		SA	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W -E									000		00
N		2P	WOODBURN UA	37.12	OREGON WAY	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	40	F	OR-Y		026	000		07
N		45 9 3.4009559	-122 52 25.3368839		014000100S00		(02)													OR>25					
												02	NONE 0	STOP											
													UNKN	W -E									011		00
													UNKNOWN		01	DRVR	NONE	00	Unk	UNK		000	000		00
																				UNK					

140: HILLSBORO-SILVERTON **Highway 140 ALL ROAD TYPES, MP 36.70 to 37.19 01/01/2013 to 12/31/2017, Both Add and Non-Add mileage**

150 - 153 of 184 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S D M / P R J S W / E A U I C O / E L G N H R / D C S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V# SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P# PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00622	N N N N	02/22/2014	MARION	1 14		STRGHT		Y	N	CLR	O-1STOP	01 NONE 0	STRGHT									10
NO RPT		SA	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	SS-M	PRVTE	E -W								000	00
N		7P	WOODBURN UA	37.12	OREGON WAY	03			N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	21	M	OR-Y		080	000	10
N		45 9 3.4009919	-122 52 25.338576		014000100S00		(02)											OR<25				
												02 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	NONE	55	F	OR-Y		000	000	00
																		OR<25				
00756	N N N N	03/06/2014	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01 NONE 0	STRGHT									07
NONE		TH	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	WET	REAR	PRVTE	W -E								000	00
N		4P	WOODBURN UA	37.12	OREGON WAY	03			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	60	M	OR-Y		026	000	07
N		45 9 3.4009919	-122 52 25.338576		014000100S00		(02)											OR<25				
												02 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	INJC	52	M	OR-Y		000	000	00
																		OR<25				
02947	N N N N Y	08/28/2014	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01 NONE 0	STRGHT								013	07
CITY		TH	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E								000	00
N		4A	WOODBURN UA	37.12	OREGON WAY	03			N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	54	M	NONE		026	000	07
N		45 9 3.4009919	-122 52 25.338576		014000100S00		(02)											OR<25				
												02 NONE 0	STOP									
												PRVTE	W -E								011 013	00
												PSNGR CAR		01 DRVR	INJC	50	M	OR-Y		000	000	00
																		OR<25				
												03 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	INJC	44	M	OR-Y		000	000	00
																		OR<25				
00858	N N N N Y	03/09/2015	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01 NONE 0	STRGHT									16
CITY		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E								000	00
N		5A	WOODBURN UA	37.12	OREGON WAY	03			N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	44	M	OR-Y		026	025	16
N		45 9 3.4	-122 52 25.34		014000100S00		(02)											OR<25				
												02 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	INJC	45	M	OR-Y		000	000	00
																		OR<25				
01799	N N N N	06/03/2013	MARION	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01 NONE 0	STRGHT									07
CITY		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	W		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000	00
N		4P	WOODBURN UA	37.14	OREGON WAY	06	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	29	M	OR-Y		026	000	07
N		45 9 3.377052	-122 52 23.899116		014000100S00													OR>25				

SER# / INVEST / RD DPT / UNLOC?	S P E E D C / D M R J S W E A U I C O L G N H R C S V L K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V# SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	PRTC / P# TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
												02 NONE 0	STOP									
												PRVTE	W -E								011 013	00
												PSNGR CAR		01 DRVR	NONE	23	F	OR-Y		000	000	00
																		OR<25				
												03 NONE 0	STOP									
												PRVTE	W -E								022	00
												PSNGR CAR		01 DRVR	NONE	42	F	OR-Y		000	000	00
																		OR<25				
03551	N N N N	10/12/2013	MARION	1 14		INTER	CROSS	N	N	RAIN	S-1STOP	01 NONE 0	STRGHT									07
NONE		SA	WOODBURN	MN 0	HILLSBORO-SILV HY	W		TRF SIGNAL	N	WET	REAR	PRVTE	W -E								000	00
N		8A	WOODBURN UA	37.14	OREGON WAY	06	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	20	F	OR-Y		026	000	07
N		45 9 3.377052	-122 52 23.899116		014000100S00													OR<25				
												02 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		01 DRVR	NONE	34	M	OR-Y		000	000	00
																		OR>25				
												02 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		02 PSNG	NO<5	04	M			000	000	00
												02 NONE 0	STOP									
												PRVTE	W -E								011	00
												PSNGR CAR		03 PSNG	NO<5	04	M			000	000	00
02358	N N N N	06/24/2015	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 0	STRGHT									04
CITY		WE	WOODBURN	MN 0	COUNTRY CLUB RD	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	E -W								000	00
N		2P	WOODBURN UA	37.14	HILLSBORO-SILV HY	02	0		N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	68	M	OR-Y		000	000	00
N		45 9 3.38	-122 52 23.9		014000100S00													OR<25				
												02 NONE 0	TURN-L									
												PRVTE	W -N								000	00
												PSNGR CAR		01 DRVR	INJC	74	F	OR-Y		020,004	000	04
																		OR<25				
04095	N N N N	07/30/2015	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 0	STRGHT									02
NO RPT		TH	WOODBURN	MN 0	COUNTRY CLUB RD	CN		FLASHBCN-A	N	DRY	TURN	PRVTE	E -W								000	00
N		10A	WOODBURN UA	37.14	HILLSBORO-SILV HY	02	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	54	F	OR-Y		000	000	00
N		45 9 3.38	-122 52 23.9		014000100S00													OR<25				
												01 NONE 0	STRGHT									
												PRVTE	E -W								000	00
												PSNGR CAR		02 PSNG	INJC	35	F			000	000	00
												02 NONE 0	TURN-L									
												PRVTE	W -N								000	00
												PSNGR CAR		01 DRVR	NONE	63	M	OR-Y		028,004	000	02
																		OR>25				

Highway 140 ALL ROAD TYPES, MP 36.70 to 37.19 01/01/2013 to 12/31/2017, Both Add and Non-Add mileage

158 - 161 of 184 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E E D / A L C S / D R U G S / M J I N V / S C H L / W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED / LOC	ERROR	ACT	EVENT	CAUSE
03457	N N N N Y	09/10/2015	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L											02
CITY		TH	WOODBURN	MN 0	COUNTRY CLUB RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -N									000		00
N		5P	WOODBURN UA	37.14	HILLSBORO-SILV HY	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y		028,004	000		02
N		45 9 3.38	-122 52 23.9		014000100S00															OR>25					
												02	NONE 0	STRGHT											
													PRVTE	E -W									000		00
													PSNGR CAR		01	DRVR	NONE	37	F	OR-Y		000	000		00
																				OR<25					
02265	N N N N N N	06/01/2016	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY		WE	WOODBURN	MN 0	COUNTRY CLUB RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W									000		00
N		12P	WOODBURN UA	37.14	HILLSBORO-SILV HY	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	73	M	OR-Y		000	000		00
N		45 9 3.38	-122 52 23.9		014000100S00															OR<25					
												01	NONE 0	STRGHT											
													PRVTE	E -W									000		00
													PSNGR CAR		02	PSNG	INJC	70	F			000	000		00
												02	NONE 0	TURN-L											
													PRVTE	W -N									000		00
													PSNGR CAR		01	DRVR	INJB	51	F	OR-Y		028,004	000		02
																				OR>25					
02405	Y N N N N N	06/09/2016	MARION	1 14		INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	STRGHT										013	04,30
CITY		TH	WOODBURN	MN 0	COUNTRY CLUB RD	CN		L-GRN-SIG	N	WET	TURN		PRVTE	E -W									022		00
N		5P	WOODBURN UA	37.14	HILLSBORO-SILV HY	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		050,097	000		30
N		45 9 3.38	-122 52 23.9		014000100S00															OR>25					
												02	NONE 0	TURN-L											
													PRVTE	W -N									022	013	00
													PSNGR CAR		01	DRVR	INJC	68	F	OR-Y		097	000		00
																				OR<25					
												03	NONE 0	STOP											
													PRVTE	N -S									011		00
													PSNGR CAR		01	DRVR	NONE	68	F	OR-Y		000	000		00
																				OR<25					
02539	N N N N N N	06/26/2017	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W									000		00
N		5P	WOODBURN UA	37.14	OREGON WAY	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		000	000		00
N		45 9 3.38	-122 52 23.9		014000100S00															OR<25					
												02	NONE 0	TURN-L											
													PRVTE	W -N									000		00
													PSNGR CAR		01	DRVR	INJC	69	F	OR-Y		028,004	000		02
																				OR<25					

162 - 165 of 184 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P / E D	A	D R / U G / N S	M J / I V	S C / N L	W O / H K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
02748	N	N	N N	N N	N N	N N	07/10/2017	MARION	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY			MO				WE	WOODBURN	MN 0		COUNTRY CLUB RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W								000		00
N			11A				3P	WOODBURN UA	37.14		HILLSBORO-SILV HY	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	74	F	OR-Y		000	000		00
N			45 9 3.38				-122 52 23.9				014000100S00															OR<25					
																		02	NONE 0	TURN-L									000		00
																			PRVTE	W -N											
																			PSNGR CAR		01	DRVR	INJC	67	M	OR-Y		028,004	000		02
																										OR<25					
03566	N	N	N N	N N	N N	N N	08/30/2017	MARION	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY			WE				WE	WOODBURN	MN 0		COUNTRY CLUB RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -N								000		00
N			3P				3P	WOODBURN UA	37.14		HILLSBORO-SILV HY	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		028,004	000		02
N			45 9 3.38				-122 52 23.9				014000100S00															OR<25					
																		02	NONE 0	STRGHT									000		00
																			PRVTE	E -W											
																			PSNGR CAR		01	DRVR	INJC	21	M	OR-Y		000	000		00
																										OR<25					
02542	N	N	N N	N N	N N	N N	06/26/2017	MARION	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT										02
CITY			MO				WE	WOODBURN	MN 0		COUNTRY CLUB RD	CN		TRF SIGNAL	N	DRY	TURN		N/A	E -W								000		00
N			4P				3P	WOODBURN UA	37.14		HILLSBORO-SILV HY	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 9 3.38				-122 52 23.9				014000100S00															UNK					
																		02	NONE 9	TURN-L											
																			N/A	W -N									000		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																										UNK					
00357	N	N	N N	N N	N N	N N	01/25/2016	MARION	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY			MO				WE	WOODBURN	MN 0		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -S								000		00
N			5P				3P	WOODBURN UA	37.14		OREGON WAY	03	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		028	000		02
N			45 9 3.38				-122 52 23.9				014000100S00															OR<25					
																		02	NONE 0	STRGHT									000		00
																			PRVTE	W -E											
																			PSNGR CAR		01	DRVR	INJB	28	M	OR-Y		000	000		00
																										OR<25					
																		02	NONE 0	STRGHT									000		00
																			PRVTE	W -E											
																			PSNGR CAR		02	PSNG	INJB	28	M			000	000		00
00835	N	N	N N	N N	N N	N N	02/26/2016	MARION	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY			FR				WE	WOODBURN	MN 0		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E								000	013	00
N			11A				3P	WOODBURN UA	37.14		OREGON WAY	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	25	F	OR-Y		000	000		00
N			45 9 3.38				-122 52 23.9				014000100S00															OR<25					

SER# / INVEST / RD DPT / UNLOC?	S P E D / D M R J S W flags (E A U I C O / L G N H R / C S V L K)	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P# TYPE (PRTC)	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
												02	NONE 0	TURN-L										
													PRVTE	E -S								000		00
													PSNGR CAR		01 DRVR	NONE	44	M	OTH-Y		028,004	000		02
																			N-RES					
												02	NONE 0	TURN-L										
													PRVTE	E -S								000		00
													PSNGR CAR		02 PSNG	INJB	09	F			000	000		00
												03	NONE 0	STOP										
													PRVTE	S -N								012		00
													PSNGR CAR		01 DRVR	INJC	42	F	OR-Y		000	000		00
																			OR<25					
01597	N N N N N N	04/15/2016	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02
CITY		FR	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -S								000		00
N		12P	WOODBURN UA	37.14	OREGON WAY	03	0		N	DAY	INJ		PSNGR CAR		01 DRVR	INJB	82	F	OR-Y		028,004	000		02
N		45 9 3.38	-122 52 23.9		014000100S00														OR<25					
												02	NONE 0	STRGHT										
													PRVTE	W -E								000		00
													PSNGR CAR		01 DRVR	INJB	80	M	OR-Y		000	000		00
																			OR<25					
04550	N N N N N N	10/16/2016	MARION	1 14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT									013	04
CITY		SU	WOODBURN	MN 0	COUNTRY CLUB RD	CN		TRF SIGNAL	N	WET	ANGL		PRVTE	W -E								000		00
N		7P	WOODBURN UA	37.14	HILLSBORO-SILV HY	03	0		N	DLIT	INJ		PSNGR CAR		01 DRVR	NONE	18	M	OR-Y		020	000		04
N		45 9 3.38	-122 52 23.9		014000100S00														OR<25					
												02	NONE 0	STRGHT										
													PRVTE	N -S								000	013	00
													PSNGR CAR		01 DRVR	INJC	65	M	OR-Y		000	000		00
																			OR<25					
												03	NONE 0	STRGHT										
													PRVTE	S -N								022		00
													PSNGR CAR		01 DRVR	INJC	69	F	OR-Y		000	000		00
																			OR<25					
01175	N N N N	03/21/2016	MARION	1 14		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 9	STRGHT									087	04
CITY		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	ANGL		N/A	W -E								000		00
N		4P	WOODBURN UA	37.14	OREGON WAY	03	0		N	DAY	PDO		PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000		00
N		45 9 3.38	-122 52 23.9		014000100S00														UNK					
												02	NONE 9	STRGHT										
													N/A	N -S								000		00
													PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000		00
																			UNK					
02631	N N N N N N	06/23/2016	MARION	1 14		INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 9	STRGHT										02
CITY		TH	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		N/A	W -E								000		00
N		5P	WOODBURN UA	37.14	OREGON WAY	03	0		N	DAY	PDO		PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000		00
N		45 9 3.38	-122 52 23.9		014000100S00														UNK					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R G S	M J N V	S I H L	C N K	W O R	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																		02	NONE 9 N/A PSNGR CAR	TURN-L E -S	01	DRVR	NONE	00	Unk	UNK UNK		000 000	000 000		00 00
01916 CITY N N	N	N	N	N	N	N		05/16/2017 TU 2P 45 9 3.38	MARION WOODBURN WOODBURN UA -122 52 23.9	1 14 MN 0 37.14	 HILLSBORO-SILV HY OREGON WAY 014000100S00	INTER CN 03	CROSS TRF SIGNAL 0	N N N	N N N	CLD DRY DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	INJC	69	F	OR-Y OR>25		000	000 000		02 00 00
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	01	DRVR	INJB	73	F	OR-Y OR<25		028,004	000 000		00 02
03558 CITY N N	N	N	N	N	N	N		08/30/2017 WE 2P 45 9 3.38	MARION WOODBURN WOODBURN UA -122 52 23.9	1 14 MN 0 37.14	 HILLSBORO-SILV HY OREGON WAY 014000100S00	INTER CN 03	CROSS TRF SIGNAL 0	N N N	N N N	CLR DRY DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	INJC	59	M	OR-Y OR>25		000	000 000		02 00 00
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	01	DRVR	NONE	60	F	OR-Y OR<25		028,004	000 000		00 02
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	02	PSNG	INJB	34	F			000	000 000		00 00
03720 CITY N N	N	N	N	N	N	N		09/09/2017 SA 1P 45 9 3.38	MARION WOODBURN WOODBURN UA -122 52 23.9	1 14 MN 0 37.14	 HILLSBORO-SILV HY OREGON WAY 014000100S00	INTER CN 03	CROSS TRF SIGNAL 0	N N N	N N N	CLD DRY DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W -E	01	DRVR	INJB	56	F	OR-Y OR<25		000	000 000		02 00 00
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	01	DRVR	INJC	35	M	OR-Y OR<25		028,004	000 000		00 02
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	02	PSNG	INJC	32	F			000	000 000		00 00
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	03	PSNG	NO<5	04	F			000	000 000		00 00
																		02	NONE 0 PRVTE PSNGR CAR	TURN-L E -S	04	PSNG	INJC	56	F			000	000 000		00 00

SER# / INVEST / RD DPT / UNLOC?	S P E E D / A L C / D R U G S / M J I N V / S C H L / W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
												02	NONE 0	TURN-L											
													PRVTE	E -S									000		00
													PSNGR CAR		05	PSNG	INJC	10	M			000	000		00
												02	NONE 0	TURN-L											
													PRVTE	E -S									000		00
													PSNGR CAR		06	PSNG	INJC	15	M			000	000		00
												02	NONE 0	TURN-L											
													PRVTE	E -S									000		00
													PSNGR CAR		07	PSNG	INJC	07	M			000	000		00
04253	N N N N Y	12/02/2013	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY		MO	WOODBURN	MN 0	HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	S -N									000		00
N		1P	WOODBURN UA	37.14	OREGON WAY	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	80	M	OR-Y		000	000		00
N		45 9 3.377052	-122 52 23.899116		014000100S00															OR<25					
												02	NONE 0	TURN-L											
													PRVTE	N -E									000		00
													PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		004,028	000		02
																				OR<25					
												02	NONE 0	TURN-L											
													PRVTE	N -E									000		00
													PSNGR CAR		02	PSNG	INJC	47	F			000	000		00
00823	N N N N	03/02/2017	MARION	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT											02
NONE		TH	WOODBURN	MN 0	COUNTRY CLUB RD	CN		TRF SIGNAL	N	DRY	TURN		N/A	S -N									000		00
N		10A	WOODBURN UA	37.14	HILLSBORO-SILV HY	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N		45 9 3.38	-122 52 23.9		014000100S00															UNK					
												02	NONE 9	TURN-L											
													N/A	N -E									000		00
													PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																				UNK					
01439	N N N N N N	05/07/2013	MARION	1 14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY		TU	WOODBURN	MN 0	HILLSBORO-SILV HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W									022		00
N		2P	WOODBURN UA	37.15	COUNTRY CLUB RD	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	42	M	OR-Y		043,026	000		07
N		45 9 3.3672239	-122 52 23.18952		014000100S00		(02)													OR>25					
												02	NONE 0	STOP											
													PRVTE	E -W									011		00
													PSNGR CAR		01	DRVR	NONE	77	M	OR-Y		000	000		00
																				OR>25					
												03	NONE 0	STRGHT											
													PRVTE	E -W									000		00
													PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		043,026	000		07
																				OR<25					

177 - 179 of 184 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R G S	J U N V	S I H L	C N	W O R K	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
05318	N	N	N	N	N	N	N	12/08/2017	MARION	1 14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 9	STRGHT										29
CITY			FR					WOODBURN	MN 0	HILLSBORO-SILV HY		E	(NONE)	UNKNOWN	N	DRY	REAR		N/A	W -E								000		00
N			9P					WOODBURN UA	37.15	OREGON WAY		03			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 9 3.37					-122 52 23.19		014000100S00			(04)													UNK					
																		02	NONE 9	STRGHT										
																			N/A	W -E								000		00
																			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																										UNK				
04412	N	N	N	N		Y		12/09/2014	MARION	1 14		STRGHT		N	N	CLD	PRKD MV	01	NONE 0	STRGHT										17
NONE			TU					WOODBURN	MN 0	HILLSBORO-SILV HY		E	(NONE)	L-TURN REF	N	WET	HEAD		PRVTE	W -E								000		00
Y			10A					WOODBURN UA	37.15	OREGON WAY		04			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	90	M	OR-Y		080	028		17
N			45 9 3.37					-122 52 23.19		014000100S00			(02)													OR<25					
																		02	NONE 0	PRKD-I										
																			PRVTE	E -W								008		00
																			PSNGR CAR											
03916	N	N	N	N	N	N		10/11/2015	MARION	1 14		STRGHT		Y	N	CLR	S-1STOP	01	NONE 0	STRGHT									013	27,07
CITY			SU					WOODBURN	MN 0	HILLSBORO-SILV HY		E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E -W								000		00
N			5P					WOODBURN UA	37.16	COUNTRY CLUB RD		04			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	40	M	OR-Y		016,043,026	038		27,07
N			45 9 3.36					-122 52 22.48		014000100S00			(02)													OR<25					
																		01	NONE 0	STRGHT										
																			PRVTE	E -W								000		00
																			PSNGR CAR		02	PSNG	NO<5	03	F			000	000		00
																		02	NONE 0	STOP										
																			PRVTE	E -W								011	013	00
																			PSNGR CAR		01	DRVR	INJC	37	F	OTH-Y		000	022		00
																										N-RES					
																		02	NONE 0	STOP										
																			PRVTE	E -W								011	013	00
																			PSNGR CAR		02	PSNG	INJC	29	M			000	000		00
																		03	NONE 0	STOP										
																			PRVTE	E -W								011		00
																			PSNGR CAR		01	DRVR	INJC	28	M	OR-Y		000	000		00
																										OR<25					
																		03	NONE 0	STOP										
																			PRVTE	E -W								011		00
																			PSNGR CAR		02	PSNG	INJC	27	F			000	000		00
01050	N	N	N	N				03/17/2017	MARION	1 14		STRGHT		Y	N	RAIN	S-1STOP	01	NONE 0	STRGHT										29
NONE			FR					WOODBURN	MN 0	HILLSBORO-SILV HY		E	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	E -W								000		00
N			2P					WOODBURN UA	37.19	COUNTRY CLUB RD		06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		026	000		29
N			45 9 3.33					-122 52 20.36		014000100S00			(04)													OR<25					

SER# / INVEST / RD DPT / UNLOC?	S P / E / D	E L / C	D R / A / G / S	M J / U / N / V	S I / H / L	C / R / K	W / O	DATE / DAY / TIME / LAT	COUNTY / CITY / URBAN AREA / LONG	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN# / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
																			02	NONE 0 PRVTE PSNGR CAR	STOP E -W						OR-Y OR>25		000	011 000		00 00
01946 CITY	N	N	N	N	Y			06/13/2014 FR	MARION WOODBURN	1 11 CN 0		1 HILLSBORO-SILV HY	INTER SE	CROSS	N TRF SIGNAL	Y N	CLD WET	FIX OBJ FIX	01	NONE 0 PRVTE	TURN-L E -SE								043 043	08 00
N								1A	WOODBURN UA	36.72		SB EF HILLS-SILV C1	05	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	21	F	NONE		001	000		08
N								45 9 3.95298	-122 52 56.1019079			0140AC100S00															OR<25					
04004 NONE	N	N	N	N				09/21/2017 TH	MARION WOODBURN	1 11 CN 0		2 NB EF HILLS-SILV C2	CURVE N	(NONE)	N ONE-WAY	N N	CLR DRY	S-STRGHT REAR	01	NONE 9 N/A	STRGHT S -N									29 00
N								3P	WOODBURN UA	36.91		HILLSBORO-SILV HY	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 9 4.48	-122 52 44.67			0140AD100S00		(01)													UNK					
																			02	NONE 9 N/A PSNGR CAR	STRGHT S -N		01	DRVR	NONE	00	Unk	UNK UNK		000 000			00 00
04341 STATE	N	N	N	N	N	N		10/14/2017 SA	MARION WOODBURN	1 11 CN 0		3 NB EF HILLS-SILV C3	CURVE SE	(NONE)	N UNKNOWN	N N	CLR DRY	OVERTURN NCOL	01	NONE 0 PRVTE	STRGHT SE-NW								001 000	10 00
N								2P	WOODBURN UA	36.98		PACIFIC HY I-5	03			N	DAY	INJ		MTRCYCLE		01	DRVR	NONE	40	M	OR-Y	079	000	001		10
N								45 9 1.96	-122 52 50.27			0140AG100S00		(01)													OR>25					
																			01	NONE 0 PRVTE MTRCYCLE	STRGHT SE-NW		02	PSNG	INJC	42	F		000	000 000	001		00 00
00673 STATE	N	N	N	N	N	N		02/20/2017 MO	MARION WOODBURN	1 11 CN 0		3 NB EF HILLS-SILV C3	STRGHT SE	(NONE)	N ONE-WAY	Y N	RAIN WET	FIX OBJ FIX	01	NONE 0 PRVTE	STRGHT SE-NW								079,010 079,010	27 00
Y								7A	WOODBURN UA	37.15		PACIFIC HY I-5	01			N	DAWN	INJ		PSNGR CAR		01	DRVR	INJC	21	F	OR-Y	016,081	038			27
N								45 9 16.23	-122 52 36.25			0140AD100S00		(01)													OR<25					

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

CITY OF WOODBURN, MARION COUNTY

HILLSBORO-SILV HY at COUNTRY CLUB RD, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

1 - 4 of 10 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R J S W U G N H R I V L K C O	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
02358	N	N	N	06/24/2015	14	COUNTRY CLUB RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											04
CITY				WE		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W									000		00
N				2P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	68	M	OR-Y		000	000		00
N				45 9 3.38	-122 52 23.9	014000100S00															OR<25					
													02	NONE 0	TURN-L											
														PRVTE	W -N									000		00
														PSNGR CAR		01	DRVR	INJC	74	F	OR-Y		020,004	000		04
																					OR<25					
04095	N	N	N	07/30/2015	14	COUNTRY CLUB RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
NO RPT				TH		HILLSBORO-SILV HY	CN		FLASHBCN-A	N	DRY	TURN		PRVTE	E -W									000		00
N				10A			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y		000	000		00
N				45 9 3.38	-122 52 23.9	014000100S00															OR<25					
													01	NONE 0	STRGHT											
														PRVTE	E -W									000		00
														PSNGR CAR		02	PSNG	INJC	35	F			000	000		00
													02	NONE 0	TURN-L											
														PRVTE	W -N									000		00
														PSNGR CAR		01	DRVR	NONE	63	M	OR-Y		028,004	000		02
																					OR>25					
03457	N	N	N	Y 09/10/2015	14	COUNTRY CLUB RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L											02
CITY				TH		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -N									000		00
N				5P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y		028,004	000		02
N				45 9 3.38	-122 52 23.9	014000100S00															OR>25					
													02	NONE 0	STRGHT											
														PRVTE	E -W									000		00
														PSNGR CAR		01	DRVR	NONE	37	F	OR-Y		000	000		00
																					OR<25					
02265	N	N	N	N N 06/01/2016	14	COUNTRY CLUB RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY				WE		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W									000		00
N				12P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	73	M	OR-Y		000	000		00
N				45 9 3.38	-122 52 23.9	014000100S00															OR<25					
													01	NONE 0	STRGHT											
														PRVTE	E -W									000		00
														PSNGR CAR		02	PSNG	INJC	70	F			000	000		00
													02	NONE 0	TURN-L											
														PRVTE	W -N									000		00
														PSNGR CAR		01	DRVR	INJB	51	F	OR-Y		028,004	000		02
																					OR>25					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N V	I H L	C S K	O W R	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
04550	N	N	N		N	N		10/16/2016	14	COUNTRY CLUB RD	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT										013	04
CITY			SU							HILLSBORO-SILV HY	CN		TRF SIGNAL	N	WET	ANGL		PRVTE	W -E								000		00
N			7P								03	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		020	000		04
N			45 9 3.38					-122 52 23.9		014000100S00															OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	N -S									000	013	00
																		PSNGR CAR		01	DRVR	INJC	65	M	OR-Y		000	000		00
																									OR<25					
																	03	NONE 0	STRGHT											
																		PRVTE	S -N									022		00
																		PSNGR CAR		01	DRVR	INJC	69	F	OR-Y		000	000		00
																									OR<25					
02405	Y	N	N		N	N		06/09/2016	14	COUNTRY CLUB RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	STRGHT										013	04,30
CITY			TH							HILLSBORO-SILV HY	CN		L-GRN-SIG	N	WET	TURN		PRVTE	E -W								022		00
N			5P								02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		050,097	000		30
N			45 9 3.38					-122 52 23.9		014000100S00															OR>25					
																	02	NONE 0	TURN-L											
																		PRVTE	W -N									022	013	00
																		PSNGR CAR		01	DRVR	INJC	68	F	OR-Y		097	000		00
																									OR<25					
																	03	NONE 0	STOP											
																		PRVTE	N -S									011		00
																		PSNGR CAR		01	DRVR	NONE	68	F	OR-Y		000	000		00
																									OR<25					
02748	N	N	N		N	N		07/10/2017	14	COUNTRY CLUB RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY			MO							HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W								000		00
N			11A								02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	74	F	OR-Y		000	000		00
N			45 9 3.38					-122 52 23.9		014000100S00															OR<25					
																	02	NONE 0	TURN-L											
																		PRVTE	W -N									000		00
																		PSNGR CAR		01	DRVR	INJC	67	M	OR-Y		028,004	000		02
																									OR<25					
03566	N	N	N		N	N		08/30/2017	14	COUNTRY CLUB RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L											02
CITY			WE							HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -N								000		00
N			3P								02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		028,004	000		02
N			45 9 3.38					-122 52 23.9		014000100S00															OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	E -W									000		00
																		PSNGR CAR		01	DRVR	INJC	21	M	OR-Y		000	000		00
																									OR<25					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N V	S H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00823	N	N	N				03/02/2017	14	COUNTRY CLUB RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT										02
NONE							TH		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		N/A	S -N									000	00
N							10A			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 9 3.38	-122 52 23.9	014000100S00															UNK				
																02	NONE 9	TURN-L										
																	N/A	N -E									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
02542	N	N	N		N	N	06/26/2017	14	COUNTRY CLUB RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT										02
CITY							MO		HILLSBORO-SILV HY	CN		TRF SIGNAL	N	DRY	TURN		N/A	E -W									000	00
N							4P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 9 3.38	-122 52 23.9	014000100S00															UNK				
																02	NONE 9	TURN-L										
																	N/A	W -N									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				

CITY OF WOODBURN, MARION COUNTY

HILLSBORO-SILV HY at OREGON WAY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

1 - 3 of 12 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N V	S H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01799	N	N	N				06/03/2013	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY							MO		OREGON WAY	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N							4P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	29	M	OR-Y		026	000		07
N							45 9 3.377052	-122 52 23.899116	014000100S00															OR>25					
																02	NONE 0	STOP											
																	PRVTE	W -E									011	013	00
																	PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		000	000		00
																								OR<25					
																03	NONE 0	STOP											
																	PRVTE	W -E									022		00
																	PSNGR CAR		01	DRVR	NONE	42	F	OR-Y		000	000		00
																								OR<25					
03551	N	N	N				10/12/2013	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											07
NONE							SA		OREGON WAY	W		TRF SIGNAL	N	WET	REAR		PRVTE	W -E									000		00
N							8A			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		026	000		07
N							45 9 3.377052	-122 52 23.899116	014000100S00															OR<25					
																02	NONE 0	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		01	DRVR	NONE	34	M	OR-Y		000	000		00
																								OR>25					
																02	NONE 0	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		02	PSNG	NO<5	04	M			000	000		00
																02	NONE 0	STOP											
																	PRVTE	W -E									011		00
																	PSNGR CAR		03	PSNG	NO<5	04	M			000	000		00
04253	N	N	N	Y			12/02/2013	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY							MO		OREGON WAY	CN		TRF SIGNAL	N	WET	TURN		PRVTE	S -N									000		00
N							1P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	80	M	OR-Y		000	000		00
N							45 9 3.377052	-122 52 23.899116	014000100S00															OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	N -E									000		00
																	PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		004,028	000		02
																								OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	N -E									000		00
																	PSNGR CAR		02	PSNG	INJC	47	F			000	000		00

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N V	I H L	C S K	O W R	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00357	N	N	N		N	N		01/25/2016	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L											02
CITY								MO		OREGON WAY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -S									000		00
N								5P			03	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		028	000		02
N								45 9 3.38	-122 52 23.9	014000100S00															OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	W -E									000		00
																		PSNGR CAR		01	DRVR	INJB	28	M	OR-Y		000	000		00
																									OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	W -E									000		00
																		PSNGR CAR		02	PSNG	INJB	28	M			000	000		00
00835	N	N	N		N	N		02/26/2016	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											013	02
CITY								FR		OREGON WAY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000		00
N								11A			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	25	F	OR-Y		000	000		00
N								45 9 3.38	-122 52 23.9	014000100S00															OR<25					
																	02	NONE 0	TURN-L											
																		PRVTE	E -S									000		00
																		PSNGR CAR		01	DRVR	NONE	44	M	OTH-Y		028,004	000		02
																									N-RES					
																	02	NONE 0	TURN-L											
																		PRVTE	E -S									000		00
																		PSNGR CAR		02	PSNG	INJB	09	F			000	000		00
																	03	NONE 0	STOP											
																		PRVTE	S -N									012		00
																		PSNGR CAR		01	DRVR	INJC	42	F	OR-Y		000	000		00
																									OR<25					
01597	N	N	N		N	N		04/15/2016	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L												02
CITY								FR		OREGON WAY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -S									000		00
N								12P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	82	F	OR-Y		028,004	000		02
N								45 9 3.38	-122 52 23.9	014000100S00															OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	W -E									000		00
																		PSNGR CAR		01	DRVR	INJB	80	M	OR-Y		000	000		00
																									OR<25					
01175	N	N	N					03/21/2016	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 9	STRGHT											087	04
CITY								MO		OREGON WAY	CN		TRF SIGNAL	N	WET	ANGL		N/A	W -E									000		00
N								4P			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 9 3.38	-122 52 23.9	014000100S00															UNK					

HILLSBORO-SILV HY at OREGON WAY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

7 - 11 of 12 Crash records shown.

SER# INVEST RD DPT UNLOC?	S D M P R J S W E A U I C O E L G N H R D C S V L K	DATE DAY TIME LAT	CLASS DIST FROM LONG	CITY STREET FIRST STREET SECOND STREET LRS	RD CHAR DIRECT LOCTN	INT-TYPE (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CONTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH COLL SVRTY	V#	SPCL USE TRLR QTY OWNER TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
											02	NONE 9	STRGHT										
												N/A	N -S									000	00
												PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																			UNK				
02631	N N N N N	06/23/2016	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 9	STRGHT										02
CITY		TH		OREGON WAY	CN		TRF SIGNAL	N	WET	TURN		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 9 3.38	-122 52 23.9	014000100S00															UNK				
											02	NONE 9	TURN-L										
												N/A	E -S									000	00
												PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																			UNK				
01916	N N N N N	05/16/2017	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY		TU		OREGON WAY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000	00
N		2P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	69	F	OR-Y		000	000	00
N		45 9 3.38	-122 52 23.9	014000100S00															OR>25				
											02	NONE 0	TURN-L										
												PRVTE	E -S									000	00
												PSNGR CAR		01	DRVR	INJB	73	F	OR-Y		028,004	000	02
																			OR<25				
02539	N N N N N	06/26/2017	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY		MO		OREGON WAY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W									000	00
N		5P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		000	000	00
N		45 9 3.38	-122 52 23.9	014000100S00															OR<25				
											02	NONE 0	TURN-L										
												PRVTE	W -N									000	00
												PSNGR CAR		01	DRVR	INJC	69	F	OR-Y		028,004	000	02
																			OR<25				
03558	N N N N N	08/30/2017	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY		WE		OREGON WAY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000	00
N		2P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	59	M	OR-Y		000	000	00
N		45 9 3.38	-122 52 23.9	014000100S00															OR>25				
											02	NONE 0	TURN-L										
												PRVTE	E -S									000	00
												PSNGR CAR		01	DRVR	NONE	60	F	OR-Y		028,004	000	02
																			OR<25				
											02	NONE 0	TURN-L										
												PRVTE	E -S									000	00
												PSNGR CAR		02	PSNG	INJB	34	F			000	000	00

CITY OF WOODBURN, MARION COUNTY

HILLSBORO-SILV HY at OREGON WAY, City of Woodburn, Marion County, 01/01/2013 to 12/31/2017

12 - 12 of 12 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N V	I H L	C S K	W O R	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
03720	N	N	N		N		N	09/09/2017	14	HILLSBORO-SILV HY	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY			SA							OREGON WAY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000		00
N			1P								03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	56	F	OR-Y		000	000		00
N			45 9 3.38					-122 52 23.9		014000100S00															OR<25					
																	02	NONE 0	TURN-L											
																		PRVTE	E -S									000		00
																		PSNGR CAR		01	DRVR	INJC	35	M	OR-Y		028,004	000		02
																									OR<25					
																	02	NONE 0	TURN-L											
																		PRVTE	E -S									000		00
																		PSNGR CAR		02	PSNG	INJC	32	F			000	000		00
																	02	NONE 0	TURN-L											
																		PRVTE	E -S									000		00
																		PSNGR CAR		03	PSNG	NO<5	04	F			000	000		00
																	02	NONE 0	TURN-L											
																		PRVTE	E -S									000		00
																		PSNGR CAR		04	PSNG	INJC	56	F			000	000		00
																	02	NONE 0	TURN-L											
																		PRVTE	E -S									000		00
																		PSNGR CAR		05	PSNG	INJC	10	M			000	000		00
																	02	NONE 0	TURN-L											
																		PRVTE	E -S									000		00
																		PSNGR CAR		06	PSNG	INJC	15	M			000	000		00
																	02	NONE 0	TURN-L											
																		PRVTE	E -S									000		00
																		PSNGR CAR		07	PSNG	INJC	07	M			000	000		00

Traffic Signal Warrant Analysis

Project: 19067 - Allison Way Apartments
Date: 8/29/2019
Scenario: Year 2034 Planning Horizon

Major Street:	Evergeen Road	Minor Street:	Hooper Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	199	PM Peak Hour Volumes:	125

Warrant Used:

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	1,990	8,850	
Minor Street*	1,250	2,650	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	1,990	13,300	
Minor Street*	1,250	1,350	**No**
Combination Warrant			
Major Street	1,990	10,640	
Minor Street*	1,250	2,120	**No**

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 19067 - Allison Way Apartments
Date: 8/29/2019
Scenario: Year 2034 Planning Horizon

Major Street:	Evergreen Road	Minor Street:	Hayes Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1136	PM Peak Hour Volumes:	452

Warrant Used:

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	11,360	8,850	
Minor Street*	4,520	2,650	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	11,360	13,300	
Minor Street*	4,520	1,350	**No**
Combination Warrant			
Major Street	11,360	10,640	
Minor Street*	4,520	2,120	**Yes**

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 19067 - Allison Way Apartments
Date: 8/29/2019
Scenario: Year 2024 + Phase 1 & 2

Major Street:	Evergreen Road	Minor Street:	Hayes Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1014	PM Peak Hour Volumes:	376

Warrant Used:

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	10,140	8,850	
Minor Street*	3,760	2,650	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	10,140	13,300	
Minor Street*	3,760	1,350	**No**
Combination Warrant			
Major Street	10,140	10,640	
Minor Street*	3,760	2,120	**No**

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 19067 - Allison Way Apartments
Date: 8/29/2019
Scenario: Year 2022 + Phase 1

Major Street:	Evergreen Road	Minor Street:	Hayes Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	873	PM Peak Hour Volumes:	356

Warrant Used:

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	8,730	8,850	
Minor Street*	3,560	2,650	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	8,730	13,300	
Minor Street*	3,560	1,350	**No**
Combination Warrant			
Major Street	8,730	10,640	
Minor Street*	3,560	2,120	**No**

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 19067 - Allison Way Apartments
Date: 8/29/2019
Scenario: Year 2020 Existing

Major Street:	Evergreen Road	Minor Street:	Stacey Allison
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	592	PM Peak Hour Volumes:	280

Warrant Used:

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	5,920	8,850	
Minor Street*	2,800	2,650	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	5,920	13,300	
Minor Street*	2,800	1,350	**No**
Combination Warrant			
Major Street	5,920	10,640	
Minor Street*	2,800	2,120	**No**

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 19067 - Allison Way Apartments
Date: 8/29/2019
Scenario: Year 2034 Planning Horizon

Major Street:	Evergreen Road	Minor Street:	Stacey Allison
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1361	PM Peak Hour Volumes:	385

Warrant Used:

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	13,610	8,850	
Minor Street*	3,850	2,650	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	13,610	13,300	
Minor Street*	3,850	1,350	**Yes**
Combination Warrant			
Major Street	13,610	10,640	
Minor Street*	3,850	2,120	**Yes**

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 19067 - Allison Way Apartments
Date: 8/29/2019
Scenario: Year 2022 Background

Major Street:	Evergreen Road	Minor Street:	Stacey Allison
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	1004	PM Peak Hour Volumes:	291

Warrant Used:

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	10,040	8,850	
Minor Street*	2,910	2,650	**Yes**
Condition B: Interruption of Continuous Traffic			
Major Street	10,040	13,300	
Minor Street*	2,910	1,350	**No**
Combination Warrant			
Major Street	10,040	10,640	
Minor Street*	2,910	2,120	**No**

* Minor street right-turning traffic volumes reduced by 25%

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	0	0	15	8	20
Future Vol, veh/h	46	0	0	15	8	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	56	0	0	18	10	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	40	22	34	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	977	1061	1591	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	977	1061	1591	-	-	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	906	-	-
HCM Lane V/C Ratio	-	-	0.062	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	11	0	96	16	82	0	230	152	34	53	7
Future Vol, veh/h	16	11	0	96	16	82	0	230	152	34	53	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2
Mvmt Flow	17	12	0	104	17	89	0	250	165	37	58	8
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	9	10.3	14.1	9.2
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	59%	49%	36%
Vol Thru, %	100%	60%	41%	8%	56%
Vol Right, %	0%	40%	0%	42%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	382	27	194	94
LT Vol	0	0	16	96	34
Through Vol	0	230	11	16	53
RT Vol	0	152	0	82	7
Lane Flow Rate	0	415	29	211	102
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0	0.57	0.047	0.298	0.148
Departure Headway (Hd)	5.218	4.938	5.735	5.091	5.205
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	727	628	700	682
Service Time	2.988	2.707	3.735	3.167	3.298
HCM Lane V/C Ratio	0	0.571	0.046	0.301	0.15
HCM Control Delay	8	14.1	9	10.3	9.2
HCM Lane LOS	N	B	A	B	A
HCM 95th-tile Q	0	3.6	0.1	1.2	0.5

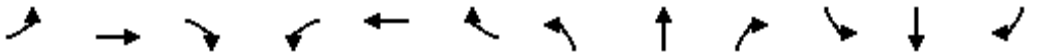
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	101	15	26	253	97	47
Future Vol, veh/h	101	15	26	253	97	47
Conflicting Peds, #/hr	2	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	9	3	3	3	3
Mvmt Flow	109	16	28	272	104	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	460	131	155	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.13	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.227	-	-	-
Pot Cap-1 Maneuver	547	900	1419	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	536	899	1419	-	-	-
Mov Cap-2 Maneuver	632	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1419	-	657	-	-
HCM Lane V/C Ratio	0.02	-	0.19	-	-
HCM Control Delay (s)	7.6	-	11.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	305	162	0	332	278	0	0	0	161	0	131
Future Volume (veh/h)	0	305	162	0	332	278	0	0	0	161	0	131
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1641	1641	0	1627	1627				1573	0	1573
Adj Flow Rate, veh/h	0	328	0	0	357	0				173	0	141
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	8	8	0	9	9				13	0	13
Cap, veh/h	0	989		0	981					616	0	283
Arrive On Green	0.00	0.32	0.00	0.00	0.32	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3200	1391	0	3173	1379				2905	0	1333
Grp Volume(v), veh/h	0	328	0	0	357	0				173	0	141
Grp Sat Flow(s),veh/h/ln	0	1559	1391	0	1546	1379				1453	0	1333
Q Serve(g_s), s	0.0	1.5	0.0	0.0	1.7	0.0				1.0	0.0	1.8
Cycle Q Clear(g_c), s	0.0	1.5	0.0	0.0	1.7	0.0				1.0	0.0	1.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	989		0	981					616	0	283
V/C Ratio(X)	0.00	0.33		0.00	0.36					0.28	0.00	0.50
Avail Cap(c_a), veh/h	0	4810		0	4770					3267	0	1498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.0	0.0	0.0	5.0	0.0				6.3	0.0	6.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.2	0.0				0.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.2	0.0				0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.2	0.0	0.0	5.3	0.0				6.6	0.0	8.0
LnGrp LOS	A	A		A	A					A	A	A
Approach Vol, veh/h		328	A		357	A					314	
Approach Delay, s/veh		5.2			5.3						7.2	
Approach LOS		A			A						A	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		10.6		8.6		10.6						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		29.5		21.5		29.5						
Max Q Clear Time (g_c+I1), s		3.5		3.8		3.7						
Green Ext Time (p_c), s		2.2		1.0		2.4						

Intersection Summary												
HCM 6th Ctrl Delay		5.8										
HCM 6th LOS		A										

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	288	200	0	418	626	142	0	308	0	0	0
Future Volume (veh/h)	0	288	200	0	418	626	142	0	308	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1668	1668	0	1695	1695	1627	1627	1627			
Adj Flow Rate, veh/h	0	303	0	0	440	0	99	0	377			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	6	6	0	4	4	9	9	9			
Cap, veh/h	0	1055		0	1073		408	0	726			
Arrive On Green	0.00	0.33	0.00	0.00	0.33	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	0	3253	1414	0	3306	1437	1550	0	2758			
Grp Volume(v), veh/h	0	303	0	0	440	0	99	0	377			
Grp Sat Flow(s),veh/h/ln	0	1585	1414	0	1611	1437	1550	0	1379			
Q Serve(g_s), s	0.0	1.6	0.0	0.0	2.4	0.0	1.1	0.0	2.6			
Cycle Q Clear(g_c), s	0.0	1.6	0.0	0.0	2.4	0.0	1.1	0.0	2.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1055		0	1073		408	0	726			
V/C Ratio(X)	0.00	0.29		0.00	0.41		0.24	0.00	0.52			
Avail Cap(c_a), veh/h	0	4621		0	4697		1286	0	2289			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.5	0.0	0.0	5.7	0.0	6.5	0.0	7.0			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0	0.3	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.4	0.0	0.2	0.0	0.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.6	0.0	0.0	6.0	0.0	6.8	0.0	7.6			
LnGrp LOS	A	A		A	A		A	A	A			
Approach Vol, veh/h		303	A		440	A		476				
Approach Delay, s/veh		5.6			6.0			7.4				
Approach LOS		A			A			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	10.4	11.9	11.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	32.5	32.5
Max Q Clear Time (g_c+I1), s	4.6	3.6	4.4
Green Ext Time (p_c), s	1.6	2.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

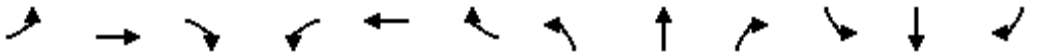
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	556	180	0	952	0	98
Future Vol, veh/h	556	180	0	952	0	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	140	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	6	6	6	6
Mvmt Flow	585	189	0	1002	0	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	293
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.36
Pot Cap-1 Maneuver	-	0	0	-	0	692
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	692	-	-
HCM Lane V/C Ratio	0.149	-	-
HCM Control Delay (s)	11.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	521	52	128	564	6	297	15	142	5	9	24
Future Volume (veh/h)	45	521	52	128	564	6	297	15	142	5	9	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1641	1641	1641	1641	1641	1641	1709	1709	1709	1682	1682	1682
Adj Flow Rate, veh/h	49	566	0	139	613	7	334	0	0	5	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	5	5	5
Cap, veh/h	77	818		172	1019	12	511	0		11	182	
Arrive On Green	0.05	0.26	0.00	0.11	0.32	0.32	0.16	0.00	0.00	0.01	0.11	0.00
Sat Flow, veh/h	1563	3118	1391	1563	3157	36	3255	0	1448	1602	1682	1425
Grp Volume(v), veh/h	49	566	0	139	303	317	334	0	0	5	10	0
Grp Sat Flow(s),veh/h/ln	1563	1559	1391	1563	1559	1634	1628	0	1448	1602	1682	1425
Q Serve(g_s), s	1.5	8.1	0.0	4.3	8.1	8.1	4.8	0.0	0.0	0.2	0.3	0.0
Cycle Q Clear(g_c), s	1.5	8.1	0.0	4.3	8.1	8.1	4.8	0.0	0.0	0.2	0.3	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	818		172	503	528	511	0		11	182	
V/C Ratio(X)	0.63	0.69		0.81	0.60	0.60	0.65	0.00		0.47	0.06	
Avail Cap(c_a), veh/h	161	1256		290	757	793	1560	0		161	644	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.2	16.5	0.0	21.6	14.1	14.1	19.7	0.0	0.0	24.6	19.9	0.0
Incr Delay (d2), s/veh	8.3	1.1	0.0	8.7	1.2	1.1	1.4	0.0	0.0	28.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.6	0.0	1.8	2.6	2.7	1.8	0.0	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	17.6	0.0	30.3	15.3	15.2	21.1	0.0	0.0	52.7	20.0	0.0
LnGrp LOS	C	B		C	B	B	C	A		D	B	
Approach Vol, veh/h		615	A		759			334	A		15	A
Approach Delay, s/veh		18.7			18.0			21.1			30.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	17.3	10.0	17.5	12.3	9.9	7.0	20.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	37.8	9.2	20.0	23.8	19.0	5.1	24.1
Max Q Clear Time (g_c+I1), s	2.2	0.0	6.3	10.1	6.8	2.3	3.5	10.1
Green Ext Time (p_c), s	0.0	0.0	0.1	2.7	1.1	0.0	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	570	8	5	608	16	7	1	8	8	7	68
Future Volume (veh/h)	22	570	8	5	608	16	7	1	8	8	7	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1627	1627	1627	1654	1654	1654	1682	1682	1682	1723	1723	1723
Adj Flow Rate, veh/h	24	613	9	5	654	17	8	1	9	9	8	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	9	9	7	7	7	5	5	5	2	2	2
Cap, veh/h	47	1267	19	11	1199	31	359	23	207	426	23	212
Arrive On Green	0.03	0.41	0.41	0.01	0.38	0.38	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1550	3119	46	1576	3130	81	1185	145	1303	1294	146	1336
Grp Volume(v), veh/h	24	304	318	5	328	343	8	0	10	9	0	81
Grp Sat Flow(s),veh/h/ln	1550	1546	1619	1576	1572	1639	1185	0	1447	1294	0	1482
Q Serve(g_s), s	0.5	4.6	4.6	0.1	5.1	5.1	0.2	0.0	0.2	0.2	0.0	1.5
Cycle Q Clear(g_c), s	0.5	4.6	4.6	0.1	5.1	5.1	1.7	0.0	0.2	0.4	0.0	1.5
Prop In Lane	1.00		0.03	1.00		0.05	1.00		0.90	1.00		0.90
Lane Grp Cap(c), veh/h	47	628	658	11	602	628	359	0	230	426	0	235
V/C Ratio(X)	0.52	0.48	0.48	0.47	0.55	0.55	0.02	0.00	0.04	0.02	0.00	0.34
Avail Cap(c_a), veh/h	467	2133	2233	375	2069	2158	1129	0	1171	1267	0	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	6.9	6.9	15.6	7.6	7.6	12.6	0.0	11.2	11.4	0.0	11.8
Incr Delay (d2), s/veh	8.5	0.6	0.6	28.5	0.8	0.7	0.0	0.0	0.1	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.0	1.0	0.1	1.2	1.2	0.0	0.0	0.1	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	7.5	7.5	44.1	8.4	8.3	12.6	0.0	11.3	11.4	0.0	12.7
LnGrp LOS	C	A	A	D	A	A	B	A	B	B	A	B
Approach Vol, veh/h		646			676			18			90	
Approach Delay, s/veh		8.1			8.6			11.9			12.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.5	4.7	17.3	9.5	5.4	16.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	7.5	43.5	25.5	9.5	41.5
Max Q Clear Time (g_c+I1), s	3.7	2.1	6.6	3.5	2.5	7.1
Green Ext Time (p_c), s	0.0	0.0	4.3	0.4	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	0	0	5	10	52
Future Vol, veh/h	41	0	0	5	10	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	33	33	4	4
Mvmt Flow	50	0	0	6	12	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	50	44	75	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.43	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.497	-	-	-
Pot Cap-1 Maneuver	952	1018	1349	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	952	1018	1349	-	-	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	882	-	-
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	63	0	147	94	113	1	132	108	136	120	13
Future Vol, veh/h	21	63	0	147	94	113	1	132	108	136	120	13
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	72	0	167	107	128	1	150	123	155	136	15
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	11.3	19.5	14.9	16.3
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	25%	42%	51%
Vol Thru, %	0%	55%	75%	27%	45%
Vol Right, %	0%	45%	0%	32%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	240	84	354	269
LT Vol	1	0	21	147	136
Through Vol	0	132	63	94	120
RT Vol	0	108	0	113	13
Lane Flow Rate	1	273	95	402	306
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.002	0.482	0.18	0.658	0.534
Departure Headway (Hd)	7.194	6.362	6.776	5.885	6.287
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	497	565	528	615	575
Service Time	4.943	4.11	4.836	3.903	4.315
HCM Lane V/C Ratio	0.002	0.483	0.18	0.654	0.532
HCM Control Delay	10	14.9	11.3	19.5	16.3
HCM Lane LOS	A	B	B	C	C
HCM 95th-tile Q	0	2.6	0.7	4.9	3.1

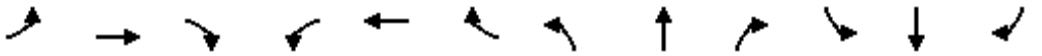
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	232	64	35	247	198	112
Future Vol, veh/h	232	64	35	247	198	112
Conflicting Peds, #/hr	2	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	252	70	38	268	215	122

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	622	277	337	0	-	0
Stage 1	276	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	450	762	1211	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	436	761	1211	-	-	-
Mov Cap-2 Maneuver	585	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.1	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1211	-	616	-	-
HCM Lane V/C Ratio	0.031	-	0.522	-	-
HCM Control Delay (s)	8.1	-	17.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱				↰↰		↱
Traffic Volume (veh/h)	0	684	401	0	648	465	0	0	0	496	0	320
Future Volume (veh/h)	0	684	401	0	648	465	0	0	0	496	0	320
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1723	1723	0	1709	1709				1723	0	1723
Adj Flow Rate, veh/h	0	728	0	0	689	0				528	0	340
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	3	3				2	0	2
Cap, veh/h	0	1277		0	1267					1089	0	499
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00				0.34	0.00	0.34
Sat Flow, veh/h	0	3359	1460	0	3333	1448				3183	0	1460
Grp Volume(v), veh/h	0	728	0	0	689	0				528	0	340
Grp Sat Flow(s),veh/h/ln	0	1637	1460	0	1624	1448				1591	0	1460
Q Serve(g_s), s	0.0	5.9	0.0	0.0	5.5	0.0				4.4	0.0	6.7
Cycle Q Clear(g_c), s	0.0	5.9	0.0	0.0	5.5	0.0				4.4	0.0	6.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1277		0	1267					1089	0	499
V/C Ratio(X)	0.00	0.57		0.00	0.54					0.48	0.00	0.68
Avail Cap(c_a), veh/h	0	2872		0	2849					2035	0	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.0	0.0	0.0	7.9	0.0				8.7	0.0	9.5
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.4	0.0				0.3	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.0	0.0	1.3	0.0				1.1	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.4	0.0	0.0	8.3	0.0				9.1	0.0	11.1
LnGrp LOS	A	A		A	A					A	A	B
Approach Vol, veh/h		728	A		689	A					868	
Approach Delay, s/veh		8.4			8.3						9.9	
Approach LOS		A			A						A	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		17.6		16.0		17.6						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		29.5		21.5		29.5						
Max Q Clear Time (g_c+I1), s		7.9		8.7		7.5						
Green Ext Time (p_c), s		5.2		2.8		4.9						

Intersection Summary												
HCM 6th Ctrl Delay		8.9										
HCM 6th LOS		A										

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	967	203	0	876	266	248	0	448	0	0	0
Future Volume (veh/h)	0	967	203	0	876	266	248	0	448	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1723	1723	0	1709	1709	1695	1695	1695			
Adj Flow Rate, veh/h	0	1029	0	0	932	0	176	0	571			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	2	2	0	3	3	4	4	4			
Cap, veh/h	0	1589		0	1576		460	0	818			
Arrive On Green	0.00	0.49	0.00	0.00	0.49	0.00	0.28	0.00	0.28			
Sat Flow, veh/h	0	3359	1460	0	3333	1448	1615	0	2874			
Grp Volume(v), veh/h	0	1029	0	0	932	0	176	0	571			
Grp Sat Flow(s),veh/h/ln	0	1637	1460	0	1624	1448	1615	0	1437			
Q Serve(g_s), s	0.0	9.2	0.0	0.0	8.1	0.0	3.4	0.0	6.9			
Cycle Q Clear(g_c), s	0.0	9.2	0.0	0.0	8.1	0.0	3.4	0.0	6.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1589		0	1576		460	0	818			
V/C Ratio(X)	0.00	0.65		0.00	0.59		0.38	0.00	0.70			
Avail Cap(c_a), veh/h	0	2715		0	2694		762	0	1357			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.6	0.0	0.0	7.3	0.0	11.2	0.0	12.5			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.4	0.0	0.5	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.0	0.0	1.9	0.0	1.0	0.0	1.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.0	0.0	0.0	7.6	0.0	11.8	0.0	13.6			
LnGrp LOS	A	A		A	A		B	A	B			
Approach Vol, veh/h		1029	A		932	A		747				
Approach Delay, s/veh		8.0			7.6			13.2				
Approach LOS		A			A			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	15.7	23.5	23.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	32.5	32.5
Max Q Clear Time (g_c+I1), s	8.9	11.2	10.1
Green Ext Time (p_c), s	2.2	7.8	7.1

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

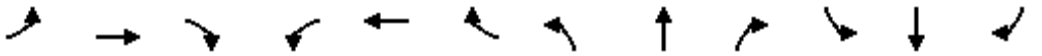
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1035	376	0	1142	0	107
Future Vol, veh/h	1035	376	0	1142	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	140	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	1078	392	0	1190	0	111

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	539
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	492
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	492
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	492	-	-
HCM Lane V/C Ratio	0.227	-	-
HCM Control Delay (s)	14.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	857	120	214	695	16	262	33	197	40	34	89
Future Volume (veh/h)	81	857	120	214	695	16	262	33	197	40	34	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1709	1709	1709	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	85	902	0	225	732	17	301	0	0	42	36	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	2	2	2
Cap, veh/h	106	1128		269	1451	34	406	0		67	146	
Arrive On Green	0.07	0.35	0.00	0.17	0.45	0.45	0.12	0.00	0.00	0.04	0.08	0.00
Sat Flow, veh/h	1628	3247	1448	1628	3243	75	3281	0	1460	1641	1723	1460
Grp Volume(v), veh/h	85	902	0	225	366	383	301	0	0	42	36	0
Grp Sat Flow(s),veh/h/ln	1628	1624	1448	1628	1624	1695	1641	0	1460	1641	1723	1460
Q Serve(g_s), s	3.3	16.2	0.0	8.6	10.4	10.4	5.7	0.0	0.0	1.6	1.3	0.0
Cycle Q Clear(g_c), s	3.3	16.2	0.0	8.6	10.4	10.4	5.7	0.0	0.0	1.6	1.3	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	1128		269	726	758	406	0		67	146	
V/C Ratio(X)	0.80	0.80		0.84	0.50	0.50	0.74	0.00		0.62	0.25	
Avail Cap(c_a), veh/h	272	1384		366	785	820	534	0		175	521	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.7	19.0	0.0	26.1	12.7	12.7	27.3	0.0	0.0	30.5	27.6	0.0
Incr Delay (d2), s/veh	12.7	2.8	0.0	11.6	0.5	0.5	3.9	0.0	0.0	9.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.0	0.0	4.0	3.4	3.6	2.4	0.0	0.0	0.8	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	21.8	0.0	37.7	13.3	13.3	31.2	0.0	0.0	39.6	28.5	0.0
LnGrp LOS	D	C		D	B	B	C	A		D	C	
Approach Vol, veh/h		987	A		974			301	A		78	A
Approach Delay, s/veh		23.6			18.9			31.2			34.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	15.3	15.2	26.9	12.5	10.0	8.7	33.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.9	23.1	14.5	27.5	10.5	19.5	10.8	31.2
Max Q Clear Time (g_c+I1), s	3.6	0.0	10.6	18.2	7.7	3.3	5.3	12.4
Green Ext Time (p_c), s	0.0	0.0	0.2	4.2	0.3	0.1	0.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	947	19	15	858	58	7	21	5	85	36	55
Future Volume (veh/h)	107	947	19	15	858	58	7	21	5	85	36	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1709	1709	1709	1709	1709	1709	1723	1723	1723
Adj Flow Rate, veh/h	111	986	20	16	894	60	7	22	5	89	38	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	2	2	2
Cap, veh/h	140	1653	34	33	1376	92	278	195	44	339	90	135
Arrive On Green	0.09	0.51	0.51	0.02	0.45	0.45	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1615	3228	65	1628	3087	207	1189	1348	306	1274	622	933
Grp Volume(v), veh/h	111	492	514	16	470	484	7	0	27	89	0	95
Grp Sat Flow(s),veh/h/ln	1615	1611	1683	1628	1624	1670	1189	0	1654	1274	0	1555
Q Serve(g_s), s	2.8	9.0	9.0	0.4	9.5	9.5	0.2	0.0	0.6	2.7	0.0	2.3
Cycle Q Clear(g_c), s	2.8	9.0	9.0	0.4	9.5	9.5	2.6	0.0	0.6	3.3	0.0	2.3
Prop In Lane	1.00		0.04	1.00		0.12	1.00		0.19	1.00		0.60
Lane Grp Cap(c), veh/h	140	825	862	33	724	745	278	0	240	339	0	226
V/C Ratio(X)	0.79	0.60	0.60	0.48	0.65	0.65	0.03	0.00	0.11	0.26	0.00	0.42
Avail Cap(c_a), veh/h	367	1674	1750	292	1610	1657	830	0	1008	930	0	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	7.2	7.2	20.3	9.0	9.0	17.5	0.0	15.5	17.0	0.0	16.3
Incr Delay (d2), s/veh	9.7	0.7	0.7	10.6	1.0	1.0	0.0	0.0	0.2	0.4	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.1	2.2	0.2	2.6	2.6	0.1	0.0	0.2	0.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	7.9	7.8	30.9	10.0	10.0	17.5	0.0	15.8	17.4	0.0	17.5
LnGrp LOS	C	A	A	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		1117			970			34			184	
Approach Delay, s/veh		9.9			10.4			16.1			17.5	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	10.6	5.3	25.9	10.6	8.1	23.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	7.5	43.5	25.5	9.5	41.5
Max Q Clear Time (g_c+I1), s	4.6	2.4	11.0	5.3	4.8	11.5
Green Ext Time (p_c), s	0.1	0.0	7.8	0.7	0.1	7.2

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	0	0	16	8	21
Future Vol, veh/h	48	0	0	16	8	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	0	0	20	10	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	43	23	36	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	973	1060	1588	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	973	1060	1588	-	-	-
Mov Cap-2 Maneuver	904	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	904	-	-
HCM Lane V/C Ratio	-	-	0.065	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	46.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	12	0	100	17	104	0	437	158	41	117	31
Future Vol, veh/h	96	12	0	100	17	104	0	437	158	41	117	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2
Mvmt Flow	104	13	0	109	18	113	0	475	172	45	127	34
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	12.6	14.5	74.5	13.1
HCM LOS	B	B	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	89%	45%	22%
Vol Thru, %	100%	73%	11%	8%	62%
Vol Right, %	0%	27%	0%	47%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	595	108	221	189
LT Vol	0	0	96	100	41
Through Vol	0	437	12	17	117
RT Vol	0	158	0	104	31
Lane Flow Rate	0	647	117	240	205
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0	1.052	0.231	0.428	0.358
Departure Headway (Hd)	6.043	5.855	7.361	6.642	6.483
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	621	491	545	559
Service Time	3.803	3.614	5.361	4.642	4.483
HCM Lane V/C Ratio	0	1.042	0.238	0.44	0.367
HCM Control Delay	8.8	74.5	12.6	14.5	13.1
HCM Lane LOS	N	F	B	B	B
HCM 95th-tile Q	0	17.6	0.9	2.1	1.6

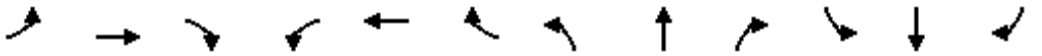
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	105	16	27	559	193	49
Future Vol, veh/h	105	16	27	559	193	49
Conflicting Peds, #/hr	2	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	9	3	3	3	3
Mvmt Flow	113	17	29	601	208	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	896	236	261	0	-	0
Stage 1	235	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.13	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.227	-	-	-
Pot Cap-1 Maneuver	302	786	1298	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	295	785	1298	-	-	-
Mov Cap-2 Maneuver	433	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1298	-	460	-	-
HCM Lane V/C Ratio	0.022	-	0.283	-	-
HCM Control Delay (s)	7.8	-	15.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱				↰↰		↱
Traffic Volume (veh/h)	0	314	293	0	356	414	0	0	0	219	0	136
Future Volume (veh/h)	0	314	293	0	356	414	0	0	0	219	0	136
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1641	1641	0	1627	1627				1573	0	1573
Adj Flow Rate, veh/h	0	338	0	0	383	0				235	0	146
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	8	8	0	9	9				13	0	13
Cap, veh/h	0	1013		0	1005					657	0	301
Arrive On Green	0.00	0.32	0.00	0.00	0.32	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	3200	1391	0	3173	1379				2905	0	1333
Grp Volume(v), veh/h	0	338	0	0	383	0				235	0	146
Grp Sat Flow(s),veh/h/ln	0	1559	1391	0	1546	1379				1453	0	1333
Q Serve(g_s), s	0.0	1.6	0.0	0.0	1.9	0.0				1.4	0.0	1.9
Cycle Q Clear(g_c), s	0.0	1.6	0.0	0.0	1.9	0.0				1.4	0.0	1.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1013		0	1005					657	0	301
V/C Ratio(X)	0.00	0.33		0.00	0.38					0.36	0.00	0.48
Avail Cap(c_a), veh/h	0	4588		0	4550					3117	0	1430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.1	0.0	0.0	5.2	0.0				6.5	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.2	0.0				0.3	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.2	0.0				0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.3	0.0	0.0	5.5	0.0				6.9	0.0	8.0
LnGrp LOS	A	A		A	A					A	A	A
Approach Vol, veh/h		338	A		383	A					381	
Approach Delay, s/veh		5.3			5.5						7.3	
Approach LOS		A			A						A	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				11.0		9.0		11.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				29.5		21.5		29.5				
Max Q Clear Time (g_c+I1), s				3.6		3.9		3.9				
Green Ext Time (p_c), s				2.3		1.2		2.6				

Intersection Summary												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	344	208	0	566	810	148	0	347	0	0	0
Future Volume (veh/h)	0	344	208	0	566	810	148	0	347	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1668	1668	0	1695	1695	1627	1627	1627			
Adj Flow Rate, veh/h	0	362	0	0	596	0	104	0	421			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	6	6	0	4	4	9	9	9			
Cap, veh/h	0	1220		0	1240		417	0	743			
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00	0.27	0.00	0.27			
Sat Flow, veh/h	0	3253	1414	0	3306	1437	1550	0	2758			
Grp Volume(v), veh/h	0	362	0	0	596	0	104	0	421			
Grp Sat Flow(s),veh/h/ln	0	1585	1414	0	1611	1437	1550	0	1379			
Q Serve(g_s), s	0.0	2.1	0.0	0.0	3.6	0.0	1.4	0.0	3.4			
Cycle Q Clear(g_c), s	0.0	2.1	0.0	0.0	3.6	0.0	1.4	0.0	3.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1220		0	1240		417	0	743			
V/C Ratio(X)	0.00	0.30		0.00	0.48		0.25	0.00	0.57			
Avail Cap(c_a), veh/h	0	3956		0	4020		1101	0	1959			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.6	0.0	0.0	6.0	0.0	7.5	0.0	8.2			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0	0.3	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	0.6	0.0	0.3	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.7	0.0	0.0	6.3	0.0	7.8	0.0	8.9			
LnGrp LOS	A	A		A	A		A	A	A			
Approach Vol, veh/h		362	A		596	A		525				
Approach Delay, s/veh		5.7			6.3			8.7				
Approach LOS		A			A			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	11.5	14.5	14.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	32.5	32.5
Max Q Clear Time (g_c+I1), s	5.4	4.1	5.6
Green Ext Time (p_c), s	1.7	2.5	4.4

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

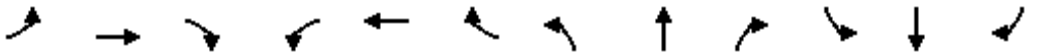
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	699	187	0	1290	0	98
Future Vol, veh/h	699	187	0	1290	0	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	140	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	6	6	6	6
Mvmt Flow	736	197	0	1358	0	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	368
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.36
Pot Cap-1 Maneuver	-	0	0	-	0	618
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	618
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	618	-	-
HCM Lane V/C Ratio	0.167	-	-
HCM Control Delay (s)	12	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	578	139	140	626	6	583	16	164	5	10	25
Future Volume (veh/h)	47	578	139	140	626	6	583	16	164	5	10	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1641	1641	1641	1641	1641	1641	1709	1709	1709	1682	1682	1682
Adj Flow Rate, veh/h	51	628	0	152	680	7	646	0	0	5	11	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	5	5	5
Cap, veh/h	73	800		185	1038	11	810	0		11	147	
Arrive On Green	0.05	0.26	0.00	0.12	0.33	0.33	0.25	0.00	0.00	0.01	0.09	0.00
Sat Flow, veh/h	1563	3118	1391	1563	3161	33	3255	0	1448	1602	1682	1425
Grp Volume(v), veh/h	51	628	0	152	335	352	646	0	0	5	11	0
Grp Sat Flow(s),veh/h/ln	1563	1559	1391	1563	1559	1635	1628	0	1448	1602	1682	1425
Q Serve(g_s), s	2.0	11.7	0.0	5.9	11.5	11.5	11.6	0.0	0.0	0.2	0.4	0.0
Cycle Q Clear(g_c), s	2.0	11.7	0.0	5.9	11.5	11.5	11.6	0.0	0.0	0.2	0.4	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	800		185	512	537	810	0		11	147	
V/C Ratio(X)	0.69	0.78		0.82	0.66	0.66	0.80	0.00		0.47	0.07	
Avail Cap(c_a), veh/h	128	999		230	602	631	1241	0		128	512	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.3	21.6	0.0	26.9	17.9	17.9	22.0	0.0	0.0	30.9	26.2	0.0
Incr Delay (d2), s/veh	11.1	3.3	0.0	17.1	2.0	1.9	2.1	0.0	0.0	28.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.3	0.0	3.0	4.0	4.2	4.4	0.0	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	24.9	0.0	43.9	20.0	19.9	24.1	0.0	0.0	59.7	26.4	0.0
LnGrp LOS	D	C		D	B	B	C	A		E	C	
Approach Vol, veh/h		679	A		839			646	A		16	A
Approach Delay, s/veh		26.1			24.3			24.1			36.8	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	25.1	11.9	20.5	20.0	10.0	7.4	25.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	37.8	9.2	20.0	23.8	19.0	5.1	24.1
Max Q Clear Time (g_c+I1), s	2.2	0.0	7.9	13.7	13.6	2.4	4.0	13.5
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	1.9	0.0	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	588	13	5	655	17	23	7	8	8	7	71
Future Volume (veh/h)	23	588	13	5	655	17	23	7	8	8	7	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1627	1627	1627	1654	1654	1654	1682	1682	1682	1723	1723	1723
Adj Flow Rate, veh/h	25	632	14	5	704	18	25	8	9	9	8	76
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	9	9	7	7	7	5	5	5	2	2	2
Cap, veh/h	48	1312	29	11	1252	32	343	111	125	407	22	206
Arrive On Green	0.03	0.42	0.42	0.01	0.40	0.40	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1550	3092	68	1576	3131	80	1181	723	813	1286	141	1340
Grp Volume(v), veh/h	25	316	330	5	353	369	25	0	17	9	0	84
Grp Sat Flow(s),veh/h/ln	1550	1546	1614	1576	1572	1639	1181	0	1535	1286	0	1481
Q Serve(g_s), s	0.5	4.8	4.8	0.1	5.7	5.7	0.6	0.0	0.3	0.2	0.0	1.7
Cycle Q Clear(g_c), s	0.5	4.8	4.8	0.1	5.7	5.7	2.3	0.0	0.3	0.5	0.0	1.7
Prop In Lane	1.00		0.04	1.00		0.05	1.00		0.53	1.00		0.90
Lane Grp Cap(c), veh/h	48	656	685	11	629	656	343	0	236	407	0	228
V/C Ratio(X)	0.52	0.48	0.48	0.47	0.56	0.56	0.07	0.00	0.07	0.02	0.00	0.37
Avail Cap(c_a), veh/h	453	2068	2160	363	2006	2093	1088	0	1204	1218	0	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	6.8	6.8	16.1	7.6	7.6	13.4	0.0	11.8	12.0	0.0	12.3
Incr Delay (d2), s/veh	8.4	0.5	0.5	28.5	0.8	0.8	0.1	0.0	0.1	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.0	1.1	0.1	1.3	1.3	0.1	0.0	0.1	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	7.3	7.3	44.6	8.3	8.3	13.5	0.0	11.9	12.0	0.0	13.3
LnGrp LOS	C	A	A	D	A	A	B	A	B	B	A	B
Approach Vol, veh/h		671			727			42			93	
Approach Delay, s/veh		7.9			8.6			12.8			13.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.5	4.7	18.3	9.5	5.5	17.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	7.5	43.5	25.5	9.5	41.5
Max Q Clear Time (g_c+I1), s	4.3	2.1	6.8	3.7	2.5	7.7
Green Ext Time (p_c), s	0.1	0.0	4.5	0.4	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	0	0	5	11	54
Future Vol, veh/h	42	0	0	5	11	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	33	33	4	4
Mvmt Flow	51	0	0	6	13	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	52	46	79	0	-	0
Stage 1	46	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.43	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.497	-	-	-
Pot Cap-1 Maneuver	949	1015	1344	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	949	1015	1344	-	-	-
Mov Cap-2 Maneuver	880	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1344	-	880	-	-
HCM Lane V/C Ratio	-	-	0.058	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	87.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	66	0	153	98	137	1	335	108	142	187	38
Future Vol, veh/h	101	66	0	153	98	137	1	335	108	142	187	38
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	75	0	174	111	156	1	381	123	161	213	43
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	23.8	73.4	137.9	70.2
HCM LOS	C	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	60%	39%	39%
Vol Thru, %	0%	76%	40%	25%	51%
Vol Right, %	0%	24%	0%	35%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	443	167	388	367
LT Vol	1	0	101	153	142
Through Vol	0	335	66	98	187
RT Vol	0	108	0	137	38
Lane Flow Rate	1	503	190	441	417
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.003	1.2	0.509	0.996	0.977
Departure Headway (Hd)	9.28	8.583	10.462	8.739	9.053
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	385	423	347	419	405
Service Time	7.059	6.362	8.462	6.739	7.053
HCM Lane V/C Ratio	0.003	1.189	0.548	1.053	1.03
HCM Control Delay	12.1	138.2	23.8	73.4	70.2
HCM Lane LOS	B	F	C	F	F
HCM 95th-tile Q	0	19.8	2.8	12.3	11.5

Intersection	
Int Delay, s/veh	8.3

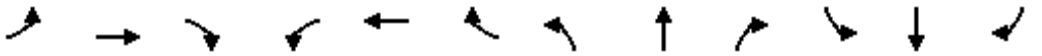
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	241	67	36	553	298	117
Future Vol, veh/h	241	67	36	553	298	117
Conflicting Peds, #/hr	2	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	262	73	39	601	324	127

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1069	389	451	0	-	0
Stage 1	388	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	~ 245	659	1099	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 236	658	1099	-	-	-
Mov Cap-2 Maneuver	406	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	503	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.2	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1099	-	443	-	-
HCM Lane V/C Ratio	0.036	-	0.756	-	-
HCM Control Delay (s)	8.4	-	34.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	6.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱				↰↰		↱
Traffic Volume (veh/h)	0	695	541	0	674	608	0	0	0	554	0	333
Future Volume (veh/h)	0	695	541	0	674	608	0	0	0	554	0	333
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1723	1723	0	1709	1709				1723	0	1723
Adj Flow Rate, veh/h	0	739	0	0	717	0				589	0	354
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	3	3				2	0	2
Cap, veh/h	0	1273		0	1263					1120	0	514
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00				0.35	0.00	0.35
Sat Flow, veh/h	0	3359	1460	0	3333	1448				3183	0	1460
Grp Volume(v), veh/h	0	739	0	0	717	0				589	0	354
Grp Sat Flow(s),veh/h/ln	0	1637	1460	0	1624	1448				1591	0	1460
Q Serve(g_s), s	0.0	6.2	0.0	0.0	6.0	0.0				5.1	0.0	7.2
Cycle Q Clear(g_c), s	0.0	6.2	0.0	0.0	6.0	0.0				5.1	0.0	7.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1273		0	1263					1120	0	514
V/C Ratio(X)	0.00	0.58		0.00	0.57					0.53	0.00	0.69
Avail Cap(c_a), veh/h	0	2780		0	2758					1970	0	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.4	0.0	0.0	8.3	0.0				8.9	0.0	9.6
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.4	0.0				0.4	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.0	0.0	1.5	0.0				1.3	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.8	0.0	0.0	8.7	0.0				9.3	0.0	11.3
LnGrp LOS	A	A		A	A					A	A	B
Approach Vol, veh/h		739	A		717	A					943	
Approach Delay, s/veh		8.8			8.7						10.1	
Approach LOS		A			A						B	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				18.0		16.7		18.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				29.5		21.5		29.5				
Max Q Clear Time (g_c+I1), s				8.2		9.2		8.0				
Green Ext Time (p_c), s				5.2		3.0		5.1				

Intersection Summary			
HCM 6th Ctrl Delay		9.3	
HCM 6th LOS		A	

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1029	211	0	1028	435	258	0	487	0	0	0
Future Volume (veh/h)	0	1029	211	0	1028	435	258	0	487	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1723	1723	0	1709	1709	1695	1695	1695			
Adj Flow Rate, veh/h	0	1095	0	0	1094	0	183	0	616			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	2	2	0	3	3	4	4	4			
Cap, veh/h	0	1619		0	1606		473	0	841			
Arrive On Green	0.00	0.49	0.00	0.00	0.49	0.00	0.29	0.00	0.29			
Sat Flow, veh/h	0	3359	1460	0	3333	1448	1615	0	2874			
Grp Volume(v), veh/h	0	1095	0	0	1094	0	183	0	616			
Grp Sat Flow(s),veh/h/ln	0	1637	1460	0	1624	1448	1615	0	1437			
Q Serve(g_s), s	0.0	10.8	0.0	0.0	10.9	0.0	3.8	0.0	8.2			
Cycle Q Clear(g_c), s	0.0	10.8	0.0	0.0	10.9	0.0	3.8	0.0	8.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1619		0	1606		473	0	841			
V/C Ratio(X)	0.00	0.68		0.00	0.68		0.39	0.00	0.73			
Avail Cap(c_a), veh/h	0	2514		0	2494		706	0	1256			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.1	0.0	0.0	8.1	0.0	11.9	0.0	13.5			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.6	0.0	0.0	2.6	0.0	1.2	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.6	0.0	0.0	8.7	0.0	12.5	0.0	14.7			
LnGrp LOS	A	A		A	A		B	A	B			
Approach Vol, veh/h		1095	A		1094	A		799				
Approach Delay, s/veh		8.6			8.7			14.2				
Approach LOS		A			A			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	16.9	25.4	25.4
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	32.5	32.5
Max Q Clear Time (g_c+I1), s	10.2	12.8	12.9
Green Ext Time (p_c), s	2.2	8.1	8.1

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

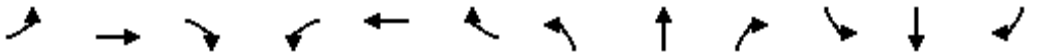
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1181	392	0	1482	0	107
Future Vol, veh/h	1181	392	0	1482	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	140	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	1230	408	0	1544	0	111

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	615
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	439
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	439
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	439	-	-
HCM Lane V/C Ratio	0.254	-	-
HCM Control Delay (s)	16	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	917	210	230	757	17	547	34	219	40	35	92
Future Volume (veh/h)	84	917	210	230	757	17	547	34	219	40	35	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1709	1709	1709	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	88	965	0	242	797	18	602	0	0	42	37	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	2	2	2
Cap, veh/h	110	1047		250	1326	30	686	0		64	128	
Arrive On Green	0.07	0.32	0.00	0.15	0.41	0.41	0.21	0.00	0.00	0.04	0.07	0.00
Sat Flow, veh/h	1628	3247	1448	1628	3246	73	3281	0	1460	1641	1723	1460
Grp Volume(v), veh/h	88	965	0	242	399	416	602	0	0	42	37	0
Grp Sat Flow(s),veh/h/ln	1628	1624	1448	1628	1624	1696	1641	0	1460	1641	1723	1460
Q Serve(g_s), s	4.0	21.4	0.0	11.1	14.4	14.4	13.3	0.0	0.0	1.9	1.5	0.0
Cycle Q Clear(g_c), s	4.0	21.4	0.0	11.1	14.4	14.4	13.3	0.0	0.0	1.9	1.5	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1047		250	664	693	686	0		64	128	
V/C Ratio(X)	0.80	0.92		0.97	0.60	0.60	0.88	0.00		0.66	0.29	
Avail Cap(c_a), veh/h	172	1064		250	664	693	724	0		151	449	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.4	24.4	0.0	31.5	17.3	17.3	28.6	0.0	0.0	35.4	32.8	0.0
Incr Delay (d2), s/veh	13.4	12.7	0.0	47.5	1.5	1.5	11.4	0.0	0.0	10.9	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	9.5	0.0	7.5	5.3	5.5	6.2	0.0	0.0	0.9	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	37.1	0.0	79.0	18.8	18.8	40.1	0.0	0.0	46.4	34.0	0.0
LnGrp LOS	D	D		E	B	B	D	A		D	C	
Approach Vol, veh/h		1053	A		1057			602	A		79	A
Approach Delay, s/veh		38.0			32.6			40.1			40.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	22.8	16.0	28.6	20.1	10.0	9.5	35.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.9	29.1	11.5	24.5	16.5	19.5	7.9	28.1
Max Q Clear Time (g_c+I1), s	3.9	0.0	13.1	23.4	15.3	3.5	6.0	16.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.3	0.1	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	967	25	16	907	60	23	22	5	85	37	57
Future Volume (veh/h)	111	967	25	16	907	60	23	22	5	85	37	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1709	1709	1709	1709	1709	1709	1723	1723	1723
Adj Flow Rate, veh/h	116	1007	26	17	945	62	24	23	5	89	39	59
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	2	2	2
Cap, veh/h	144	1691	44	35	1419	93	266	195	42	328	89	134
Arrive On Green	0.09	0.53	0.53	0.02	0.46	0.46	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1615	3208	83	1628	3092	203	1185	1360	296	1273	619	936
Grp Volume(v), veh/h	116	506	527	17	496	511	24	0	28	89	0	98
Grp Sat Flow(s),veh/h/ln	1615	1611	1680	1628	1624	1671	1185	0	1656	1273	0	1554
Q Serve(g_s), s	3.1	9.5	9.5	0.5	10.4	10.4	0.8	0.0	0.6	2.9	0.0	2.5
Cycle Q Clear(g_c), s	3.1	9.5	9.5	0.5	10.4	10.4	3.4	0.0	0.6	3.5	0.0	2.5
Prop In Lane	1.00		0.05	1.00		0.12	1.00		0.18	1.00		0.60
Lane Grp Cap(c), veh/h	144	849	886	35	745	767	266	0	237	328	0	223
V/C Ratio(X)	0.80	0.60	0.60	0.49	0.67	0.67	0.09	0.00	0.12	0.27	0.00	0.44
Avail Cap(c_a), veh/h	350	1599	1668	279	1538	1583	786	0	964	887	0	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	7.1	7.1	21.2	9.2	9.2	18.7	0.0	16.4	17.9	0.0	17.2
Incr Delay (d2), s/veh	9.9	0.7	0.6	10.3	1.0	1.0	0.1	0.0	0.2	0.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.3	2.4	0.3	2.8	2.9	0.2	0.0	0.2	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	7.8	7.8	31.5	10.3	10.2	18.8	0.0	16.6	18.3	0.0	18.5
LnGrp LOS	C	A	A	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		1149			1024			52			187	
Approach Delay, s/veh		10.0			10.6			17.6			18.4	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	10.8	5.4	27.6	10.8	8.4	24.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	7.5	43.5	25.5	9.5	41.5
Max Q Clear Time (g_c+I1), s	5.4	2.5	11.5	5.5	5.1	12.4
Green Ext Time (p_c), s	0.1	0.0	8.1	0.8	0.1	7.7

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	82	0	0	16	8	33
Future Vol, veh/h	82	0	0	16	8	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	100	0	0	20	10	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	50	30	50	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	964	1050	1570	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	964	1050	1570	-	-	-
Mov Cap-2 Maneuver	898	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	898	-	-
HCM Lane V/C Ratio	-	-	0.111	-	-
HCM Control Delay (s)	0	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Intersection Delay, s/veh	59.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	12	0	101	17	104	0	468	160	41	128	31
Future Vol, veh/h	96	12	0	101	17	104	0	468	160	41	128	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2
Mvmt Flow	104	13	0	110	18	113	0	509	174	45	139	34
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	12.8	14.9	97.8	13.6
HCM LOS	B	B	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	89%	45%	20%
Vol Thru, %	100%	75%	11%	8%	64%
Vol Right, %	0%	25%	0%	47%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	628	108	222	200
LT Vol	0	0	96	101	41
Through Vol	0	468	12	17	128
RT Vol	0	160	0	104	31
Lane Flow Rate	0	683	117	241	217
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0	1.123	0.233	0.433	0.381
Departure Headway (Hd)	6.102	5.921	7.558	6.817	6.59
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	614	478	531	550
Service Time	3.841	3.66	5.558	4.817	4.59
HCM Lane V/C Ratio	0	1.112	0.245	0.454	0.395
HCM Control Delay	8.8	97.8	12.8	14.9	13.6
HCM Lane LOS	N	F	B	B	B
HCM 95th-tile Q	0	21.3	0.9	2.2	1.8

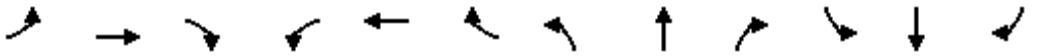
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	112	16	27	590	204	52
Future Vol, veh/h	112	16	27	590	204	52
Conflicting Peds, #/hr	2	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	9	3	3	3	3
Mvmt Flow	120	17	29	634	219	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	941	248	275	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.13	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.227	-	-	-
Pot Cap-1 Maneuver	284	774	1282	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	277	773	1282	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	483	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1282	-	441	-	-
HCM Lane V/C Ratio	0.023	-	0.312	-	-
HCM Control Delay (s)	7.9	-	16.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	316	293	0	361	419	0	0	0	235	0	136
Future Volume (veh/h)	0	316	293	0	361	419	0	0	0	235	0	136
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1641	1641	0	1627	1627				1573	0	1573
Adj Flow Rate, veh/h	0	340	0	0	388	0				253	0	146
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	8	8	0	9	9				13	0	13
Cap, veh/h	0	1016		0	1007					670	0	307
Arrive On Green	0.00	0.33	0.00	0.00	0.33	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	3200	1391	0	3173	1379				2905	0	1333
Grp Volume(v), veh/h	0	340	0	0	388	0				253	0	146
Grp Sat Flow(s),veh/h/ln	0	1559	1391	0	1546	1379				1453	0	1333
Q Serve(g_s), s	0.0	1.7	0.0	0.0	2.0	0.0				1.5	0.0	1.9
Cycle Q Clear(g_c), s	0.0	1.7	0.0	0.0	2.0	0.0				1.5	0.0	1.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1016		0	1007					670	0	307
V/C Ratio(X)	0.00	0.33		0.00	0.39					0.38	0.00	0.48
Avail Cap(c_a), veh/h	0	4534		0	4496					3080	0	1413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.2	0.0	0.0	5.3	0.0				6.6	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.2	0.0				0.4	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.2	0.0				0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.4	0.0	0.0	5.5	0.0				6.9	0.0	7.9
LnGrp LOS	A	A		A	A					A	A	A
Approach Vol, veh/h		340	A		388	A					399	
Approach Delay, s/veh		5.4			5.5						7.3	
Approach LOS		A			A						A	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				11.1		9.2		11.1				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				29.5		21.5		29.5				
Max Q Clear Time (g_c+I1), s				3.7		3.9		4.0				
Green Ext Time (p_c), s				2.3		1.3		2.7				

Intersection Summary												
HCM 6th Ctrl Delay			6.1									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	354	208	0	576	834	148	0	361	0	0	0
Future Volume (veh/h)	0	354	208	0	576	834	148	0	361	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1668	1668	0	1695	1695	1627	1627	1627			
Adj Flow Rate, veh/h	0	373	0	0	606	0	104	0	436			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	6	6	0	4	4	9	9	9			
Cap, veh/h	0	1225		0	1245		425	0	756			
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00	0.27	0.00	0.27			
Sat Flow, veh/h	0	3253	1414	0	3306	1437	1550	0	2758			
Grp Volume(v), veh/h	0	373	0	0	606	0	104	0	436			
Grp Sat Flow(s),veh/h/ln	0	1585	1414	0	1611	1437	1550	0	1379			
Q Serve(g_s), s	0.0	2.2	0.0	0.0	3.8	0.0	1.4	0.0	3.6			
Cycle Q Clear(g_c), s	0.0	2.2	0.0	0.0	3.8	0.0	1.4	0.0	3.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1225		0	1245		425	0	756			
V/C Ratio(X)	0.00	0.30		0.00	0.49		0.24	0.00	0.58			
Avail Cap(c_a), veh/h	0	3884		0	3948		1081	0	1924			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.7	0.0	0.0	6.1	0.0	7.5	0.0	8.3			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0	0.3	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	0.7	0.0	0.3	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.8	0.0	0.0	6.4	0.0	7.8	0.0	9.0			
LnGrp LOS	A	A		A	A		A	A	A			
Approach Vol, veh/h		373	A		606	A		540				
Approach Delay, s/veh		5.8			6.4			8.8				
Approach LOS		A			A			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	11.8	14.7	14.7
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	32.5	32.5
Max Q Clear Time (g_c+I1), s	5.6	4.2	5.8
Green Ext Time (p_c), s	1.8	2.6	4.5

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

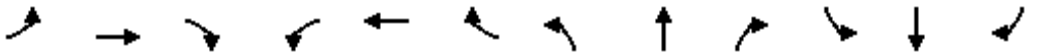
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	709	189	0	1324	0	107
Future Vol, veh/h	709	189	0	1324	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	140	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	6	6	6	6
Mvmt Flow	746	199	0	1394	0	113

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	373
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.36
Pot Cap-1 Maneuver	-	0	0	-	0	613
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	613
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	613	-	-
HCM Lane V/C Ratio	0.184	-	-
HCM Control Delay (s)	12.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	583	149	143	626	6	617	16	175	5	10	25
Future Volume (veh/h)	47	583	149	143	626	6	617	16	175	5	10	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1641	1641	1641	1641	1641	1641	1709	1709	1709	1682	1682	1682
Adj Flow Rate, veh/h	51	634	0	155	680	7	683	0	0	5	11	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	5	5	5
Cap, veh/h	73	796		188	1041	11	841	0		11	143	
Arrive On Green	0.05	0.26	0.00	0.12	0.33	0.33	0.26	0.00	0.00	0.01	0.09	0.00
Sat Flow, veh/h	1563	3118	1391	1563	3161	33	3255	0	1448	1602	1682	1425
Grp Volume(v), veh/h	51	634	0	155	335	352	683	0	0	5	11	0
Grp Sat Flow(s),veh/h/ln	1563	1559	1391	1563	1559	1635	1628	0	1448	1602	1682	1425
Q Serve(g_s), s	2.1	12.2	0.0	6.2	11.8	11.8	12.6	0.0	0.0	0.2	0.4	0.0
Cycle Q Clear(g_c), s	2.1	12.2	0.0	6.2	11.8	11.8	12.6	0.0	0.0	0.2	0.4	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	796		188	513	538	841	0		11	143	
V/C Ratio(X)	0.70	0.80		0.82	0.65	0.65	0.81	0.00		0.47	0.08	
Avail Cap(c_a), veh/h	124	972		224	585	614	1207	0		125	498	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.2	22.3	0.0	27.6	18.4	18.4	22.3	0.0	0.0	31.8	27.0	0.0
Incr Delay (d2), s/veh	11.6	3.9	0.0	18.6	2.1	2.1	2.8	0.0	0.0	28.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.6	0.0	3.2	4.2	4.4	4.9	0.0	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	26.2	0.0	46.2	20.5	20.4	25.2	0.0	0.0	60.7	27.3	0.0
LnGrp LOS	D	C		D	C	C	C	A		E	C	
Approach Vol, veh/h		685	A		842			683	A		16	A
Approach Delay, s/veh		27.3			25.2			25.2			37.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	26.1	12.2	20.9	21.1	10.0	7.5	25.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	37.8	9.2	20.0	23.8	19.0	5.1	24.1
Max Q Clear Time (g_c+I1), s	2.2	0.0	8.2	14.2	14.6	2.4	4.1	13.8
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	2.0	0.0	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	598	13	5	658	17	23	7	8	8	7	71
Future Volume (veh/h)	23	598	13	5	658	17	23	7	8	8	7	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1627	1627	1627	1654	1654	1654	1682	1682	1682	1723	1723	1723
Adj Flow Rate, veh/h	25	643	14	5	708	18	25	8	9	9	8	76
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	9	9	7	7	7	5	5	5	2	2	2
Cap, veh/h	48	1316	29	11	1257	32	342	111	125	406	22	206
Arrive On Green	0.03	0.43	0.43	0.01	0.40	0.40	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1550	3093	67	1576	3132	80	1181	723	813	1286	141	1340
Grp Volume(v), veh/h	25	321	336	5	355	371	25	0	17	9	0	84
Grp Sat Flow(s),veh/h/ln	1550	1546	1615	1576	1572	1640	1181	0	1535	1286	0	1481
Q Serve(g_s), s	0.5	4.9	4.9	0.1	5.7	5.7	0.6	0.0	0.3	0.2	0.0	1.7
Cycle Q Clear(g_c), s	0.5	4.9	4.9	0.1	5.7	5.7	2.3	0.0	0.3	0.5	0.0	1.7
Prop In Lane	1.00		0.04	1.00		0.05	1.00		0.53	1.00		0.90
Lane Grp Cap(c), veh/h	48	658	687	11	631	658	342	0	236	406	0	227
V/C Ratio(X)	0.52	0.49	0.49	0.47	0.56	0.56	0.07	0.00	0.07	0.02	0.00	0.37
Avail Cap(c_a), veh/h	452	2063	2155	363	2002	2088	1085	0	1201	1215	0	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	6.8	6.8	16.1	7.5	7.5	13.4	0.0	11.8	12.0	0.0	12.4
Incr Delay (d2), s/veh	8.4	0.6	0.5	28.5	0.8	0.8	0.1	0.0	0.1	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.0	1.1	0.1	1.3	1.4	0.1	0.0	0.1	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	7.4	7.3	44.6	8.3	8.3	13.5	0.0	11.9	12.0	0.0	13.4
LnGrp LOS	C	A	A	D	A	A	B	A	B	B	A	B
Approach Vol, veh/h		682			731			42			93	
Approach Delay, s/veh		7.9			8.6			12.9			13.3	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.5	4.7	18.4	9.5	5.5	17.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	7.5	43.5	25.5	9.5	41.5
Max Q Clear Time (g_c+I1), s	4.3	2.1	6.9	3.7	2.5	7.7
Green Ext Time (p_c), s	0.1	0.0	4.6	0.4	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	0	0	5	11	88
Future Vol, veh/h	64	0	0	5	11	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	33	33	4	4
Mvmt Flow	78	0	0	6	13	107

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	73	67	120	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.43	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.497	-	-	-
Pot Cap-1 Maneuver	923	988	1296	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	923	988	1296	-	-	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1296	-	860	-	-
HCM Lane V/C Ratio	-	-	0.091	-	-
HCM Control Delay (s)	0	-	9.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	104.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	66	0	155	98	137	1	355	114	147	218	38
Future Vol, veh/h	101	66	0	155	98	137	1	355	114	147	218	38
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	75	0	176	111	156	1	403	130	167	248	43
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	24.8	77.4	163.2	95.2
HCM LOS	C	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	60%	40%	36%
Vol Thru, %	0%	76%	40%	25%	54%
Vol Right, %	0%	24%	0%	35%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	469	167	390	403
LT Vol	1	0	101	155	147
Through Vol	0	355	66	98	218
RT Vol	0	114	0	137	38
Lane Flow Rate	1	533	190	443	458
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.003	1.264	0.512	1.006	1.066
Departure Headway (Hd)	9.545	8.847	10.909	9.052	9.219
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	377	416	332	403	398
Service Time	7.245	6.547	8.909	7.052	7.219
HCM Lane V/C Ratio	0.003	1.281	0.572	1.099	1.151
HCM Control Delay	12.3	163.5	24.8	77.4	95.2
HCM Lane LOS	B	F	C	F	F
HCM 95th-tile Q	0	22.1	2.8	12.4	14.2

Intersection	
Int Delay, s/veh	9.2

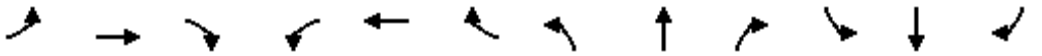
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	246	67	36	573	329	124
Future Vol, veh/h	246	67	36	573	329	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	267	73	39	623	358	135

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1127	426	493	0	-	0
Stage 1	426	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	~ 226	628	1060	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 218	628	1060	-	-	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.5	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1060	-	426	-	-
HCM Lane V/C Ratio	0.037	-	0.799	-	-
HCM Control Delay (s)	8.5	-	39.5	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	7.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱				↰↰		↱
Traffic Volume (veh/h)	0	700	541	0	677	611	0	0	0	598	0	333
Future Volume (veh/h)	0	700	541	0	677	611	0	0	0	598	0	333
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1723	1723	0	1709	1709				1723	0	1723
Adj Flow Rate, veh/h	0	745	0	0	720	0				636	0	354
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	3	3				2	0	2
Cap, veh/h	0	1274		0	1264					1128	0	517
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00				0.35	0.00	0.35
Sat Flow, veh/h	0	3359	1460	0	3333	1448				3183	0	1460
Grp Volume(v), veh/h	0	745	0	0	720	0				636	0	354
Grp Sat Flow(s),veh/h/ln	0	1637	1460	0	1624	1448				1591	0	1460
Q Serve(g_s), s	0.0	6.3	0.0	0.0	6.1	0.0				5.7	0.0	7.3
Cycle Q Clear(g_c), s	0.0	6.3	0.0	0.0	6.1	0.0				5.7	0.0	7.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1274		0	1264					1128	0	517
V/C Ratio(X)	0.00	0.58		0.00	0.57					0.56	0.00	0.68
Avail Cap(c_a), veh/h	0	2750		0	2728					1949	0	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.5	0.0	0.0	8.4	0.0				9.1	0.0	9.7
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.4	0.0				0.4	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	0.0	0.0	1.5	0.0				1.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.9	0.0	0.0	8.8	0.0				9.6	0.0	11.3
LnGrp LOS	A	A		A	A					A	A	B
Approach Vol, veh/h		745	A		720	A					990	
Approach Delay, s/veh		8.9			8.8						10.2	
Approach LOS		A			A						B	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				18.2		16.9		18.2				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				29.5		21.5		29.5				
Max Q Clear Time (g_c+I1), s				8.3		9.3		8.1				
Green Ext Time (p_c), s				5.3		3.2		5.1				

Intersection Summary			
HCM 6th Ctrl Delay		9.4	
HCM 6th LOS		A	

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1058	211	0	1034	451	258	0	510	0	0	0
Future Volume (veh/h)	0	1058	211	0	1034	451	258	0	510	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1723	1723	0	1709	1709	1695	1695	1695			
Adj Flow Rate, veh/h	0	1126	0	0	1100	0	183	0	641			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	2	2	0	3	3	4	4	4			
Cap, veh/h	0	1626		0	1613		480	0	855			
Arrive On Green	0.00	0.50	0.00	0.00	0.50	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	0	3359	1460	0	3333	1448	1615	0	2874			
Grp Volume(v), veh/h	0	1126	0	0	1100	0	183	0	641			
Grp Sat Flow(s),veh/h/ln	0	1637	1460	0	1624	1448	1615	0	1437			
Q Serve(g_s), s	0.0	11.5	0.0	0.0	11.3	0.0	3.9	0.0	8.8			
Cycle Q Clear(g_c), s	0.0	11.5	0.0	0.0	11.3	0.0	3.9	0.0	8.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1626		0	1613		480	0	855			
V/C Ratio(X)	0.00	0.69		0.00	0.68		0.38	0.00	0.75			
Avail Cap(c_a), veh/h	0	2432		0	2413		683	0	1215			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.4	0.0	0.0	8.4	0.0	12.2	0.0	13.9			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.0	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.0	0.0	2.8	0.0	1.2	0.0	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.0	0.0	0.0	8.9	0.0	12.7	0.0	15.5			
LnGrp LOS	A	A		A	A		B	A	B			
Approach Vol, veh/h		1126	A		1100	A		824				
Approach Delay, s/veh		9.0			8.9			14.9				
Approach LOS		A			A			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	17.5	26.2	26.2
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	32.5	32.5
Max Q Clear Time (g_c+I1), s	10.8	13.5	13.3
Green Ext Time (p_c), s	2.2	8.2	8.0

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

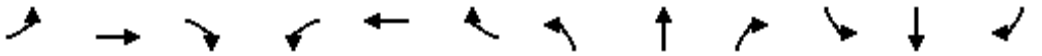
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1210	397	0	1504	0	114
Future Vol, veh/h	1210	397	0	1504	0	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	140	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	1260	414	0	1567	0	119

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	630
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	429
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	429
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	429	-	-
HCM Lane V/C Ratio	0.277	-	-
HCM Control Delay (s)	16.6	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	920	239	240	757	17	569	34	230	41	35	92
Future Volume (veh/h)	84	920	239	240	757	17	569	34	230	41	35	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1709	1709	1709	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	88	968	0	253	797	18	625	0	0	43	37	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	2	2	2
Cap, veh/h	110	1044		248	1319	30	702	0		65	127	
Arrive On Green	0.07	0.32	0.00	0.15	0.41	0.41	0.21	0.00	0.00	0.04	0.07	0.00
Sat Flow, veh/h	1628	3247	1448	1628	3246	73	3281	0	1460	1641	1723	1460
Grp Volume(v), veh/h	88	968	0	253	399	416	625	0	0	43	37	0
Grp Sat Flow(s),veh/h/ln	1628	1624	1448	1628	1624	1696	1641	0	1460	1641	1723	1460
Q Serve(g_s), s	4.0	21.7	0.0	11.5	14.6	14.6	13.9	0.0	0.0	1.9	1.5	0.0
Cycle Q Clear(g_c), s	4.0	21.7	0.0	11.5	14.6	14.6	13.9	0.0	0.0	1.9	1.5	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1044		248	660	689	702	0		65	127	
V/C Ratio(X)	0.80	0.93		1.02	0.60	0.60	0.89	0.00		0.67	0.29	
Avail Cap(c_a), veh/h	171	1055		248	660	689	718	0		150	446	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.7	24.7	0.0	31.9	17.6	17.6	28.8	0.0	0.0	35.7	33.1	0.0
Incr Delay (d2), s/veh	13.8	13.6	0.0	62.1	1.6	1.5	13.2	0.0	0.0	11.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	9.8	0.0	8.6	5.3	5.5	6.6	0.0	0.0	1.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	38.3	0.0	94.0	19.2	19.1	41.9	0.0	0.0	46.9	34.3	0.0
LnGrp LOS	D	D		F	B	B	D	A		D	C	
Approach Vol, veh/h		1056	A		1068			625	A		80	A
Approach Delay, s/veh		39.2			36.9			41.9			41.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	23.2	16.0	28.7	20.6	10.0	9.6	35.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.9	29.1	11.5	24.5	16.5	19.5	7.9	28.1
Max Q Clear Time (g_c+I1), s	3.9	0.0	13.5	23.7	15.9	3.5	6.0	16.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.2	0.1	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	973	25	16	917	60	23	22	5	88	37	57
Future Volume (veh/h)	111	973	25	16	917	60	23	22	5	88	37	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1709	1709	1709	1709	1709	1709	1723	1723	1723
Adj Flow Rate, veh/h	116	1014	26	17	955	62	24	23	5	92	39	59
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	2	2	2
Cap, veh/h	145	1698	44	35	1426	93	266	197	43	328	90	136
Arrive On Green	0.09	0.53	0.53	0.02	0.46	0.46	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1615	3208	82	1628	3094	201	1185	1360	296	1273	619	936
Grp Volume(v), veh/h	116	509	531	17	501	516	24	0	28	92	0	98
Grp Sat Flow(s),veh/h/ln	1615	1611	1680	1628	1624	1672	1185	0	1656	1273	0	1554
Q Serve(g_s), s	3.1	9.6	9.6	0.5	10.7	10.7	0.8	0.0	0.7	3.0	0.0	2.6
Cycle Q Clear(g_c), s	3.1	9.6	9.6	0.5	10.7	10.7	3.4	0.0	0.7	3.7	0.0	2.6
Prop In Lane	1.00		0.05	1.00		0.12	1.00		0.18	1.00		0.60
Lane Grp Cap(c), veh/h	145	852	889	35	748	771	266	0	240	328	0	225
V/C Ratio(X)	0.80	0.60	0.60	0.49	0.67	0.67	0.09	0.00	0.12	0.28	0.00	0.44
Avail Cap(c_a), veh/h	346	1581	1649	275	1520	1565	776	0	953	876	0	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.8	7.2	7.2	21.5	9.3	9.3	18.8	0.0	16.5	18.1	0.0	17.3
Incr Delay (d2), s/veh	9.8	0.7	0.6	10.3	1.0	1.0	0.1	0.0	0.2	0.5	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.3	2.4	0.3	2.9	3.0	0.2	0.0	0.2	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	7.9	7.8	31.8	10.4	10.3	19.0	0.0	16.7	18.5	0.0	18.6
LnGrp LOS	C	A	A	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		1156			1034			52			190	
Approach Delay, s/veh		10.0			10.7			17.8			18.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	10.9	5.4	28.0	10.9	8.5	24.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	7.5	43.5	25.5	9.5	41.5
Max Q Clear Time (g_c+I1), s	5.4	2.5	11.6	5.7	5.1	12.7
Green Ext Time (p_c), s	0.1	0.0	8.2	0.8	0.1	7.8

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	159	0	0	17	9	61
Future Vol, veh/h	159	0	0	17	9	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	194	0	0	21	11	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	69	48	85	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	941	1027	1524	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	941	1027	1524	-	-	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1524	-	882	-	-
HCM Lane V/C Ratio	-	-	0.22	-	-
HCM Control Delay (s)	0	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Intersection Delay, s/veh	103.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	12	0	107	18	107	0	547	173	42	155	32
Future Vol, veh/h	97	12	0	107	18	107	0	547	173	42	155	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2
Mvmt Flow	105	13	0	116	20	116	0	595	188	46	168	35
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	13.7	16.3	173	15.3
HCM LOS	B	C	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	89%	46%	18%
Vol Thru, %	100%	76%	11%	8%	68%
Vol Right, %	0%	24%	0%	46%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	720	109	232	229
LT Vol	0	0	97	107	42
Through Vol	0	547	12	18	155
RT Vol	0	173	0	107	32
Lane Flow Rate	0	783	118	252	249
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0	1.316	0.24	0.459	0.442
Departure Headway (Hd)	6.223	6.052	8.119	7.289	6.92
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	603	445	497	525
Service Time	3.975	3.804	6.119	5.289	4.92
HCM Lane V/C Ratio	0	1.299	0.265	0.507	0.474
HCM Control Delay	9	173	13.7	16.3	15.3
HCM Lane LOS	N	F	B	C	C
HCM 95th-tile Q	0	32.3	0.9	2.4	2.2

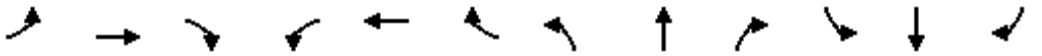
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	132	17	28	671	233	59
Future Vol, veh/h	132	17	28	671	233	59
Conflicting Peds, #/hr	2	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	9	3	3	3	3
Mvmt Flow	142	18	30	722	251	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1067	284	314	0	-	0
Stage 1	283	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.13	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.227	-	-	-
Pot Cap-1 Maneuver	238	739	1241	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	232	738	1241	-	-	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.2	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1241	-	395	-	-
HCM Lane V/C Ratio	0.024	-	0.406	-	-
HCM Control Delay (s)	8	-	20.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	322	300	0	375	441	0	0	0	260	0	141
Future Volume (veh/h)	0	322	300	0	375	441	0	0	0	260	0	141
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1641	1641	0	1627	1627				1573	0	1573
Adj Flow Rate, veh/h	0	346	0	0	403	0				280	0	152
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	8	8	0	9	9				13	0	13
Cap, veh/h	0	1026		0	1018					699	0	320
Arrive On Green	0.00	0.33	0.00	0.00	0.33	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	3200	1391	0	3173	1379				2905	0	1333
Grp Volume(v), veh/h	0	346	0	0	403	0				280	0	152
Grp Sat Flow(s),veh/h/ln	0	1559	1391	0	1546	1379				1453	0	1333
Q Serve(g_s), s	0.0	1.8	0.0	0.0	2.1	0.0				1.7	0.0	2.0
Cycle Q Clear(g_c), s	0.0	1.8	0.0	0.0	2.1	0.0				1.7	0.0	2.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1026		0	1018					699	0	320
V/C Ratio(X)	0.00	0.34		0.00	0.40					0.40	0.00	0.47
Avail Cap(c_a), veh/h	0	4398		0	4362					2987	0	1370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.3	0.0	0.0	5.4	0.0				6.7	0.0	6.8
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.3	0.0				0.4	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.3	0.0				0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.5	0.0	0.0	5.7	0.0				7.0	0.0	7.9
LnGrp LOS	A	A		A	A					A	A	A
Approach Vol, veh/h		346	A		403	A					432	
Approach Delay, s/veh		5.5			5.7						7.3	
Approach LOS		A			A						A	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				11.4		9.5		11.4				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				29.5		21.5		29.5				
Max Q Clear Time (g_c+I1), s				3.8		4.0		4.1				
Green Ext Time (p_c), s				2.3		1.4		2.8				

Intersection Summary												
HCM 6th Ctrl Delay			6.2									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	380	216	0	600	914	153	0	378	0	0	0
Future Volume (veh/h)	0	380	216	0	600	914	153	0	378	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1668	1668	0	1695	1695	1627	1627	1627			
Adj Flow Rate, veh/h	0	400	0	0	632	0	107	0	455			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	6	6	0	4	4	9	9	9			
Cap, veh/h	0	1244		0	1264		433	0	771			
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00	0.28	0.00	0.28			
Sat Flow, veh/h	0	3253	1414	0	3306	1437	1550	0	2758			
Grp Volume(v), veh/h	0	400	0	0	632	0	107	0	455			
Grp Sat Flow(s),veh/h/ln	0	1585	1414	0	1611	1437	1550	0	1379			
Q Serve(g_s), s	0.0	2.4	0.0	0.0	4.1	0.0	1.5	0.0	3.9			
Cycle Q Clear(g_c), s	0.0	2.4	0.0	0.0	4.1	0.0	1.5	0.0	3.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1244		0	1264		433	0	771			
V/C Ratio(X)	0.00	0.32		0.00	0.50		0.25	0.00	0.59			
Avail Cap(c_a), veh/h	0	3757		0	3818		1046	0	1861			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.8	0.0	0.0	6.3	0.0	7.6	0.0	8.5			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0	0.3	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	0.7	0.0	0.3	0.0	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.9	0.0	0.0	6.6	0.0	7.9	0.0	9.3			
LnGrp LOS	A	A		A	A		A	A	A			
Approach Vol, veh/h		400	A		632	A		562				
Approach Delay, s/veh		5.9			6.6			9.0				
Approach LOS		A			A			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		12.2		15.3				15.3				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		18.5		32.5				32.5				
Max Q Clear Time (g_c+I1), s		5.9		4.4				6.1				
Green Ext Time (p_c), s		1.9		2.8				4.7				

Intersection Summary		
HCM 6th Ctrl Delay		7.3
HCM 6th LOS		A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

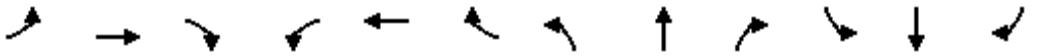
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	736	200	0	1407	0	122
Future Vol, veh/h	736	200	0	1407	0	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	140	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	6	6	6	6
Mvmt Flow	775	211	0	1481	0	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	388
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.36
Pot Cap-1 Maneuver	-	0	0	-	0	599
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	599
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	599	-	-
HCM Lane V/C Ratio	0.214	-	-
HCM Control Delay (s)	12.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	598	174	156	630	7	704	17	191	6	10	26
Future Volume (veh/h)	49	598	174	156	630	7	704	17	191	6	10	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1641	1641	1641	1641	1641	1641	1709	1709	1709	1682	1682	1682
Adj Flow Rate, veh/h	53	650	0	170	685	8	778	0	0	7	11	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	5	5	5
Cap, veh/h	72	783		203	1057	12	913	0		15	133	
Arrive On Green	0.05	0.25	0.00	0.13	0.33	0.33	0.28	0.00	0.00	0.01	0.08	0.00
Sat Flow, veh/h	1563	3118	1391	1563	3156	37	3255	0	1448	1602	1682	1425
Grp Volume(v), veh/h	53	650	0	170	338	355	778	0	0	7	11	0
Grp Sat Flow(s),veh/h/ln	1563	1559	1391	1563	1559	1634	1628	0	1448	1602	1682	1425
Q Serve(g_s), s	2.3	13.7	0.0	7.4	12.8	12.8	15.7	0.0	0.0	0.3	0.4	0.0
Cycle Q Clear(g_c), s	2.3	13.7	0.0	7.4	12.8	12.8	15.7	0.0	0.0	0.3	0.4	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	783		203	522	547	913	0		15	133	
V/C Ratio(X)	0.74	0.83		0.84	0.65	0.65	0.85	0.00		0.48	0.08	
Avail Cap(c_a), veh/h	115	898		207	541	567	1116	0		115	460	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.7	24.6	0.0	29.5	19.6	19.6	23.6	0.0	0.0	34.2	29.6	0.0
Incr Delay (d2), s/veh	13.5	5.9	0.0	24.6	2.6	2.5	5.5	0.0	0.0	22.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.4	0.0	4.0	4.7	4.9	6.4	0.0	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	30.5	0.0	54.0	22.2	22.1	29.1	0.0	0.0	56.8	29.9	0.0
LnGrp LOS	D	C		D	C	C	C	A		E	C	
Approach Vol, veh/h		703	A		863			778	A		18	A
Approach Delay, s/veh		31.7			28.4			29.1			40.3	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	28.8	13.5	21.9	24.0	10.0	7.7	27.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	37.8	9.2	20.0	23.8	19.0	5.1	24.1
Max Q Clear Time (g_c+I1), s	2.3	0.0	9.4	15.7	17.7	2.4	4.3	14.8
Green Ext Time (p_c), s	0.0	0.0	0.0	1.7	1.8	0.0	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	623	14	6	671	18	24	8	9	9	8	74
Future Volume (veh/h)	24	623	14	6	671	18	24	8	9	9	8	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1627	1627	1627	1654	1654	1654	1682	1682	1682	1723	1723	1723
Adj Flow Rate, veh/h	26	670	15	6	722	19	26	9	10	10	9	80
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	9	9	7	7	7	5	5	5	2	2	2
Cap, veh/h	50	1329	30	13	1270	33	334	111	123	400	23	202
Arrive On Green	0.03	0.43	0.43	0.01	0.41	0.41	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1550	3091	69	1576	3128	82	1176	728	809	1283	150	1333
Grp Volume(v), veh/h	26	335	350	6	363	378	26	0	19	10	0	89
Grp Sat Flow(s),veh/h/ln	1550	1546	1614	1576	1572	1639	1176	0	1536	1283	0	1483
Q Serve(g_s), s	0.5	5.2	5.2	0.1	5.9	5.9	0.7	0.0	0.3	0.2	0.0	1.8
Cycle Q Clear(g_c), s	0.5	5.2	5.2	0.1	5.9	5.9	2.5	0.0	0.3	0.6	0.0	1.8
Prop In Lane	1.00		0.04	1.00		0.05	1.00		0.53	1.00		0.90
Lane Grp Cap(c), veh/h	50	665	694	13	638	665	334	0	233	400	0	225
V/C Ratio(X)	0.52	0.50	0.50	0.47	0.57	0.57	0.08	0.00	0.08	0.03	0.00	0.40
Avail Cap(c_a), veh/h	447	2042	2133	359	1981	2066	1066	0	1190	1199	0	1148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	6.8	6.8	16.3	7.6	7.6	13.7	0.0	12.0	12.2	0.0	12.6
Incr Delay (d2), s/veh	8.2	0.6	0.6	24.4	0.8	0.8	0.1	0.0	0.1	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	1.2	0.1	1.3	1.4	0.2	0.0	0.1	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	7.4	7.4	40.7	8.4	8.3	13.8	0.0	12.1	12.3	0.0	13.7
LnGrp LOS	C	A	A	D	A	A	B	A	B	B	A	B
Approach Vol, veh/h		711			747			45			99	
Approach Delay, s/veh		8.0			8.6			13.1			13.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.5	4.8	18.7	9.5	5.6	17.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	7.5	43.5	25.5	9.5	41.5
Max Q Clear Time (g_c+I1), s	4.5	2.1	7.2	3.8	2.5	7.9
Green Ext Time (p_c), s	0.1	0.0	4.8	0.5	0.0	5.3

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	0	0	6	11	166
Future Vol, veh/h	115	0	0	6	11	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	33	33	4	4
Mvmt Flow	140	0	0	7	13	202

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	121	114	215	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.43	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.497	-	-	-
Pot Cap-1 Maneuver	867	931	1191	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	867	931	1191	-	-	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	818	-	-
HCM Lane V/C Ratio	-	-	0.171	-	-
HCM Control Delay (s)	0	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Intersection Delay, s/veh	137.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	68	0	167	102	142	1	406	122	153	294	38
Future Vol, veh/h	102	68	0	167	102	142	1	406	122	153	294	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	111	74	0	182	111	154	1	441	133	166	320	41
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	25.9	82.2	201.1	154.4
HCM LOS	D	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	60%	41%	32%
Vol Thru, %	0%	77%	40%	25%	61%
Vol Right, %	0%	23%	0%	35%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	528	170	411	485
LT Vol	1	0	102	167	153
Through Vol	0	406	68	102	294
RT Vol	0	122	0	142	38
Lane Flow Rate	1	574	185	447	527
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.003	1.356	0.502	1.016	1.234
Departure Headway (Hd)	9.842	9.151	11.661	9.53	9.399
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	366	402	312	384	390
Service Time	7.542	6.851	9.661	7.53	7.399
HCM Lane V/C Ratio	0.003	1.428	0.593	1.164	1.351
HCM Control Delay	12.6	201.5	25.9	82.2	154.4
HCM Lane LOS	B	F	D	F	F
HCM 95th-tile Q	0	25.4	2.7	12.4	20

Intersection	
Int Delay, s/veh	10.4

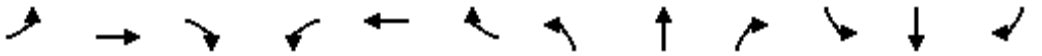
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	266	70	38	629	408	145
Future Vol, veh/h	266	70	38	629	408	145
Conflicting Peds, #/hr	2	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	289	76	41	684	443	158

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1290	523	601	0	-	0
Stage 1	522	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3	2.236	-	-	-
Pot Cap-1 Maneuver	~ 196	600	967	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 188	599	967	-	-	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	47.2	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	967	-	425	-	-
HCM Lane V/C Ratio	0.043	-	0.859	-	-
HCM Control Delay (s)	8.9	-	47.2	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	8.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱				↰↰		↱
Traffic Volume (veh/h)	0	717	558	0	689	637	0	0	0	674	0	347
Future Volume (veh/h)	0	717	558	0	689	637	0	0	0	674	0	347
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1723	1723	0	1709	1709				1723	0	1723
Adj Flow Rate, veh/h	0	763	0	0	733	0				717	0	369
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	3	3				2	0	2
Cap, veh/h	0	1275		0	1265					1160	0	532
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00				0.36	0.00	0.36
Sat Flow, veh/h	0	3359	1460	0	3333	1448				3183	0	1460
Grp Volume(v), veh/h	0	763	0	0	733	0				717	0	369
Grp Sat Flow(s),veh/h/ln	0	1637	1460	0	1624	1448				1591	0	1460
Q Serve(g_s), s	0.0	6.8	0.0	0.0	6.5	0.0				6.8	0.0	7.9
Cycle Q Clear(g_c), s	0.0	6.8	0.0	0.0	6.5	0.0				6.8	0.0	7.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1275		0	1265					1160	0	532
V/C Ratio(X)	0.00	0.60		0.00	0.58					0.62	0.00	0.69
Avail Cap(c_a), veh/h	0	2641		0	2620					1872	0	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.9	0.0	0.0	8.8	0.0				9.5	0.0	9.9
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.4	0.0				0.5	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	0.0	0.0	1.6	0.0				1.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.3	0.0	0.0	9.2	0.0				10.1	0.0	11.5
LnGrp LOS	A	A		A	A					B	A	B
Approach Vol, veh/h		763	A		733	A					1086	
Approach Delay, s/veh		9.3			9.2						10.6	
Approach LOS		A			A						B	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				18.7		17.8		18.7				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				29.5		21.5		29.5				
Max Q Clear Time (g_c+I1), s				8.8		9.9		8.5				
Green Ext Time (p_c), s				5.4		3.5		5.2				

Intersection Summary												
HCM 6th Ctrl Delay			9.8									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1130	220	0	1055	497	268	0	540	0	0	0
Future Volume (veh/h)	0	1130	220	0	1055	497	268	0	540	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1723	1723	0	1709	1709	1695	1695	1695			
Adj Flow Rate, veh/h	0	1202	0	0	1122	0	190	0	676			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	2	2	0	3	3	4	4	4			
Cap, veh/h	0	1657		0	1644		487	0	867			
Arrive On Green	0.00	0.51	0.00	0.00	0.51	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	0	3359	1460	0	3333	1448	1615	0	2874			
Grp Volume(v), veh/h	0	1202	0	0	1122	0	190	0	676			
Grp Sat Flow(s),veh/h/ln	0	1637	1460	0	1624	1448	1615	0	1437			
Q Serve(g_s), s	0.0	13.4	0.0	0.0	12.2	0.0	4.4	0.0	10.1			
Cycle Q Clear(g_c), s	0.0	13.4	0.0	0.0	12.2	0.0	4.4	0.0	10.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1657		0	1644		487	0	867			
V/C Ratio(X)	0.00	0.73		0.00	0.68		0.39	0.00	0.78			
Avail Cap(c_a), veh/h	0	2269		0	2251		637	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.0	0.0	0.0	8.7	0.0	13.0	0.0	14.9			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.5	0.0	0.5	0.0	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.5	0.0	0.0	3.2	0.0	1.4	0.0	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.8	0.0	0.0	9.2	0.0	13.5	0.0	17.6			
LnGrp LOS	A	A		A	A		B	A	B			
Approach Vol, veh/h		1202	A		1122	A		866				
Approach Delay, s/veh		9.8			9.2			16.7				
Approach LOS		A			A			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	18.6	28.2	28.2
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	32.5	32.5
Max Q Clear Time (g_c+I1), s	12.1	15.4	14.2
Green Ext Time (p_c), s	2.1	8.3	8.0

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

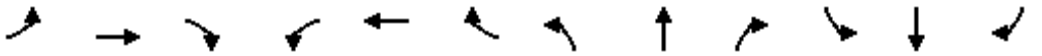
Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1284	423	0	1562	0	126
Future Vol, veh/h	1284	423	0	1562	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	140	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	1338	441	0	1627	0	131

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	669
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	405
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	405
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	405	-	-
HCM Lane V/C Ratio	0.324	-	-
HCM Control Delay (s)	18.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	934	309	270	763	18	629	35	245	43	36	96
Future Volume (veh/h)	87	934	309	270	763	18	629	35	245	43	36	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1709	1709	1709	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	92	983	0	284	803	19	688	0	0	45	38	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	2	2	2
Cap, veh/h	115	1003		268	1306	31	712	0		66	126	
Arrive On Green	0.07	0.31	0.00	0.16	0.40	0.40	0.22	0.00	0.00	0.04	0.07	0.00
Sat Flow, veh/h	1628	3247	1448	1628	3242	77	3281	0	1460	1641	1723	1460
Grp Volume(v), veh/h	92	983	0	284	402	420	688	0	0	45	38	0
Grp Sat Flow(s),veh/h/ln	1628	1624	1448	1628	1624	1695	1641	0	1460	1641	1723	1460
Q Serve(g_s), s	4.2	22.8	0.0	12.5	15.0	15.0	15.8	0.0	0.0	2.1	1.6	0.0
Cycle Q Clear(g_c), s	4.2	22.8	0.0	12.5	15.0	15.0	15.8	0.0	0.0	2.1	1.6	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	1003		268	654	683	712	0		66	126	
V/C Ratio(X)	0.80	0.98		1.06	0.61	0.62	0.97	0.00		0.68	0.30	
Avail Cap(c_a), veh/h	173	1003		268	654	683	712	0		151	442	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.8	26.0	0.0	31.8	18.0	18.0	29.5	0.0	0.0	36.0	33.4	0.0
Incr Delay (d2), s/veh	14.3	23.5	0.0	72.2	1.7	1.7	25.6	0.0	0.0	11.6	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.5	0.0	10.1	5.5	5.7	8.6	0.0	0.0	1.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	49.5	0.0	104.0	19.7	19.7	55.1	0.0	0.0	47.6	34.8	0.0
LnGrp LOS	D	D		F	B	B	E	A		D	C	
Approach Vol, veh/h		1075	A		1106			688	A		83	A
Approach Delay, s/veh		49.5			41.4			55.1			41.7	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	23.5	17.0	28.0	21.0	10.0	9.9	35.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.0	29.0	12.5	23.5	16.5	19.5	8.1	27.9
Max Q Clear Time (g_c+I1), s	4.1	0.0	14.5	24.8	17.8	3.6	6.2	17.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	995	26	17	945	63	24	23	6	92	39	60
Future Volume (veh/h)	116	995	26	17	945	63	24	23	6	92	39	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1709	1709	1709	1709	1709	1709	1723	1723	1723
Adj Flow Rate, veh/h	121	1036	27	18	984	66	25	24	6	96	41	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	2	2	2
Cap, veh/h	151	1726	45	36	1441	97	258	195	49	323	91	138
Arrive On Green	0.09	0.54	0.54	0.02	0.47	0.47	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1615	3207	84	1628	3087	207	1180	1320	330	1271	619	936
Grp Volume(v), veh/h	121	520	543	18	517	533	25	0	30	96	0	103
Grp Sat Flow(s),veh/h/ln	1615	1611	1680	1628	1624	1670	1180	0	1650	1271	0	1554
Q Serve(g_s), s	3.4	10.2	10.2	0.5	11.5	11.5	0.9	0.0	0.7	3.3	0.0	2.8
Cycle Q Clear(g_c), s	3.4	10.2	10.2	0.5	11.5	11.5	3.7	0.0	0.7	4.0	0.0	2.8
Prop In Lane	1.00		0.05	1.00		0.12	1.00		0.20	1.00		0.60
Lane Grp Cap(c), veh/h	151	867	904	36	758	780	258	0	243	323	0	229
V/C Ratio(X)	0.80	0.60	0.60	0.50	0.68	0.68	0.10	0.00	0.12	0.30	0.00	0.45
Avail Cap(c_a), veh/h	332	1515	1581	264	1457	1499	735	0	910	837	0	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	7.3	7.3	22.3	9.6	9.6	19.7	0.0	17.1	18.9	0.0	18.0
Incr Delay (d2), s/veh	9.3	0.7	0.6	10.1	1.1	1.1	0.2	0.0	0.2	0.5	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.5	2.6	0.3	3.2	3.3	0.2	0.0	0.3	0.9	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	8.0	7.9	32.4	10.7	10.7	19.8	0.0	17.3	19.4	0.0	19.4
LnGrp LOS	C	A	A	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		1184			1068			55			199	
Approach Delay, s/veh		10.2			11.1			18.5			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.3	5.5	29.4	11.3	8.8	26.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	7.5	43.5	25.5	9.5	41.5
Max Q Clear Time (g_c+I1), s	5.7	2.5	12.2	6.0	5.4	13.5
Green Ext Time (p_c), s	0.2	0.0	8.4	0.8	0.1	8.0

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	170	0	0	20	11	66
Future Vol, veh/h	170	0	0	20	11	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	207	0	0	24	13	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	77	53	93	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	931	1020	1514	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	931	1020	1514	-	-	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	875	-	-
HCM Lane V/C Ratio	-	-	0.237	-	-
HCM Control Delay (s)	0	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection	
Intersection Delay, s/veh	163.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	15	0	130	22	127	0	602	209	50	168	33
Future Vol, veh/h	101	15	0	130	22	127	0	602	209	50	168	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2
Mvmt Flow	110	16	0	141	24	138	0	654	227	54	183	36
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	15.2	20.7	278.4	18.2
HCM LOS	C	C	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	87%	47%	20%
Vol Thru, %	100%	74%	13%	8%	67%
Vol Right, %	0%	26%	0%	46%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	811	116	279	251
LT Vol	0	0	101	130	50
Through Vol	0	602	15	22	168
RT Vol	0	209	0	127	33
Lane Flow Rate	0	882	126	303	273
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0	1.561	0.266	0.565	0.508
Departure Headway (Hd)	6.559	6.375	8.999	7.902	7.614
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	573	402	461	477
Service Time	4.331	4.147	6.999	5.902	5.614
HCM Lane V/C Ratio	0	1.539	0.313	0.657	0.572
HCM Control Delay	9.3	278.4	15.2	20.7	18.2
HCM Lane LOS	N	F	C	C	C
HCM 95th-tile Q	0	46.2	1.1	3.4	2.8

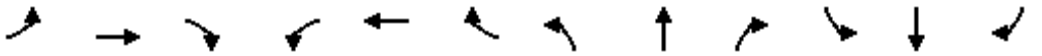
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	156	20	34	731	256	70
Future Vol, veh/h	156	20	34	731	256	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	9	3	3	3	3
Mvmt Flow	168	22	37	786	275	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1173	313	350	0	-	0
Stage 1	313	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.13	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.227	-	-	-
Pot Cap-1 Maneuver	206	711	1203	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	200	711	1203	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	403	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1203	-	356	-	-
HCM Lane V/C Ratio	0.03	-	0.532	-	-
HCM Control Delay (s)	8.1	-	26	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	334	338	0	388	507	0	0	0	299	0	172
Future Volume (veh/h)	0	334	338	0	388	507	0	0	0	299	0	172
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1641	1641	0	1627	1627				1573	0	1573
Adj Flow Rate, veh/h	0	359	0	0	417	0				322	0	185
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	8	8	0	9	9				13	0	13
Cap, veh/h	0	1006		0	997					789	0	362
Arrive On Green	0.00	0.32	0.00	0.00	0.32	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	3200	1391	0	3173	1379				2905	0	1333
Grp Volume(v), veh/h	0	359	0	0	417	0				322	0	185
Grp Sat Flow(s),veh/h/ln	0	1559	1391	0	1546	1379				1453	0	1333
Q Serve(g_s), s	0.0	2.0	0.0	0.0	2.3	0.0				2.0	0.0	2.6
Cycle Q Clear(g_c), s	0.0	2.0	0.0	0.0	2.3	0.0				2.0	0.0	2.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1006		0	997					789	0	362
V/C Ratio(X)	0.00	0.36		0.00	0.42					0.41	0.00	0.51
Avail Cap(c_a), veh/h	0	4147		0	4113					2817	0	1292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.7	0.0	0.0	5.9	0.0				6.6	0.0	6.8
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.3	0.0				0.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	0.4	0.0				0.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.0	0.0	0.0	6.2	0.0				7.0	0.0	8.0
LnGrp LOS	A	A		A	A					A	A	A
Approach Vol, veh/h		359	A		417	A					507	
Approach Delay, s/veh		6.0			6.2						7.3	
Approach LOS		A			A						A	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		11.7		10.5		11.7			
Change Period (Y+Rc), s		4.5		4.5		4.5			
Max Green Setting (Gmax), s		29.5		21.5		29.5			
Max Q Clear Time (g_c+I1), s		4.0		4.6		4.3			
Green Ext Time (p_c), s		2.4		1.7		2.9			

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	391	264	0	617	1062	187	0	451	0	0	0
Future Volume (veh/h)	0	391	264	0	617	1062	187	0	451	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1668	1668	0	1695	1695	1627	1627	1627			
Adj Flow Rate, veh/h	0	412	0	0	649	0	131	0	545			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	6	6	0	4	4	9	9	9			
Cap, veh/h	0	1220		0	1240		482	0	857			
Arrive On Green	0.00	0.38	0.00	0.00	0.38	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	0	3253	1414	0	3306	1437	1550	0	2758			
Grp Volume(v), veh/h	0	412	0	0	649	0	131	0	545			
Grp Sat Flow(s),veh/h/ln	0	1585	1414	0	1611	1437	1550	0	1379			
Q Serve(g_s), s	0.0	2.7	0.0	0.0	4.6	0.0	1.9	0.0	5.0			
Cycle Q Clear(g_c), s	0.0	2.7	0.0	0.0	4.6	0.0	1.9	0.0	5.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1220		0	1240		482	0	857			
V/C Ratio(X)	0.00	0.34		0.00	0.52		0.27	0.00	0.64			
Avail Cap(c_a), veh/h	0	3483		0	3540		969	0	1725			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	6.4	0.0	0.0	7.0	0.0	7.7	0.0	8.8			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.3	0.0	0.3	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.0	0.0	0.9	0.0	0.4	0.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.6	0.0	0.0	7.4	0.0	8.0	0.0	9.5			
LnGrp LOS	A	A		A	A		A	A	A			
Approach Vol, veh/h		412	A		649	A		676				
Approach Delay, s/veh		6.6			7.4			9.2				
Approach LOS		A			A			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		13.7		15.9				15.9				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		18.5		32.5				32.5				
Max Q Clear Time (g_c+I1), s		7.0		4.7				6.6				
Green Ext Time (p_c), s		2.2		2.9				4.8				

Intersection Summary		
HCM 6th Ctrl Delay		7.9
HCM 6th LOS		A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

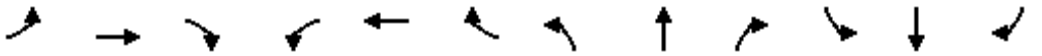
Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	758	243	0	1445	0	145
Future Vol, veh/h	758	243	0	1445	0	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	140	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	7	6	6	6	6
Mvmt Flow	798	256	0	1521	0	153

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	399
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.36
Pot Cap-1 Maneuver	-	0	0	-	0	589
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	589
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	589	-	-
HCM Lane V/C Ratio	0.259	-	-
HCM Control Delay (s)	13.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	619	187	186	653	8	775	20	225	7	12	32
Future Volume (veh/h)	59	619	187	186	653	8	775	20	225	7	12	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1641	1641	1641	1641	1641	1641	1709	1709	1709	1682	1682	1682
Adj Flow Rate, veh/h	64	673	0	202	710	9	858	0	0	8	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8	8	8	8	3	3	3	5	5	5
Cap, veh/h	78	788		200	1043	13	971	0		16	117	
Arrive On Green	0.05	0.25	0.00	0.13	0.33	0.33	0.30	0.00	0.00	0.01	0.07	0.00
Sat Flow, veh/h	1563	3118	1391	1563	3152	40	3255	0	1448	1602	1682	1425
Grp Volume(v), veh/h	64	673	0	202	351	368	858	0	0	8	13	0
Grp Sat Flow(s),veh/h/ln	1563	1559	1391	1563	1559	1634	1628	0	1448	1602	1682	1425
Q Serve(g_s), s	2.9	14.8	0.0	9.2	14.0	14.0	18.0	0.0	0.0	0.4	0.5	0.0
Cycle Q Clear(g_c), s	2.9	14.8	0.0	9.2	14.0	14.0	18.0	0.0	0.0	0.4	0.5	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	788		200	516	541	971	0		16	117	
V/C Ratio(X)	0.82	0.85		1.01	0.68	0.68	0.88	0.00		0.49	0.11	
Avail Cap(c_a), veh/h	111	869		200	524	549	1080	0		112	445	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.7	25.5	0.0	31.3	20.7	20.7	24.0	0.0	0.0	35.3	31.3	0.0
Incr Delay (d2), s/veh	25.9	7.7	0.0	65.7	3.5	3.4	8.2	0.0	0.0	20.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.0	0.0	7.0	5.2	5.5	7.7	0.0	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	33.3	0.0	97.0	24.2	24.1	32.2	0.0	0.0	55.9	31.7	0.0
LnGrp LOS	E	C		F	C	C	C	A		E	C	
Approach Vol, veh/h		737	A		921			858	A		21	A
Approach Delay, s/veh		35.5			40.1			32.2			40.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	30.2	13.7	22.6	25.9	9.5	8.1	28.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	37.8	9.2	20.0	23.8	19.0	5.1	24.1
Max Q Clear Time (g_c+I1), s	2.4	0.0	11.2	16.8	20.0	2.5	4.9	16.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	1.4	0.0	0.0	2.8

Intersection Summary		
HCM 6th Ctrl Delay		36.1
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	646	16	7	695	22	25	9	11	11	9	90
Future Volume (veh/h)	30	646	16	7	695	22	25	9	11	11	9	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1627	1627	1627	1654	1654	1654	1682	1682	1682	1723	1723	1723
Adj Flow Rate, veh/h	32	695	17	8	747	24	27	10	12	12	10	97
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	9	9	7	7	7	5	5	5	2	2	2
Cap, veh/h	60	1350	33	17	1275	41	312	105	126	391	21	203
Arrive On Green	0.04	0.44	0.44	0.01	0.41	0.41	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1550	3084	75	1576	3108	100	1157	696	835	1280	138	1343
Grp Volume(v), veh/h	32	348	364	8	378	393	27	0	22	12	0	107
Grp Sat Flow(s),veh/h/ln	1550	1546	1614	1576	1572	1636	1157	0	1531	1280	0	1481
Q Serve(g_s), s	0.7	5.5	5.5	0.2	6.3	6.3	0.7	0.0	0.4	0.3	0.0	2.2
Cycle Q Clear(g_c), s	0.7	5.5	5.5	0.2	6.3	6.3	3.0	0.0	0.4	0.7	0.0	2.2
Prop In Lane	1.00		0.05	1.00		0.06	1.00		0.55	1.00		0.91
Lane Grp Cap(c), veh/h	60	677	707	17	645	671	312	0	232	391	0	224
V/C Ratio(X)	0.54	0.51	0.51	0.47	0.59	0.59	0.09	0.00	0.09	0.03	0.00	0.48
Avail Cap(c_a), veh/h	436	1993	2081	350	1933	2013	1011	0	1158	1165	0	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	6.9	6.9	16.6	7.7	7.7	14.5	0.0	12.3	12.6	0.0	13.1
Incr Delay (d2), s/veh	7.3	0.6	0.6	19.2	0.8	0.8	0.1	0.0	0.2	0.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.2	1.2	0.1	1.5	1.5	0.2	0.0	0.1	0.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	7.5	7.5	35.8	8.6	8.5	14.6	0.0	12.5	12.7	0.0	14.7
LnGrp LOS	C	A	A	D	A	A	B	A	B	B	A	B
Approach Vol, veh/h		744			779			49			119	
Approach Delay, s/veh		8.2			8.8			13.6			14.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.6	4.9	19.3	9.6	5.8	18.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	7.5	43.5	25.5	9.5	41.5
Max Q Clear Time (g_c+I1), s	5.0	2.2	7.5	4.2	2.7	8.3
Green Ext Time (p_c), s	0.1	0.0	5.1	0.6	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	125	0	0	7	13	179
Future Vol, veh/h	125	0	0	7	13	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	33	33	4	4
Mvmt Flow	152	0	0	9	16	218

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	134	125	234	0	-	0
Stage 1	125	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.43	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.497	-	-	-
Pot Cap-1 Maneuver	853	918	1171	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	853	918	1171	-	-	-
Mov Cap-2 Maneuver	808	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1171	-	808	-	-
HCM Lane V/C Ratio	-	-	0.189	-	-
HCM Control Delay (s)	0	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	206.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	107	83	0	202	124	168	1	438	148	185	323	41
Future Vol, veh/h	107	83	0	202	124	168	1	438	148	185	323	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	116	90	0	220	135	183	1	476	161	201	351	45
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	32.7	161.8	274.2	234
HCM LOS	D	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	56%	41%	34%
Vol Thru, %	0%	75%	44%	25%	59%
Vol Right, %	0%	25%	0%	34%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	586	190	494	549
LT Vol	1	0	107	202	185
Through Vol	0	438	83	124	323
RT Vol	0	148	0	168	41
Lane Flow Rate	1	637	207	537	597
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.003	1.522	0.561	1.242	1.421
Departure Headway (Hd)	10.943	10.231	13.592	10.456	10.637
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	329	363	268	354	346
Service Time	8.643	7.931	11.592	8.456	8.637
HCM Lane V/C Ratio	0.003	1.755	0.772	1.517	1.725
HCM Control Delay	13.7	274.6	32.7	161.8	234
HCM Lane LOS	B	F	D	F	F
HCM 95th-tile Q	0	29.7	3.2	18.9	25

Intersection	
Int Delay, s/veh	30.9

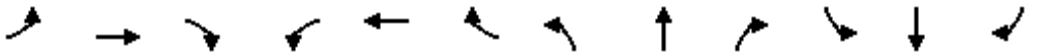
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	321	85	46	688	455	172
Future Vol, veh/h	321	85	46	688	455	172
Conflicting Peds, #/hr	2	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	349	92	50	748	495	187

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1439	590	682	0	-	0
Stage 1	589	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3	2.236	-	-	-
Pot Cap-1 Maneuver	~ 158	548	901	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 149	547	901	-	-	-
Mov Cap-2 Maneuver	~ 348	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	133.6	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	901	-	377	-	-
HCM Lane V/C Ratio	0.055	-	1.171	-	-
HCM Control Delay (s)	9.2	-	133.6	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	17.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱				↰↰		↱
Traffic Volume (veh/h)	0	744	653	0	715	748	0	0	0	791	0	423
Future Volume (veh/h)	0	744	653	0	715	748	0	0	0	791	0	423
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1723	1723	0	1709	1709				1723	0	1723
Adj Flow Rate, veh/h	0	791	0	0	761	0				841	0	450
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	3	3				2	0	2
Cap, veh/h	0	1244		0	1235					1277	0	586
Arrive On Green	0.00	0.38	0.00	0.00	0.38	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	3359	1460	0	3333	1448				3183	0	1460
Grp Volume(v), veh/h	0	791	0	0	761	0				841	0	450
Grp Sat Flow(s),veh/h/ln	0	1637	1460	0	1624	1448				1591	0	1460
Q Serve(g_s), s	0.0	8.1	0.0	0.0	7.8	0.0				8.9	0.0	11.0
Cycle Q Clear(g_c), s	0.0	8.1	0.0	0.0	7.8	0.0				8.9	0.0	11.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1244		0	1235					1277	0	586
V/C Ratio(X)	0.00	0.64		0.00	0.62					0.66	0.00	0.77
Avail Cap(c_a), veh/h	0	2345		0	2327					1662	0	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.4	0.0	0.0	10.3	0.0				10.0	0.0	10.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.5	0.0				0.6	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.0	0.0	2.2	0.0				2.4	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.0	0.0	0.0	10.8	0.0				10.6	0.0	14.2
LnGrp LOS	A	B		A	B					B	A	B
Approach Vol, veh/h		791	A		761	A					1291	
Approach Delay, s/veh		11.0			10.8						11.9	
Approach LOS		B			B						B	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				20.2		21.0		20.2				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				29.5		21.5		29.5				
Max Q Clear Time (g_c+I1), s				10.1		13.0		9.8				
Green Ext Time (p_c), s				5.5		3.5		5.3				

Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1169	268	0	1090	560	327	0	646	0	0	0
Future Volume (veh/h)	0	1169	268	0	1090	560	327	0	646	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1723	1723	0	1709	1709	1695	1695	1695			
Adj Flow Rate, veh/h	0	1244	0	0	1160	0	232	0	811			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	2	2	0	3	3	4	4	4			
Cap, veh/h	0	1629		0	1616		530	0	944			
Arrive On Green	0.00	0.50	0.00	0.00	0.50	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	3359	1460	0	3333	1448	1615	0	2874			
Grp Volume(v), veh/h	0	1244	0	0	1160	0	232	0	811			
Grp Sat Flow(s),veh/h/ln	0	1637	1460	0	1624	1448	1615	0	1437			
Q Serve(g_s), s	0.0	15.9	0.0	0.0	14.5	0.0	5.8	0.0	13.7			
Cycle Q Clear(g_c), s	0.0	15.9	0.0	0.0	14.5	0.0	5.8	0.0	13.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1629		0	1616		530	0	944			
V/C Ratio(X)	0.00	0.76		0.00	0.72		0.44	0.00	0.86			
Avail Cap(c_a), veh/h	0	2055		0	2039		577	0	1027			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	10.5	0.0	0.0	10.2	0.0	13.6	0.0	16.3			
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.9	0.0	0.6	0.0	7.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.7	0.0	0.0	4.1	0.0	1.9	0.0	4.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.9	0.0	0.0	11.1	0.0	14.2	0.0	23.3			
LnGrp LOS	A	B		A	B		B	A	C			
Approach Vol, veh/h		1244	A		1160	A		1043				
Approach Delay, s/veh		11.9			11.1			21.3				
Approach LOS		B			B			C				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	21.5	30.3	30.3
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	32.5	32.5
Max Q Clear Time (g_c+I1), s	15.7	17.9	16.5
Green Ext Time (p_c), s	1.3	7.8	7.7

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

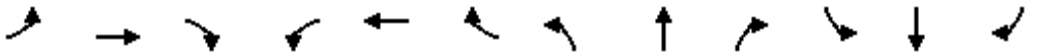
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1325	513	0	1607	0	151
Future Vol, veh/h	1325	513	0	1607	0	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	140	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	1380	534	0	1674	0	157

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	690
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	392
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	392
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	392	-	-
HCM Lane V/C Ratio	0.401	-	-
HCM Control Delay (s)	20.2	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	968	338	321	791	22	691	43	292	52	44	117
Future Volume (veh/h)	106	968	338	321	791	22	691	43	292	52	44	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1709	1709	1709	1709	1709	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	112	1019	0	338	833	23	759	0	0	55	46	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	2	2	2
Cap, veh/h	137	1083		315	1429	39	815	0		69	94	
Arrive On Green	0.08	0.33	0.00	0.19	0.44	0.44	0.25	0.00	0.00	0.04	0.05	0.00
Sat Flow, veh/h	1628	3247	1448	1628	3227	89	3281	0	1460	1641	1723	1460
Grp Volume(v), veh/h	112	1019	0	338	419	437	759	0	0	55	46	0
Grp Sat Flow(s),veh/h/ln	1628	1624	1448	1628	1624	1693	1641	0	1460	1641	1723	1460
Q Serve(g_s), s	7.2	32.2	0.0	20.5	20.5	20.5	23.9	0.0	0.0	3.5	2.7	0.0
Cycle Q Clear(g_c), s	7.2	32.2	0.0	20.5	20.5	20.5	23.9	0.0	0.0	3.5	2.7	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	1083		315	719	750	815	0		69	94	
V/C Ratio(X)	0.82	0.94		1.07	0.58	0.58	0.93	0.00		0.80	0.49	
Avail Cap(c_a), veh/h	217	1099		315	719	750	831	0		144	308	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.6	34.3	0.0	42.6	22.1	22.1	38.9	0.0	0.0	50.2	48.6	0.0
Incr Delay (d2), s/veh	12.3	15.1	0.0	71.0	1.2	1.2	16.8	0.0	0.0	18.6	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	14.7	0.0	14.4	7.9	8.2	11.5	0.0	0.0	1.8	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	49.3	0.0	113.6	23.3	23.3	55.7	0.0	0.0	68.8	52.5	0.0
LnGrp LOS	E	D		F	C	C	E	A		E	D	
Approach Vol, veh/h		1131	A		1194			759	A		101	A
Approach Delay, s/veh		50.4			48.9			55.7			61.4	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	32.1	25.0	39.8	30.8	10.3	13.4	51.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.3	36.4	20.5	35.8	26.8	18.9	14.1	42.2
Max Q Clear Time (g_c+I1), s	5.5	0.0	22.5	34.2	25.9	4.7	9.2	22.5
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.3	0.1	0.1	5.5

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	1033	31	20	979	77	25	28	7	112	47	73
Future Volume (veh/h)	141	1033	31	20	979	77	25	28	7	112	47	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1709	1709	1709	1709	1709	1709	1723	1723	1723
Adj Flow Rate, veh/h	147	1076	32	21	1020	80	26	29	7	117	49	76
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	2	2	2
Cap, veh/h	183	1770	53	41	1420	111	241	217	52	320	99	154
Arrive On Green	0.11	0.55	0.55	0.03	0.47	0.47	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1615	3193	95	1628	3049	239	1157	1330	321	1264	609	944
Grp Volume(v), veh/h	147	543	565	21	543	557	26	0	36	117	0	125
Grp Sat Flow(s),veh/h/ln	1615	1611	1678	1628	1624	1664	1157	0	1651	1264	0	1553
Q Serve(g_s), s	4.7	11.9	11.9	0.7	14.1	14.1	1.1	0.0	1.0	4.6	0.0	3.8
Cycle Q Clear(g_c), s	4.7	11.9	11.9	0.7	14.1	14.1	4.9	0.0	1.0	5.6	0.0	3.8
Prop In Lane	1.00		0.06	1.00		0.14	1.00		0.19	1.00		0.61
Lane Grp Cap(c), veh/h	183	893	930	41	756	775	241	0	269	320	0	253
V/C Ratio(X)	0.80	0.61	0.61	0.51	0.72	0.72	0.11	0.00	0.13	0.37	0.00	0.49
Avail Cap(c_a), veh/h	293	1337	1393	233	1286	1318	616	0	804	729	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	7.9	7.9	25.2	11.2	11.2	22.2	0.0	18.8	21.1	0.0	20.0
Incr Delay (d2), s/veh	8.0	0.7	0.6	9.6	1.3	1.3	0.2	0.0	0.2	0.7	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.1	3.2	0.3	4.3	4.4	0.3	0.0	0.4	1.3	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	8.5	8.5	34.8	12.5	12.5	22.4	0.0	19.0	21.8	0.0	21.4
LnGrp LOS	C	A	A	C	B	B	C	A	B	C	A	C
Approach Vol, veh/h		1255			1121			62			242	
Approach Delay, s/veh		11.1			12.9			20.4			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.0	5.8	33.5	13.0	10.5	28.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	7.5	43.5	25.5	9.5	41.5
Max Q Clear Time (g_c+I1), s	6.9	2.7	13.9	7.6	6.7	16.1
Green Ext Time (p_c), s	0.2	0.0	8.8	1.0	0.1	8.3

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

MORNING PEAK HOUR

Intersection 4: OR 214 & I-5 SB

Year 2020									
Critical Movement:	WBR	SBL				Sum of Critical Flow Ratios:	0.059552496	Critical Intersection V/C:	0.070062
Adjusted Flow Rate:	0	173				Cycle Length (seconds):	60		
Saturated Flow:		2905				Lost Time per phase (seconds):	4.5		
Year 2022 Background									
Critical Movement:	WBR	SBL				Sum of Critical Flow Ratios:	0.080895009	Critical Intersection V/C:	0.095171
Adjusted Flow Rate:	0	235				Cycle Length (seconds):	60		
Saturated Flow:		2905				Lost Time per phase (seconds):	4.5		
Year 2022 + Phase 1									
Critical Movement:	WBR	SBL				Sum of Critical Flow Ratios:	0.087091222	Critical Intersection V/C:	0.10246
Adjusted Flow Rate:	0	253				Cycle Length (seconds):	60		
Saturated Flow:		2905				Lost Time per phase (seconds):	4.5		
Year 2024+ Phase 1 & 2									
Critical Movement:	WBR	SBL				Sum of Critical Flow Ratios:	0.096385542	Critical Intersection V/C:	0.113395
Adjusted Flow Rate:	0	280				Cycle Length (seconds):	60		
Saturated Flow:		2905				Lost Time per phase (seconds):	4.5		
Year 2034 + Phase 1 & 2									
Critical Movement:	WBR	SBL				Sum of Critical Flow Ratios:	0.110843373	Critical Intersection V/C:	0.130404
Adjusted Flow Rate:	0	322				Cycle Length (seconds):	60		
Saturated Flow:		2905				Lost Time per phase (seconds):	4.5		

Intersection 5: OR 214 & I-5 NB

Year 2020									
Critical Movement:	WBR	NBL				Sum of Critical Flow Ratios:	0.063870968	Critical Intersection V/C:	0.075142
Adjusted Flow Rate:	0	99				Cycle Length (seconds):	60		
Saturated Flow:		1550				Lost Time per phase (seconds):	4.5		
Year 2022 Background									
Critical Movement:	WBR	NBL				Sum of Critical Flow Ratios:	0.067096774	Critical Intersection V/C:	0.078937
Adjusted Flow Rate:	0	104				Cycle Length (seconds):	60		
Saturated Flow:		1550				Lost Time per phase (seconds):	4.5		
Year 2022 + Phase 1									
Critical Movement:	WBR	NBL				Sum of Critical Flow Ratios:	0.067096774	Critical Intersection V/C:	0.078937
Adjusted Flow Rate:	0	104				Cycle Length (seconds):	60		
Saturated Flow:		1550				Lost Time per phase (seconds):	4.5		
Year 2024+ Phase 1 & 2									
Critical Movement:	WBR	NBL				Sum of Critical Flow Ratios:	0.069032258	Critical Intersection V/C:	0.081214
Adjusted Flow Rate:	0	107				Cycle Length (seconds):	60		
Saturated Flow:		1550				Lost Time per phase (seconds):	4.5		
Year 2034 + Phase 1 & 2									
Critical Movement:	WBR	NBL				Sum of Critical Flow Ratios:	0.084516129	Critical Intersection V/C:	0.099431
Adjusted Flow Rate:	0	131				Cycle Length (seconds):	60		
Saturated Flow:		1550				Lost Time per phase (seconds):	4.5		

Intersection 7: OR 214 & Evergreen Rd

Year 2020									
Critical Movement:	EBT	WBL	NBL	NBT		Sum of Critical Flow Ratios:	0.373069529	Critical Intersection V/C:	0.466337
Adjusted Flow Rate:	566	139	334	0		Cycle Length (seconds):	90		
Saturated Flow:	3118	1563	3255			Lost Time per phase (seconds):	4.5		
Year 2022 Background									
Critical Movement:	EBT	WBL	NBL	NBT		Sum of Critical Flow Ratios:	0.497123943	Critical Intersection V/C:	0.621405
Adjusted Flow Rate:	628	152	646	0		Cycle Length (seconds):	90		
Saturated Flow:	3118	1563	3255			Lost Time per phase (seconds):	4.5		
Year 2022 + Phase 1									
Critical Movement:	EBT	WBL	NBL	NBT		Sum of Critical Flow Ratios:	0.512334767	Critical Intersection V/C:	0.640418
Adjusted Flow Rate:	634	155	683	0		Cycle Length (seconds):	90		
Saturated Flow:	3118	1563	3255			Lost Time per phase (seconds):	4.5		
Year 2024+ Phase 1 & 2									
Critical Movement:	EBT	WBL	NBL	NBT		Sum of Critical Flow Ratios:	0.556249058	Critical Intersection V/C:	0.695311
Adjusted Flow Rate:	650	170	778	0		Cycle Length (seconds):	90		
Saturated Flow:	3118	1563	3255			Lost Time per phase (seconds):	4.5		
Year 2034 + Phase 1 & 2									
Critical Movement:	EBT	WBL	NBL	NBT		Sum of Critical Flow Ratios:	0.608676603	Critical Intersection V/C:	0.760846
Adjusted Flow Rate:	673	202	858	0		Cycle Length (seconds):	90		
Saturated Flow:	3118	1563	3255			Lost Time per phase (seconds):	4.5		

Intersection 8: OR 214 & Oregon Way

Year 2020	EBL	WBT	NBL			Sum of Critical Flow Ratios:	0.231180613	Critical Intersection V/C:	0.271977
Critical Movement:	24	654	8			Cycle Length (seconds):	90		
Adjusted Flow Rate:	1550	3130	1185			Lost Time per phase (seconds):	4.5		
Saturated Flow:									
Year 2022 Background	EBL	WBT	NBL			Sum of Critical Flow Ratios:	0.262145825	Critical Intersection V/C:	0.308407

Critical Movement:	25	704	25		Cycle Length (seconds):	90	
Adjusted Flow Rate:	1550	3131	1181		Lost Time per phase (seconds):	4.5	
Saturated Flow:							
Year 2022 + Phase 1	EBL	WBT	NBL		Sum of Critical Flow Ratios:	0.263351173	Critical Intersection V/C: 0.309825
Critical Movement:	25	708	25		Cycle Length (seconds):	90	
Adjusted Flow Rate:	1550	3132	1181		Lost Time per phase (seconds):	4.5	
Saturated Flow:							
Year 2024+ Phase 1 & 2							
Critical Movement:	EBL	WBT	NBL		Sum of Critical Flow Ratios:	0.269701451	Critical Intersection V/C: 0.317296
Adjusted Flow Rate:	26	722	26		Cycle Length (seconds):	90	
Saturated Flow:	1550	3128	1176		Lost Time per phase (seconds):	4.5	
Year 2034 + Phase 1 & 2							
Critical Movement:	EBL	WBT	NBL		Sum of Critical Flow Ratios:	0.284328866	Critical Intersection V/C: 0.334505
Adjusted Flow Rate:	32	747	27		Cycle Length (seconds):	90	
Saturated Flow:	1550	3108	1157		Lost Time per phase (seconds):	4.5	

EVENING PEAK HOUR

Intersection 4: OR 214 & I-5 SB

Year 2020						
Critical Movement:	EBT	SBL		Sum of Critical Flow Ratios:	0.382612414	Critical Intersection V/C: 0.450132
Adjusted Flow Rate:	728	528		Cycle Length (seconds):	60	
Saturated Flow:	3359	3183		Lost Time per phase (seconds):	4.5	
Year 2022 Background						
Critical Movement:	EBT	SBL		Sum of Critical Flow Ratios:	0.405051509	Critical Intersection V/C: 0.476531
Adjusted Flow Rate:	739	589		Cycle Length (seconds):	60	
Saturated Flow:	3359	3183		Lost Time per phase (seconds):	4.5	
Year 2022 + Phase 1						
Critical Movement:	EBT	SBL		Sum of Critical Flow Ratios:	0.421603699	Critical Intersection V/C: 0.496004
Adjusted Flow Rate:	745	636		Cycle Length (seconds):	60	
Saturated Flow:	3359	3183		Lost Time per phase (seconds):	4.5	
Year 2024+ Phase 1 & 2						
Critical Movement:	EBT	SBL		Sum of Critical Flow Ratios:	0.452410127	Critical Intersection V/C: 0.532247
Adjusted Flow Rate:	763	717		Cycle Length (seconds):	60	
Saturated Flow:	3359	3183		Lost Time per phase (seconds):	4.5	
Year 2034 + Phase 1 & 2						
Critical Movement:	EBT	SBL		Sum of Critical Flow Ratios:	0.4997029	Critical Intersection V/C: 0.587886
Adjusted Flow Rate:	791	841		Cycle Length (seconds):	60	
Saturated Flow:	3359	3183		Lost Time per phase (seconds):	4.5	

Intersection 5: OR 214 & I-5 NB

Year 2020						
Critical Movement:	EBT	NBT		Sum of Critical Flow Ratios:	0.306341173	Critical Intersection V/C: 0.360401
Adjusted Flow Rate:	1029	0		Cycle Length (seconds):	60	
Saturated Flow:	3359			Lost Time per phase (seconds):	4.5	
Year 2022 Background						
Critical Movement:	EBT	NBT		Sum of Critical Flow Ratios:	0.328232823	Critical Intersection V/C: 0.386156
Adjusted Flow Rate:	1094	0		Cycle Length (seconds):	60	
Saturated Flow:	3333			Lost Time per phase (seconds):	4.5	
Year 2022 + Phase 1						
Critical Movement:	EBT	NBT		Sum of Critical Flow Ratios:	0.335218815	Critical Intersection V/C: 0.394375
Adjusted Flow Rate:	1126	0		Cycle Length (seconds):	60	
Saturated Flow:	3359			Lost Time per phase (seconds):	4.5	
Year 2024+ Phase 1 & 2						
Critical Movement:	EBT	NBT		Sum of Critical Flow Ratios:	0.357844597	Critical Intersection V/C: 0.420994
Adjusted Flow Rate:	1202	0		Cycle Length (seconds):	60	
Saturated Flow:	3359			Lost Time per phase (seconds):	4.5	
Year 2034 + Phase 1 & 2						
Critical Movement:	EBT	NBT		Sum of Critical Flow Ratios:	0.370348318	Critical Intersection V/C: 0.435704
Adjusted Flow Rate:	1244	0		Cycle Length (seconds):	60	
Saturated Flow:	3359			Lost Time per phase (seconds):	4.5	

Intersection 7: OR 214 & Evergreen Rd

Year 2020								
Critical Movement:	EBT	WBL	NBL	NBT		Sum of Critical Flow Ratios:	0.507741599	Critical Intersection V/C: 0.634677
Adjusted Flow Rate:	902	225	301	0		Cycle Length (seconds):	90	
Saturated Flow:	3247	1628	3281			Lost Time per phase (seconds):	4.5	
Year 2022 Background								
Critical Movement:	EBT	WBL	NBL	NBT		Sum of Critical Flow Ratios:	0.629326708	Critical Intersection V/C: 0.786658
Adjusted Flow Rate:	965	242	602	0		Cycle Length (seconds):	90	
Saturated Flow:	3247	1628	3281			Lost Time per phase (seconds):	4.5	
Year 2022 + Phase 1								
Critical Movement:	EBT	WBL	NBL	NBT		Sum of Critical Flow Ratios:	0.644017452	Critical Intersection V/C: 0.805022

Adjusted Flow Rate:	968	253	625	0	Cycle Length (seconds):	90	
Saturated Flow:	3247	1628	3281		Lost Time per phase (seconds):	4.5	
Year 2024+ Phase 1 & 2							
Critical Movement:	EBT	WBL	NBL	NBT	Sum of Critical Flow Ratios:	0.686880333	Critical Intersection V/C: 0.8586
Adjusted Flow Rate:	983	284	688	0	Cycle Length (seconds):	90	
Saturated Flow:	3247	1628	3281		Lost Time per phase (seconds):	4.5	
Year 2034 + Phase 1 & 2							
Critical Movement:	EBT	WBL	NBL	NBT	Sum of Critical Flow Ratios:	0.752776768	Critical Intersection V/C: 0.940971
Adjusted Flow Rate:	1019	338	759	0	Cycle Length (seconds):	90	
Saturated Flow:	3247	1628	3281		Lost Time per phase (seconds):	4.5	

Intersection 8: OR 214 & Oregon Way

Year 2020	EBL	WBT	SBL	Sum of Critical Flow Ratios:	0.428190918	Critical Intersection V/C: 0.503754
Critical Movement:	111	894	89	Cycle Length (seconds):	90	
Adjusted Flow Rate:	1615	3087	1274	Lost Time per phase (seconds):	4.5	
Saturated Flow:						
Year 2022 Background	EBL	WBT	SBL	Sum of Critical Flow Ratios:	0.447367641	Critical Intersection V/C: 0.526315
Critical Movement:	116	945	89	Cycle Length (seconds):	90	
Adjusted Flow Rate:	1615	3092	1273	Lost Time per phase (seconds):	4.5	
Saturated Flow:						
Year 2022 + Phase 1	EBL	WBT	SBL	Sum of Critical Flow Ratios:	0.45275878	Critical Intersection V/C: 0.532657
Critical Movement:	116	955	92	Cycle Length (seconds):	90	
Adjusted Flow Rate:	1615	3094	1273	Lost Time per phase (seconds):	4.5	
Saturated Flow:						
Year 2024+ Phase 1 & 2						
Critical Movement:	EBL	WBT	SBL	Sum of Critical Flow Ratios:	0.469209752	Critical Intersection V/C: 0.552011
Adjusted Flow Rate:	121	984	96	Cycle Length (seconds):	90	
Saturated Flow:	1615	3087	1271	Lost Time per phase (seconds):	4.5	
Year 2034 + Phase 1 & 2						
Critical Movement:	EBL	WBT	SBL	Sum of Critical Flow Ratios:	0.518120876	Critical Intersection V/C: 0.609554
Adjusted Flow Rate:	147	1020	117	Cycle Length (seconds):	90	
Saturated Flow:	1615	3049	1264	Lost Time per phase (seconds):	4.5	