Attachments

A. Traffic Counts for Study Intersections
B. Existing Traffic Operations Worksheets
C. ODOT Crash Data
D. Crash Analysis Worksheet
E. Detailed Pedestrian and Bicycle Level of Traffic Stress

Attachment A – Traffic Counts for Study Intersections

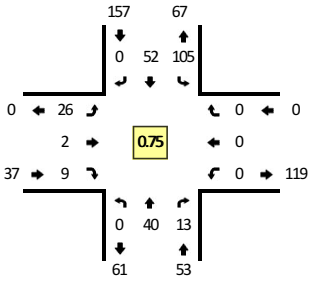
Type of peak hour being reported: Intersection Peak

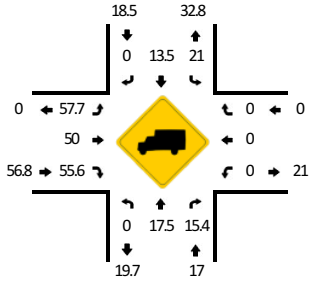
Method for determining peak hour: Total Entering Volume

LOCATION: Laurel Ln -- I-84 EB Ramps
CITY/STATE: Boardman, OR

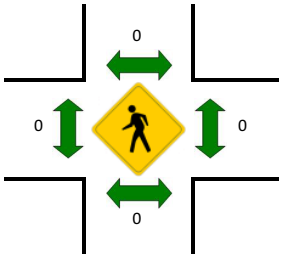
QC JOB #: 16719901
DATE: Tue, May 21 2024

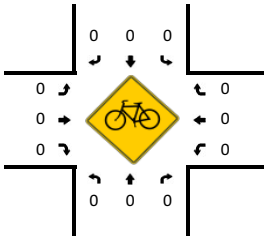
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

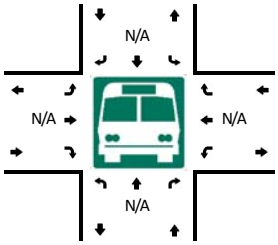


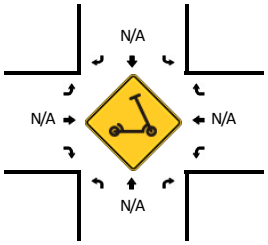


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				I-84 EB Ramps (Eastbound)				I-84 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	6	1	0	4	9	0	0	4	0	1	0	0	0	0	0	25	
7:05 AM	0	3	1	0	6	5	0	0	3	0	1	0	0	0	0	0	19	
7:10 AM	0	2	1	0	8	6	0	0	3	1	1	0	0	0	0	0	22	
7:15 AM	0	1	0	0	19	3	0	0	3	0	0	0	0	0	0	0	26	
7:20 AM	0	3	1	0	14	8	0	0	1	0	0	0	0	0	0	0	27	
7:25 AM	0	8	1	0	12	3	0	0	5	0	0	0	0	0	0	0	29	
7:30 AM	0	0	3	0	10	3	0	1	1	0	1	0	0	0	0	0	19	
7:35 AM	0	3	1	0	11	2	0	0	0	0	0	0	0	0	0	0	17	
7:40 AM	0	4	1	0	7	5	0	0	2	0	1	0	0	0	0	0	20	
7:45 AM	0	4	1	0	4	3	0	0	1	0	3	0	0	0	0	0	16	
7:50 AM	0	3	1	0	4	3	0	0	3	0	1	0	0	0	0	0	15	
7:55 AM	0	3	1	0	5	2	0	0	0	1	0	0	0	0	0	0	12	247
8:00 AM	0	4	3	0	9	5	0	0	1	0	1	0	0	0	0	0	23	245
8:05 AM	0	5	1	0	6	1	0	0	4	0	0	0	0	0	0	0	17	243
8:10 AM	0	0	0	0	3	3	0	0	8	0	2	0	0	0	0	0	16	237
8:15 AM	0	6	1	0	9	1	0	0	4	0	0	0	0	0	0	0	21	232
8:20 AM	0	3	0	0	3	4	0	0	7	0	1	0	0	0	0	0	18	223
8:25 AM	0	3	0	0	8	2	0	0	0	0	0	0	0	0	0	0	13	207
8:30 AM	0	5	1	0	7	3	0	0	4	0	0	0	0	0	0	0	20	208
8:35 AM	0	3	1	0	3	2	0	0	2	0	1	0	0	0	0	0	12	203
8:40 AM	0	1	3	0	4	4	0	0	1	0	0	0	0	0	0	0	13	196
8:45 AM	0	2	1	0	12	5	0	0	4	0	4	0	0	0	0	0	28	208
8:50 AM	0	5	1	0	8	5	0	0	4	0	0	0	0	0	0	0	23	216
8:55 AM	0	2	2	0	3	2	0	0	2	0	0	0	0	0	0	0	11	215

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	48	8	0	180	56	0	0	36	0	0	0	0	0	0	0	328
Heavy Trucks	0	8	0		24	4	0		20	0	0		0	0	0		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

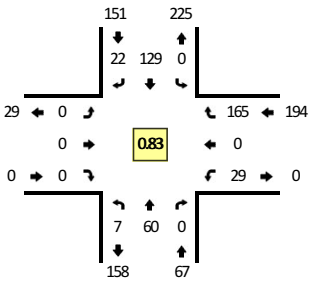
Type of peak hour being reported: Intersection Peak

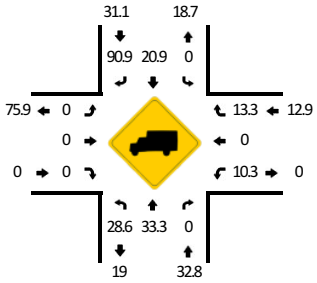
Method for determining peak hour: Total Entering Volume

LOCATION: Laurel Ln -- I-84 WB Ramps
CITY/STATE: Boardman, OR

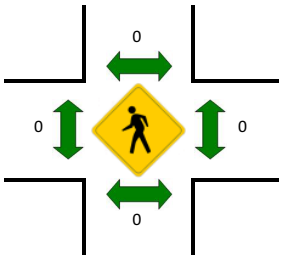
QC JOB #: 16719902
DATE: Tue, May 21 2024

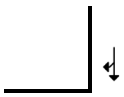
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

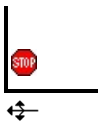


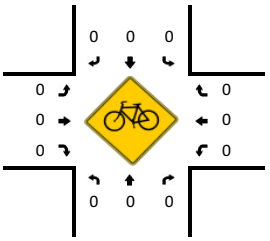


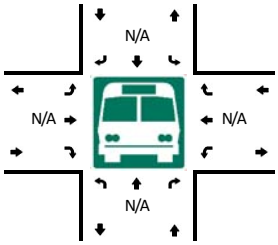
TRUE DATA TO IMPROVE MOBILITY

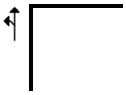


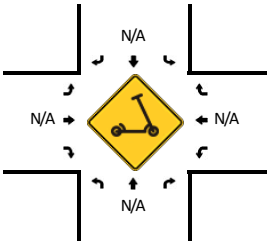












5-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				I-84 WB Ramps (Eastbound)				I-84 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	9	0	0	0	8	0	0	0	0	0	0	5	0	13	0	36	
7:05 AM	1	5	0	0	0	7	2	0	0	0	0	0	4	0	17	0	36	
7:10 AM	1	4	0	0	0	13	4	0	0	0	0	0	2	0	7	0	31	
7:15 AM	0	3	0	0	0	21	2	0	0	0	0	0	2	0	14	0	42	
7:20 AM	2	3	0	0	0	17	3	0	0	0	0	0	3	0	10	0	38	
7:25 AM	1	10	0	0	0	16	2	0	0	0	0	0	1	0	14	0	44	
7:30 AM	0	4	0	0	0	10	3	0	0	0	0	0	4	0	14	0	35	
7:35 AM	0	3	0	0	0	11	0	0	0	0	0	0	1	0	19	0	34	
7:40 AM	0	6	0	0	0	9	1	0	0	0	0	0	3	0	9	0	28	
7:45 AM	1	4	0	0	0	7	2	0	0	0	0	0	1	0	16	0	31	
7:50 AM	0	5	0	0	0	3	0	0	0	0	0	0	2	0	15	0	25	
7:55 AM	0	4	0	0	0	7	3	0	0	0	0	0	1	0	17	0	32	412
8:00 AM	2	2	0	0	0	11	1	0	0	0	0	0	3	0	13	0	32	408
8:05 AM	1	8	0	0	0	6	2	0	0	0	0	0	0	0	10	0	27	399
8:10 AM	1	7	0	0	0	5	4	0	0	0	0	0	1	0	4	0	22	390
8:15 AM	0	11	0	0	0	12	2	0	0	0	0	0	0	0	13	0	38	386
8:20 AM	0	10	0	0	0	4	3	0	0	0	0	0	2	0	7	0	26	374
8:25 AM	0	3	0	0	0	8	2	0	0	0	0	0	2	0	6	0	21	351
8:30 AM	1	8	0	0	0	7	2	0	0	0	0	0	2	0	5	0	25	341
8:35 AM	1	3	0	0	0	4	3	0	0	0	0	0	2	0	13	0	26	333
8:40 AM	0	2	0	0	0	7	3	0	0	0	0	0	0	0	11	0	23	328
8:45 AM	1	6	0	0	0	20	2	0	0	0	0	0	2	0	5	0	36	333
8:50 AM	3	5	0	0	0	7	3	0	0	0	0	0	3	0	10	0	31	339
8:55 AM	2	3	0	0	0	5	0	0	0	0	0	0	0	0	7	0	17	324

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	64	0	0	0	216	28	0	0	0	0	0	24	0	152	0	496
Heavy Trucks	8	16	0		0	28	28		0	0	0		0	0	24		104
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

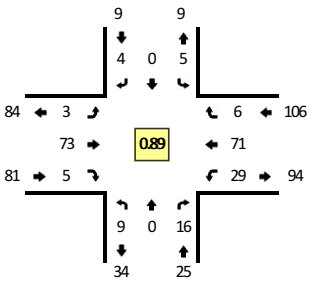
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

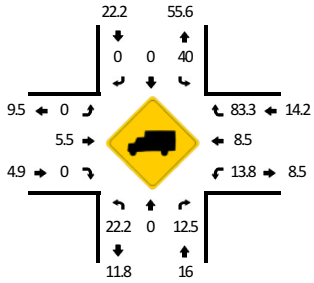
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Olson Rd -- Columbia Ave NE
CITY/STATE: Boardman, OR

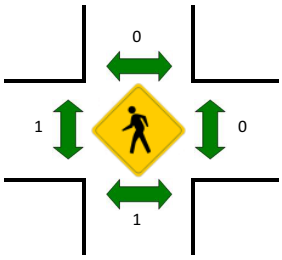
QC JOB #: 16719903
DATE: Tue, May 21 2024

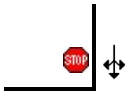
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

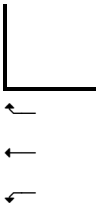


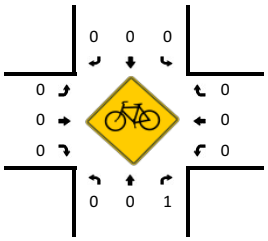


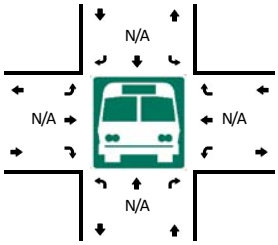
TRUE DATA TO IMPROVE MOBILITY

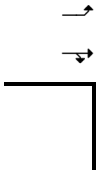


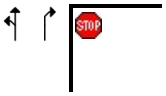


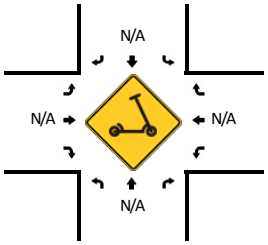












5-Min Count Period Beginning At	Olson Rd (Northbound)				Olson Rd (Southbound)				Columbia Ave NE (Eastbound)				Columbia Ave NE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	1	0	3	0	0	0	0	2	0	0	1	3	3	0	14	
7:05 AM	1	0	0	0	3	0	0	0	0	5	0	0	4	5	0	0	18	
7:10 AM	1	0	2	0	0	0	0	0	0	5	0	0	2	4	2	0	16	
7:15 AM	0	0	1	0	1	0	0	0	0	3	0	0	1	6	0	0	12	
7:20 AM	1	0	0	0	0	0	1	0	1	4	0	0	4	10	1	0	22	
7:25 AM	1	0	3	0	0	0	1	0	0	5	1	0	3	7	1	0	22	
7:30 AM	0	0	1	0	0	0	1	0	0	3	0	0	2	4	0	0	11	
7:35 AM	1	0	4	0	2	0	0	0	0	5	1	0	2	3	1	0	19	
7:40 AM	1	0	0	0	0	0	0	0	0	10	2	0	1	5	1	0	20	
7:45 AM	1	0	1	0	0	0	0	0	2	8	0	0	3	4	0	0	19	
7:50 AM	1	0	3	0	1	0	0	0	0	7	1	0	1	2	0	0	16	
7:55 AM	0	0	1	0	0	0	0	0	0	9	0	0	3	9	0	0	22	211
8:00 AM	2	0	1	0	1	0	0	0	0	7	0	0	1	4	1	0	17	214
8:05 AM	1	0	0	0	1	0	0	0	0	5	0	0	5	11	0	0	23	219
8:10 AM	0	0	1	0	0	0	0	0	0	4	0	0	2	4	0	0	11	214
8:15 AM	0	0	1	0	0	0	1	0	0	6	0	0	2	8	1	0	19	221
8:20 AM	0	0	1	0	0	0	0	0	0	2	0	0	1	4	1	0	9	208
8:25 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	4	190
8:30 AM	0	0	0	0	0	0	0	0	1	3	1	0	0	5	0	0	10	189
8:35 AM	3	0	1	0	0	0	0	0	0	2	1	0	1	6	0	0	14	184
8:40 AM	2	0	1	0	0	0	0	0	0	3	3	0	2	3	1	0	15	179
8:45 AM	0	1	2	0	0	0	0	0	0	5	2	0	3	7	2	0	22	182
8:50 AM	2	1	1	0	1	0	0	0	1	4	0	0	3	0	1	0	14	180

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	0	8	0	8	0	0	0	0	84	0	0	36	96	4	0	248
Heavy Trucks	0	0	4		4	0	0		0	4	0		0	16	4		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

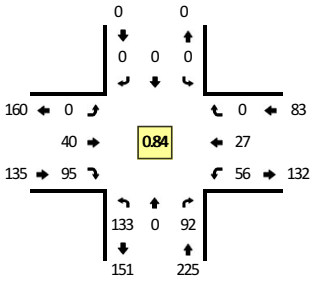
Type of peak hour being reported: Intersection Peak

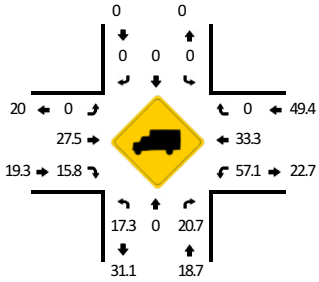
Method for determining peak hour: Total Entering Volume

LOCATION: Laurel Ln -- Columbia Blvd
CITY/STATE: Boardman, OR

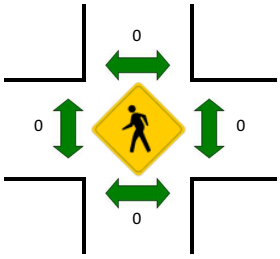
QC JOB #: 16719904
DATE: Tue, May 21 2024

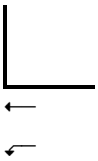
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

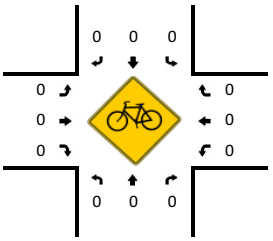


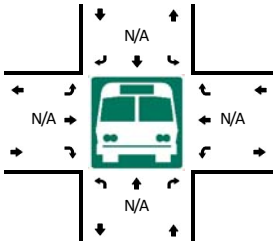


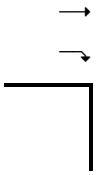
TRUE DATA TO IMPROVE MOBILITY

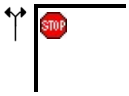


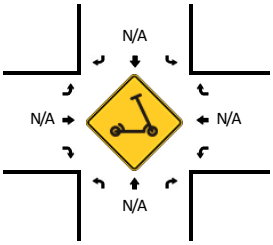












5-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				Columbia Blvd (Eastbound)				Columbia Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	11	0	11	0	0	0	0	0	0	6	4	0	4	2	0	0	38	
7:05 AM	17	0	5	0	0	0	0	0	0	4	5	0	4	2	0	0	37	
7:10 AM	6	0	5	0	0	0	0	0	0	5	11	0	7	6	0	0	40	
7:15 AM	7	0	9	0	0	0	0	0	0	3	17	0	5	0	0	0	41	
7:20 AM	7	0	5	0	0	0	0	0	0	2	12	0	9	7	0	0	42	
7:25 AM	17	0	9	0	0	0	0	0	0	4	12	0	6	1	0	0	49	
7:30 AM	13	0	4	0	0	0	0	0	0	3	7	0	5	0	0	0	32	
7:35 AM	11	0	11	0	0	0	0	0	0	2	9	0	2	4	0	0	39	
7:40 AM	6	0	9	0	0	0	0	0	0	2	5	0	5	2	0	0	29	
7:45 AM	12	0	9	0	0	0	0	0	0	5	6	0	3	0	0	0	35	
7:50 AM	11	0	9	0	0	0	0	0	0	2	2	0	1	1	0	0	26	
7:55 AM	15	0	6	0	0	0	0	0	0	2	5	0	5	2	0	0	35	443
8:00 AM	8	0	7	0	0	0	0	0	0	7	6	0	6	4	0	0	38	443
8:05 AM	9	0	8	0	0	0	0	0	0	1	6	0	2	0	0	0	26	432
8:10 AM	3	0	9	0	0	0	0	0	0	6	3	0	7	1	0	0	29	421
8:15 AM	12	0	11	0	0	0	0	0	0	3	6	0	7	2	0	0	41	421
8:20 AM	9	0	8	0	0	0	0	0	0	0	3	0	5	2	0	0	27	406
8:25 AM	5	0	5	0	0	0	0	0	0	0	4	0	6	1	0	0	21	378
8:30 AM	4	0	8	0	0	0	0	0	0	4	2	0	6	1	0	0	25	371
8:35 AM	7	0	9	0	0	0	0	0	0	4	2	0	5	3	0	0	30	362
8:40 AM	4	0	10	0	0	0	0	0	0	2	3	0	7	0	0	0	26	359
8:45 AM	5	0	6	0	0	0	0	0	0	2	9	0	13	4	0	0	39	363
8:50 AM	6	0	8	0	0	0	0	0	0	5	4	0	7	2	0	0	32	369

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	124	0	92	0	0	0	0	0	0	36	164	0	80	32	0	0	528
Heavy Trucks	16	0	24		0	0	0		0	8	20		40	8	0		116
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

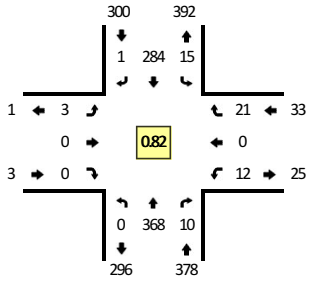
Type of peak hour being reported: Intersection Peak

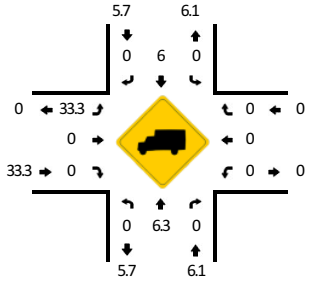
Method for determining peak hour: Total Entering Volume

LOCATION: S Main St -- SE Front St
CITY/STATE: Boardman, OR

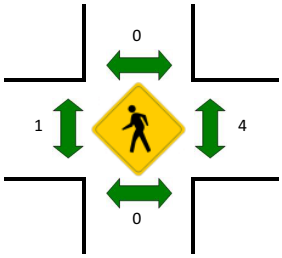
QC JOB #: 16719905
DATE: Tue, May 21 2024

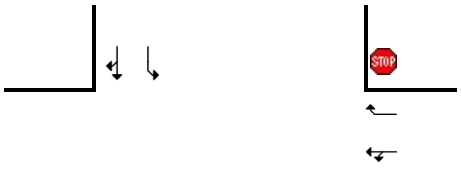
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:10 AM -- 7:25 AM

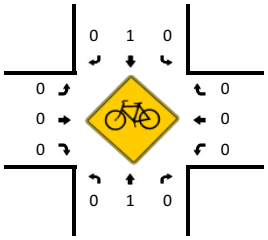


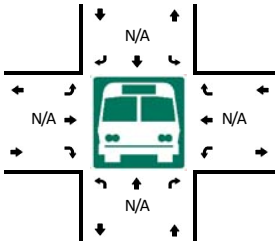


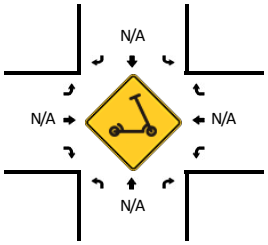
TRUE DATA TO IMPROVE MOBILITY











5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				SE Front St (Eastbound)				SE Front St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	36	1	0	0	14	1	0	0	0	0	0	0	0	5	0	57	
7:05 AM	0	36	0	0	1	23	0	0	0	0	0	0	2	0	2	0	64	
7:10 AM	0	34	1	0	0	28	0	0	1	0	0	0	0	0	1	0	65	
7:15 AM	0	43	0	0	3	24	0	0	0	0	0	0	1	0	3	0	74	
7:20 AM	0	40	1	0	3	33	0	0	1	0	0	0	1	0	0	0	79	
7:25 AM	0	21	3	0	1	30	0	0	0	0	0	0	1	0	1	0	57	
7:30 AM	0	18	1	0	1	18	0	0	0	0	0	0	0	0	3	0	41	
7:35 AM	0	21	0	0	1	19	0	0	0	0	0	0	2	0	1	0	44	
7:40 AM	0	30	0	0	3	15	0	0	0	0	0	0	1	0	2	0	51	
7:45 AM	0	21	0	0	1	31	0	0	1	0	0	0	2	0	2	0	58	
7:50 AM	0	39	3	0	1	23	0	0	0	0	0	0	1	0	0	0	67	
7:55 AM	0	29	0	0	0	26	0	0	0	0	0	0	1	0	1	0	57	714
8:00 AM	0	25	2	0	1	20	0	0	0	0	0	0	0	0	1	0	49	706
8:05 AM	0	32	2	0	1	26	0	0	0	0	0	0	0	0	0	0	61	703
8:10 AM	0	29	0	0	2	15	0	0	1	0	0	0	1	0	2	0	50	688
8:15 AM	0	14	0	0	0	17	0	0	0	0	0	0	0	0	2	0	33	647
8:20 AM	0	13	1	0	1	15	0	0	0	0	0	0	0	0	4	0	34	602
8:25 AM	0	12	0	0	2	14	1	0	0	0	1	0	1	0	1	0	32	577
8:30 AM	0	12	0	0	2	9	0	0	0	0	0	0	0	0	0	0	23	559
8:35 AM	0	25	1	0	2	11	0	0	0	0	0	0	0	0	3	0	42	557
8:40 AM	0	15	0	0	1	11	1	0	1	0	0	0	0	0	3	0	32	538
8:45 AM	1	23	1	0	3	13	1	0	1	0	0	0	1	0	1	0	45	525
8:50 AM	0	21	1	0	1	9	1	0	2	0	0	0	0	0	6	0	41	499

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	468	8	0	24	340	0	0	8	0	0	0	8	0	16	0	872
Heavy Trucks	0	16	0		0	16	0		4	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				4				4			8
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

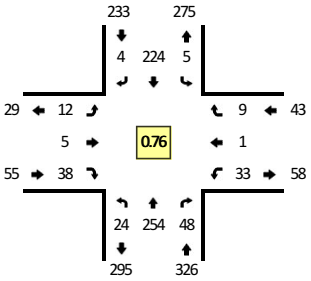
Type of peak hour being reported: Intersection Peak

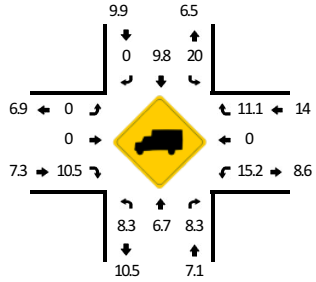
Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- Front St NW
CITY/STATE: Boardman, OR

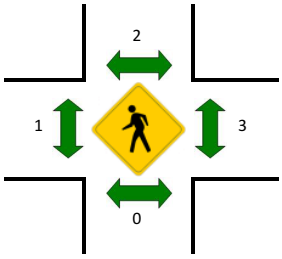
QC JOB #: 16719906
DATE: Tue, May 21 2024

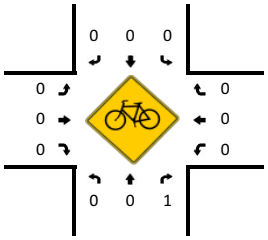
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:10 AM -- 7:25 AM

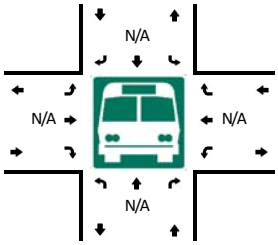


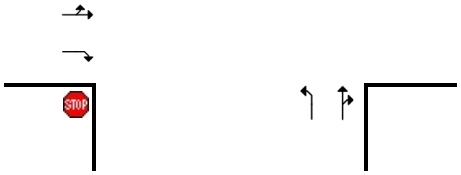


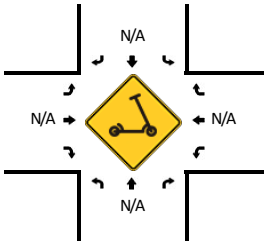
TRUE DATA TO IMPROVE MOBILITY











5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Front St NW (Eastbound)				Front St NW (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	35	4	0	1	9	1	0	0	0	1	0	1	0	1	0	56	
7:05 AM	4	31	4	0	0	16	0	0	0	0	1	0	3	0	0	0	59	
7:10 AM	1	28	3	0	0	26	0	0	3	0	3	0	4	0	1	0	69	
7:15 AM	1	34	3	0	0	23	0	0	1	0	1	0	1	0	2	0	66	
7:20 AM	1	40	4	0	1	30	0	0	0	0	4	0	0	0	2	0	82	
7:25 AM	0	10	3	0	0	18	0	0	0	1	4	0	2	0	0	0	38	
7:30 AM	2	11	1	0	0	16	0	0	1	1	1	0	1	1	0	0	35	
7:35 AM	4	9	5	0	1	9	0	0	2	1	3	0	5	0	0	0	39	
7:40 AM	2	15	4	0	0	13	0	0	0	0	2	0	5	0	0	0	41	
7:45 AM	0	21	2	0	1	21	0	0	2	0	1	0	3	0	0	0	51	
7:50 AM	3	24	7	0	0	15	2	0	1	0	3	0	2	0	1	0	58	
7:55 AM	4	15	9	0	1	15	2	0	0	0	6	0	3	0	3	0	58	652
8:00 AM	4	21	2	0	0	15	0	0	1	2	7	0	2	0	0	0	54	650
8:05 AM	2	26	5	0	1	23	0	0	1	0	3	0	5	0	0	0	66	657
8:10 AM	0	18	8	0	0	15	0	0	0	0	2	0	1	0	0	0	44	632
8:15 AM	0	14	3	0	1	19	0	0	1	1	4	0	1	0	0	0	44	610
8:20 AM	1	9	2	0	0	12	1	0	1	0	1	0	3	0	0	0	30	558
8:25 AM	3	19	1	0	1	15	1	0	0	0	4	0	2	0	1	0	47	567
8:30 AM	2	10	5	0	0	6	0	0	2	0	5	0	3	0	1	0	34	566
8:35 AM	4	16	7	0	0	13	0	0	2	0	3	0	2	2	1	0	50	577
8:40 AM	0	14	7	0	1	14	1	0	2	0	2	0	4	0	0	0	45	581
8:45 AM	1	17	2	0	1	11	1	0	0	1	3	0	4	0	0	0	41	571
8:50 AM	2	27	6	0	1	10	1	0	0	0	4	0	4	0	0	0	55	568

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	408	40	0	4	316	0	0	16	0	32	0	20	0	20	0	868
Heavy Trucks	0	12	0		0	28	0		0	0	4		4	0	4		52
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

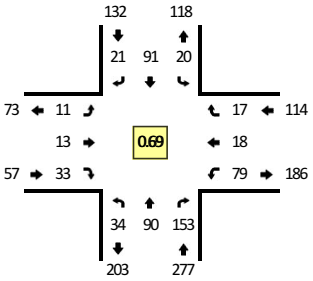
Type of peak hour being reported: Intersection Peak

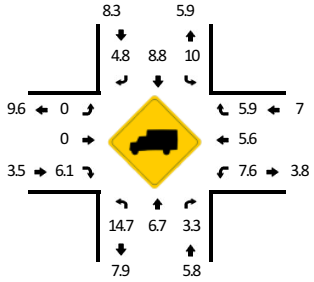
Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- Boardman Ave NE
CITY/STATE: Boardman, OR

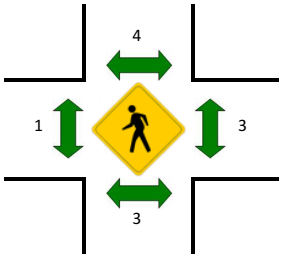
QC JOB #: 16719907
DATE: Tue, May 21 2024

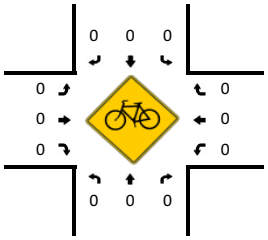
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:10 AM -- 7:25 AM

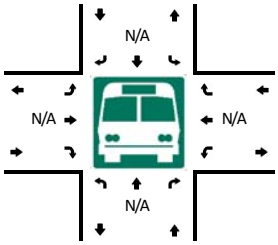


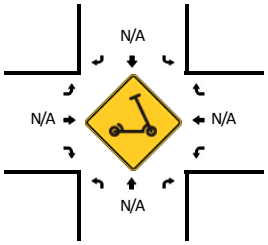


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Boardman Ave NE (Eastbound)				Boardman Ave NE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	12	19	0	5	4	0	0	1	4	4	0	4	0	0	0	55	
7:05 AM	3	6	22	0	3	4	3	0	1	3	1	0	11	4	3	0	64	
7:10 AM	2	4	24	0	1	6	1	0	0	1	2	0	10	4	5	0	60	
7:15 AM	0	7	28	0	3	8	1	0	0	3	2	0	12	3	0	0	67	
7:20 AM	3	7	32	0	3	10	3	0	1	0	1	0	18	3	2	0	83	
7:25 AM	1	6	2	0	1	8	3	0	3	0	1	0	8	3	2	0	38	
7:30 AM	3	3	6	0	0	11	2	0	0	0	3	0	3	0	0	0	31	
7:35 AM	1	2	5	0	0	4	1	0	0	1	4	0	1	0	0	0	19	
7:40 AM	4	9	2	0	1	5	1	0	0	0	2	0	3	1	3	0	31	
7:45 AM	5	13	4	0	1	13	1	0	2	0	5	0	4	0	1	0	49	
7:50 AM	5	14	6	0	1	12	3	0	3	1	3	0	2	0	0	0	50	
7:55 AM	5	7	3	0	1	6	2	0	0	0	5	0	3	0	1	0	33	580
8:00 AM	6	9	6	0	2	7	4	0	4	1	3	0	4	0	1	0	47	572
8:05 AM	6	11	9	0	0	14	1	0	0	0	4	0	3	0	1	0	49	557
8:10 AM	7	8	3	0	0	9	2	0	1	2	1	0	3	1	0	0	37	534
8:15 AM	6	8	1	0	1	5	1	0	2	0	4	0	3	2	0	0	33	500
8:20 AM	2	5	4	0	2	10	0	0	0	0	5	0	1	0	0	0	29	446
8:25 AM	4	4	7	0	1	9	0	0	0	1	2	0	2	0	0	0	30	438
8:30 AM	4	5	4	0	1	6	2	0	0	0	0	0	1	1	0	0	24	431
8:35 AM	1	6	7	0	1	5	1	0	0	0	7	0	2	0	1	0	31	443
8:40 AM	1	7	7	0	0	5	1	0	1	1	9	0	5	0	0	0	37	449
8:45 AM	2	4	13	0	1	8	2	0	0	1	2	0	0	1	1	0	35	435
8:50 AM	5	8	11	0	1	8	0	0	0	0	2	0	0	1	1	0	37	422

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	72	336	0	28	96	20	0	4	16	20	0	160	40	28	0	840
Heavy Trucks	4	16	0		0	16	4		0	0	0		8	4	0		52
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

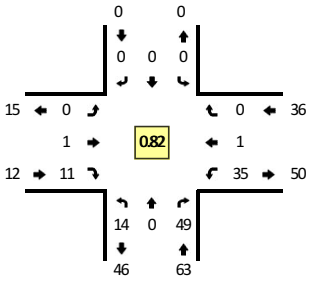
Type of peak hour being reported: Intersection Peak

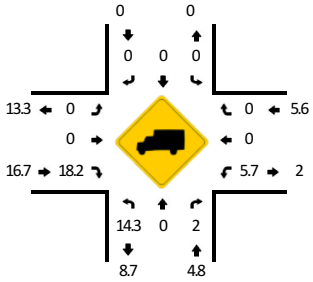
Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- Marine Dr NW
CITY/STATE: Boardman, OR

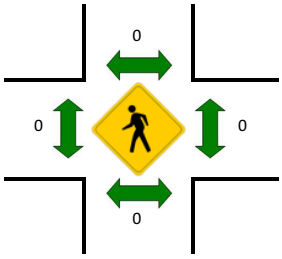
QC JOB #: 16719908
DATE: Tue, May 21 2024

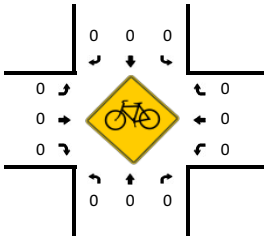
Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

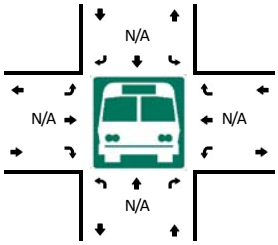


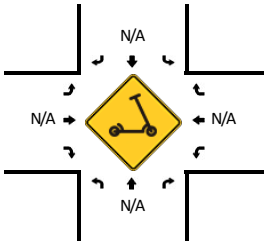


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Marine Dr NW (Eastbound)				Marine Dr NW (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	4	0	0	0	0	0	0	0	2	0	3	0	0	0	9	
7:05 AM	0	0	5	0	0	0	0	0	0	0	0	0	5	0	0	0	10	
7:10 AM	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	
7:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:20 AM	1	0	3	0	0	0	0	0	0	0	2	0	1	0	0	0	7	
7:25 AM	0	0	5	0	0	0	0	0	0	0	0	0	2	0	0	0	7	
7:30 AM	0	0	6	0	0	0	0	0	0	0	1	0	4	0	0	0	11	
7:35 AM	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3	
7:40 AM	2	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	9	
7:45 AM	1	0	4	0	0	0	0	0	0	0	4	0	5	0	0	0	14	
7:50 AM	1	0	4	0	0	0	0	0	0	0	0	0	6	0	0	0	11	
7:55 AM	1	0	4	0	0	0	0	0	0	0	1	0	3	0	0	0	9	97
8:00 AM	1	0	7	0	0	0	0	0	0	0	2	0	2	0	0	0	12	100
8:05 AM	3	0	3	0	0	0	0	0	0	1	1	0	4	0	0	0	12	102
8:10 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4	101
8:15 AM	2	0	4	0	0	0	0	0	0	0	1	0	2	0	0	0	9	108
8:20 AM	2	0	5	0	0	0	0	0	0	0	0	0	2	1	0	0	10	111
8:25 AM	1	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	5	109
8:30 AM	0	0	4	0	0	0	0	0	0	0	1	0	3	0	0	0	8	106
8:35 AM	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	5	108
8:40 AM	1	0	3	0	0	0	0	0	0	0	3	0	1	0	0	0	8	107
8:45 AM	2	0	2	0	0	0	0	0	0	0	1	0	4	0	0	0	9	102
8:50 AM	0	0	1	0	0	0	0	0	0	1	2	0	1	0	0	0	5	96

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	0	48	0	0	0	0	0	0	0	16	0	56	0	0	0	136
Heavy Trucks	4	0	0		0	0	0		0	0	8		4	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

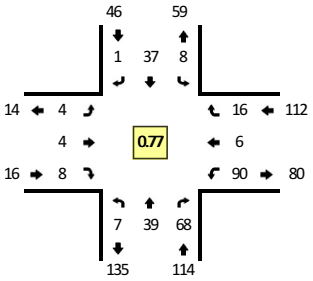
Type of peak hour being reported: Intersection Peak

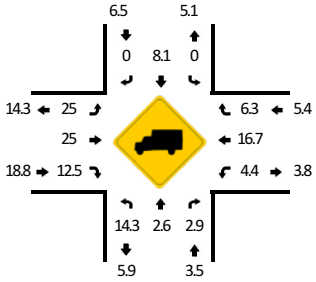
Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- Columbia Ave NW
CITY/STATE: Boardman, OR

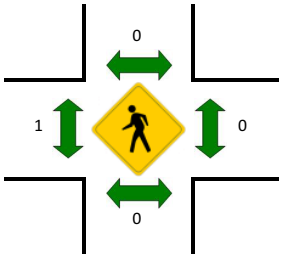
QC JOB #: 16719909
DATE: Tue, May 21 2024

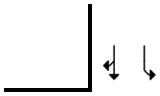
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

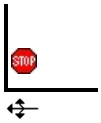


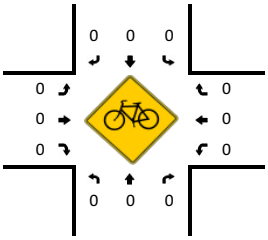


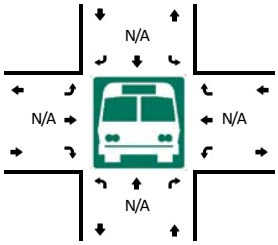
TRUE DATA TO IMPROVE MOBILITY

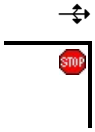


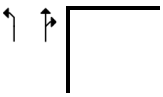


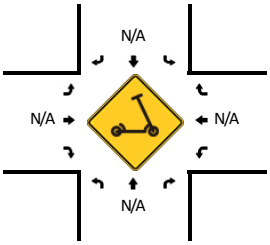












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Columbia Ave NW (Eastbound)				Columbia Ave NW (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	5	11	0	1	3	1	0	0	0	2	0	2	0	0	0	25	
7:05 AM	1	5	6	0	1	2	2	0	0	0	0	0	6	0	1	0	24	
7:10 AM	0	1	4	0	0	4	0	0	0	0	2	0	2	0	0	0	13	
7:15 AM	0	1	6	0	0	0	0	0	0	1	0	0	7	0	0	0	15	
7:20 AM	0	4	5	0	0	3	0	0	0	0	1	0	12	1	0	0	26	
7:25 AM	1	5	3	0	0	2	0	0	1	1	1	0	9	1	1	0	25	
7:30 AM	0	2	1	0	0	5	0	0	0	1	0	0	6	0	2	0	17	
7:35 AM	0	0	3	0	0	0	0	0	0	0	0	0	3	1	2	0	9	
7:40 AM	0	5	6	0	0	2	0	0	0	0	0	0	5	0	1	0	19	
7:45 AM	0	5	10	0	3	6	0	0	0	1	0	0	12	1	0	0	38	
7:50 AM	1	3	12	0	1	6	0	0	1	0	3	0	7	1	1	0	36	
7:55 AM	1	2	5	0	1	2	1	0	0	0	0	0	6	0	2	0	20	267
8:00 AM	0	6	7	0	0	4	0	0	0	0	2	0	9	0	2	0	30	272
8:05 AM	3	6	5	0	2	3	0	0	0	0	1	0	11	1	0	0	32	280
8:10 AM	1	0	5	0	1	1	0	0	0	1	0	0	8	0	2	0	19	286
8:15 AM	0	1	6	0	0	3	0	0	2	0	0	0	2	0	3	0	17	288
8:20 AM	0	5	0	0	0	2	0	0	0	0	1	0	8	1	2	0	19	281
8:25 AM	2	1	3	0	0	3	0	0	0	0	0	0	6	0	1	0	16	272
8:30 AM	1	2	3	0	0	5	0	0	0	2	1	0	3	0	1	0	18	273
8:35 AM	1	3	2	0	1	0	0	0	0	1	1	0	5	2	1	0	17	281
8:40 AM	1	3	3	0	1	2	1	0	0	1	1	0	4	1	1	0	19	281
8:45 AM	0	3	4	0	1	4	1	0	0	2	1	0	6	0	1	0	23	266
8:50 AM	1	2	2	0	1	2	0	0	0	0	2	0	4	0	1	0	15	245

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	40	108	0	20	56	4	0	4	4	12	0	100	8	12	0	376
Heavy Trucks	0	0	0		0	8	0		0	0	0		4	0	4		16
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

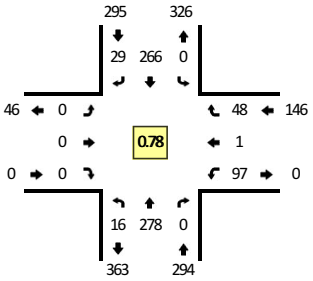
Report generated on 8/16/2024 2:46 PM

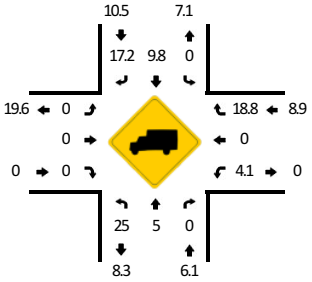
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

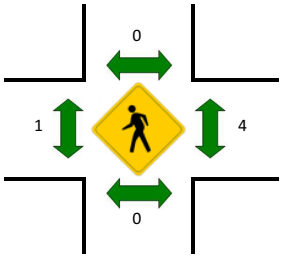
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

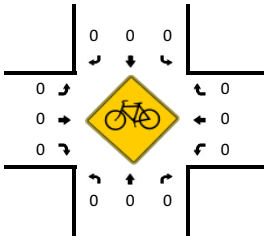
LOCATION: N Main St -- I-84 WB Ramps | **QC JOB #:** 16719910
CITY/STATE: Boardman, OR | **DATE:** Tue, May 21 2024

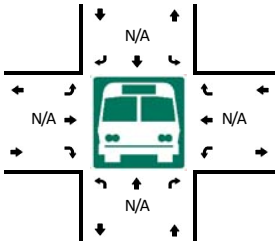
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:10 AM -- 7:25 AM

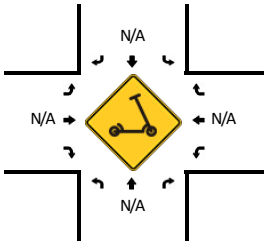












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				I-84 WB Ramps (Eastbound)				I-84 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	29	0	0	0	10	0	0	0	0	0	0	7	0	13	0	60	
7:05 AM	2	30	0	0	0	21	1	0	0	0	0	0	6	0	9	0	69	
7:10 AM	2	28	0	0	0	29	4	0	0	0	0	0	7	0	4	0	74	
7:15 AM	0	38	0	0	0	21	4	0	0	0	0	0	8	0	2	0	73	
7:20 AM	3	38	0	0	0	33	0	0	0	0	0	0	8	0	6	0	88	
7:25 AM	2	9	0	0	0	22	3	0	0	0	0	0	11	0	3	0	50	
7:30 AM	1	14	0	0	0	16	0	0	0	0	0	0	5	1	0	0	37	
7:35 AM	0	13	0	0	0	17	2	0	0	0	0	0	6	0	5	0	43	
7:40 AM	1	20	0	0	0	18	2	0	0	0	0	0	7	0	2	0	50	
7:45 AM	4	18	0	0	0	21	4	0	0	0	0	0	12	0	4	0	63	
7:50 AM	0	35	0	0	0	18	2	0	0	0	0	0	8	0	2	0	65	
7:55 AM	1	22	0	0	0	21	2	0	0	0	0	0	13	0	3	0	62	734
8:00 AM	1	20	0	0	0	22	3	0	0	0	0	0	6	0	8	0	60	734
8:05 AM	1	23	0	0	0	28	3	0	0	0	0	0	6	0	9	0	70	735
8:10 AM	1	22	0	0	0	16	2	0	0	0	0	0	5	0	4	0	50	711
8:15 AM	0	14	0	0	0	19	5	0	0	0	0	0	1	0	3	0	42	680
8:20 AM	0	10	0	0	0	15	1	0	0	0	0	0	4	0	3	0	33	625
8:25 AM	0	17	0	0	0	19	1	0	0	0	0	0	3	0	6	0	46	621
8:30 AM	0	13	0	0	0	12	3	0	0	0	0	0	2	0	3	0	33	617
8:35 AM	0	20	0	0	0	12	6	0	0	0	0	0	3	0	8	0	49	623
8:40 AM	2	17	0	0	0	19	1	0	0	0	0	0	4	0	4	0	47	620
8:45 AM	1	18	0	0	0	16	1	0	0	0	0	0	7	0	3	0	46	603
8:50 AM	1	25	0	0	0	15	2	0	0	0	0	0	4	0	10	0	57	595

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	416	0	0	0	332	32	0	0	0	0	0	92	0	48	0	940
Heavy Trucks	8	8	0		0	24	12		0	0	0		0	0	4		56
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

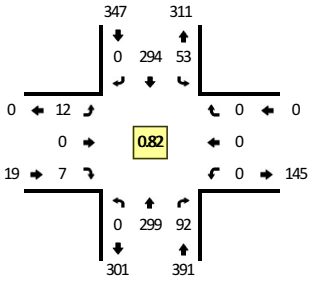
Type of peak hour being reported: Intersection Peak

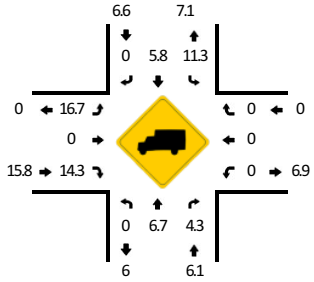
Method for determining peak hour: Total Entering Volume

LOCATION: S Main St -- I-84 EB Ramps
CITY/STATE: Boardman, OR

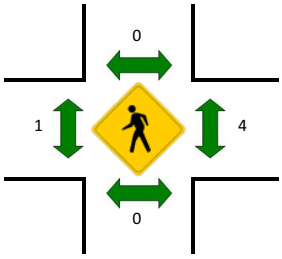
QC JOB #: 16719911
DATE: Tue, May 21 2024

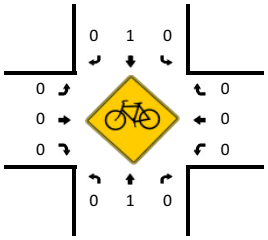
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:10 AM -- 7:25 AM

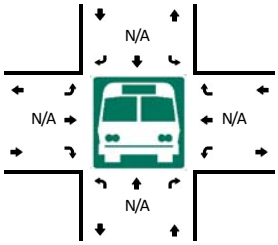


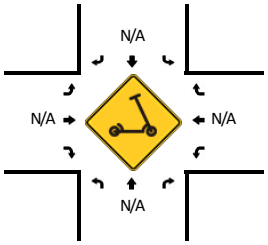


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				I-84 EB Ramps (Eastbound)				I-84 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	31	11	0	6	14	0	0	1	0	1	0	0	0	0	0	64	
7:05 AM	0	32	6	0	4	23	0	0	1	0	1	0	0	0	0	0	67	
7:10 AM	0	28	8	0	5	28	0	0	0	0	0	0	0	0	0	0	69	
7:15 AM	0	39	5	0	3	27	0	0	5	0	0	0	0	0	0	0	79	
7:20 AM	0	33	10	0	4	36	0	0	1	0	0	0	0	0	0	0	84	
7:25 AM	0	9	12	0	3	30	0	0	2	0	1	0	0	0	0	0	57	
7:30 AM	0	15	7	0	3	19	0	0	0	0	0	0	0	0	0	0	44	
7:35 AM	0	13	9	0	5	19	0	0	0	0	1	0	0	0	0	0	47	
7:40 AM	0	23	8	0	4	19	0	0	0	0	0	0	0	0	0	0	54	
7:45 AM	0	19	5	0	3	31	0	0	1	0	1	0	0	0	0	0	60	
7:50 AM	0	34	6	0	5	23	0	0	1	0	0	0	0	0	0	0	69	
7:55 AM	0	23	5	0	8	25	0	0	0	0	2	0	0	0	0	0	63	757
8:00 AM	0	21	7	0	8	19	0	0	0	0	1	0	0	0	0	0	56	749
8:05 AM	0	24	8	0	7	27	0	0	0	0	0	0	0	0	0	0	66	748
8:10 AM	0	23	9	0	5	17	0	0	2	0	1	0	0	0	0	0	57	736
8:15 AM	0	13	3	0	3	16	0	0	0	0	0	0	0	0	0	0	35	692
8:20 AM	0	10	6	0	4	16	0	0	1	0	0	0	0	0	0	0	37	645
8:25 AM	0	12	2	0	3	17	0	0	4	0	0	0	0	0	0	0	38	626
8:30 AM	0	10	2	0	4	11	0	0	2	0	0	0	0	0	0	0	29	611
8:35 AM	0	19	9	0	6	9	0	0	1	0	4	0	0	0	0	0	48	612
8:40 AM	0	17	2	0	11	13	0	0	3	0	0	0	0	0	0	0	46	604
8:45 AM	0	16	9	0	5	17	0	0	2	0	0	0	0	0	0	0	49	593
8:50 AM	0	26	3	0	8	11	0	0	1	0	0	0	0	0	0	0	49	573

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	400	92	0	48	364	0	0	24	0	0	0	0	0	0	0	928
Heavy Trucks	0	16	4		8	16	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				4				4			8
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

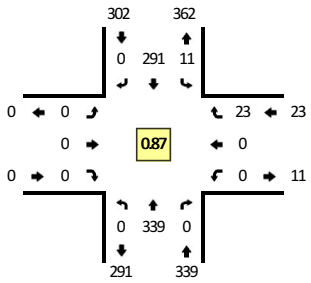
Type of peak hour being reported: Intersection Peak

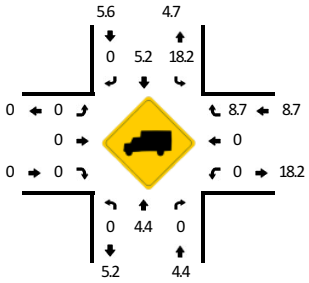
Method for determining peak hour: Total Entering Volume

LOCATION: S Main St -- Oregon Trail Blvd
CITY/STATE: Boardman, OR

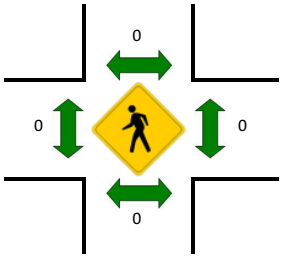
QC JOB #: 16719912
DATE: Tue, May 21 2024

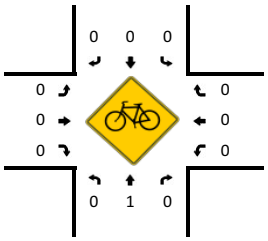
Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:10 AM -- 7:25 AM

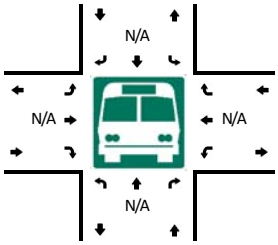


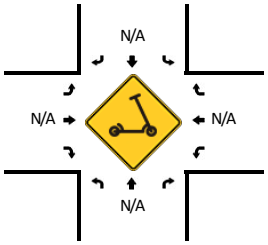


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Oregon Trail Blvd (Eastbound)				Oregon Trail Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	26	0	0	0	13	0	0	0	0	0	0	0	0	6	0	45	
7:05 AM	0	29	0	0	1	23	0	0	0	0	0	0	0	0	3	0	56	
7:10 AM	0	35	0	0	0	27	0	0	0	0	0	0	0	0	2	0	64	
7:15 AM	0	40	0	0	1	22	0	0	0	0	0	0	0	0	3	0	66	
7:20 AM	0	30	0	0	1	27	0	0	0	0	0	0	0	0	3	0	61	
7:25 AM	0	18	0	0	2	29	0	0	0	0	0	0	0	0	3	0	52	
7:30 AM	0	17	0	0	1	19	0	0	0	0	0	0	0	0	2	0	39	
7:35 AM	0	20	0	0	0	22	0	0	0	0	0	0	0	0	2	0	44	
7:40 AM	0	28	0	0	0	17	0	0	0	0	0	0	0	0	1	0	46	
7:45 AM	0	22	0	0	1	31	0	0	0	0	0	0	0	0	0	0	54	
7:50 AM	0	42	0	0	0	27	0	0	0	0	0	0	0	0	2	0	71	
7:55 AM	0	32	0	0	2	26	0	0	0	0	0	0	0	0	0	0	60	658
8:00 AM	0	26	0	0	2	21	0	0	0	0	0	0	0	0	2	0	51	664
8:05 AM	0	30	0	0	1	24	0	0	0	0	0	0	0	0	0	0	55	663
8:10 AM	0	22	0	0	0	17	0	0	0	0	0	0	0	0	3	0	42	641
8:15 AM	0	17	0	0	2	13	0	0	0	0	0	0	0	0	0	0	32	607
8:20 AM	0	14	0	0	2	15	0	0	0	0	0	0	0	0	0	0	31	577
8:25 AM	0	9	0	0	0	15	0	0	0	0	0	0	0	0	1	0	25	550
8:30 AM	0	14	0	0	0	10	0	0	0	0	0	0	0	0	1	0	25	536
8:35 AM	0	19	0	0	1	10	0	0	0	0	0	0	0	0	1	0	31	523
8:40 AM	0	16	0	0	0	10	0	0	0	0	0	0	0	0	0	0	26	503
8:45 AM	0	23	0	0	0	13	0	0	0	0	0	0	0	0	0	0	36	485
8:50 AM	0	21	0	0	0	7	0	0	0	0	0	0	1	0	0	0	29	443

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	420	0	0	8	304	0	0	0	0	0	0	0	0	32	0	764
Heavy Trucks	0	16	0		0	8	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

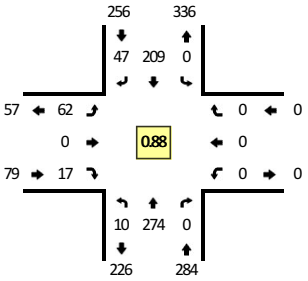
Type of peak hour being reported: Intersection Peak

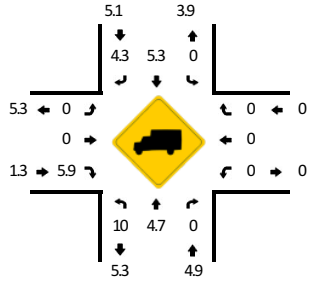
Method for determining peak hour: Total Entering Volume

LOCATION: S Main St -- Kinkade Rd
CITY/STATE: Boardman, OR

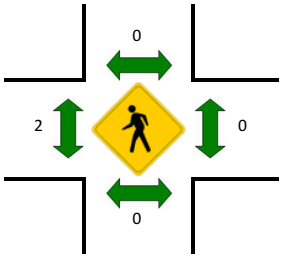
QC JOB #: 16719913
DATE: Tue, May 21 2024

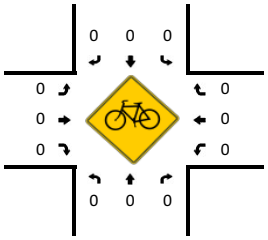
Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

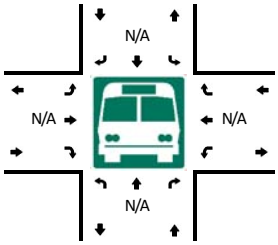


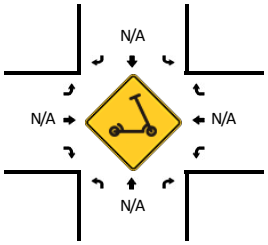


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Kinkade Rd (Eastbound)				Kinkade Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	20	0	0	0	9	2	0	6	0	0	0	0	0	0	0	37	
7:05 AM	0	29	0	0	0	19	2	0	4	0	0	0	0	0	0	0	54	
7:10 AM	0	22	0	0	0	17	2	0	10	0	0	0	0	0	0	0	51	
7:15 AM	1	33	0	0	0	17	1	0	9	0	1	0	0	0	0	0	62	
7:20 AM	1	21	0	0	0	20	7	0	5	0	0	0	0	0	0	0	54	
7:25 AM	1	13	0	0	0	26	1	0	3	0	5	0	0	0	0	0	49	
7:30 AM	3	8	0	0	0	14	2	0	8	0	2	0	0	0	0	0	37	
7:35 AM	0	18	0	0	0	19	4	0	2	0	0	0	0	0	0	0	43	
7:40 AM	0	29	0	0	0	14	1	0	1	0	0	0	0	0	0	0	45	
7:45 AM	0	17	0	0	0	18	8	0	5	0	3	0	0	0	0	0	51	
7:50 AM	0	37	0	0	0	15	5	0	5	0	1	0	0	0	0	0	63	
7:55 AM	3	24	0	0	0	19	5	0	6	0	4	0	0	0	0	0	61	607
8:00 AM	1	23	0	0	0	11	9	0	4	0	1	0	0	0	0	0	49	619
8:05 AM	1	24	0	0	0	6	6	0	5	0	1	0	0	0	0	0	43	608
8:10 AM	1	16	0	0	0	12	2	0	5	0	3	0	0	0	0	0	39	596
8:15 AM	2	9	0	0	0	7	5	0	7	0	1	0	0	0	0	0	31	565
8:20 AM	1	6	0	0	0	12	1	0	5	0	1	0	0	0	0	0	26	537
8:25 AM	2	11	0	0	0	10	3	0	2	0	0	0	0	0	0	0	28	516
8:30 AM	3	9	0	0	0	6	1	0	3	0	3	0	0	0	0	0	25	504
8:35 AM	0	16	0	0	0	2	2	0	3	0	2	0	0	0	0	0	25	486
8:40 AM	0	14	0	0	0	5	3	0	2	0	1	0	0	0	0	0	25	466
8:45 AM	0	17	0	0	0	7	2	0	3	0	2	0	0	0	0	0	31	446
8:50 AM	0	11	0	0	0	7	2	0	7	0	0	0	0	0	0	0	27	410

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	312	0	0	0	208	72	0	64	0	32	0	0	0	0	0	700
Heavy Trucks	0	24	0		0	8	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

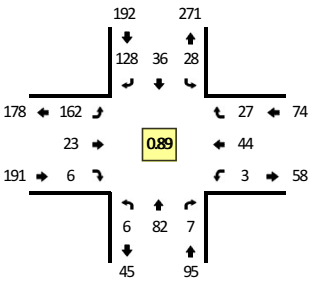
Type of peak hour being reported: Intersection Peak

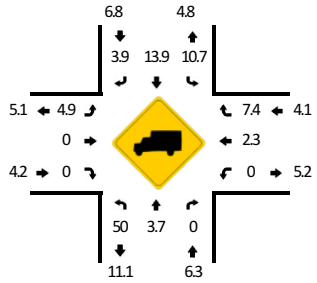
Method for determining peak hour: Total Entering Volume

LOCATION: S Main St -- Wilson Ln SE
CITY/STATE: Boardman, OR

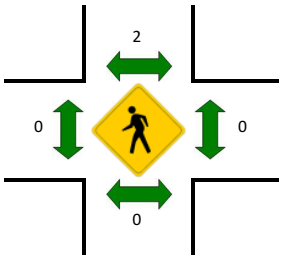
QC JOB #: 16719914
DATE: Tue, May 21 2024

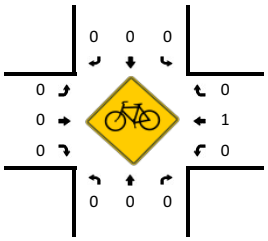
Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

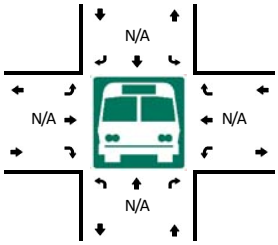


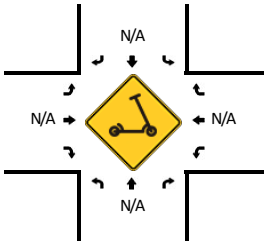


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Wilson Ln SE (Eastbound)				Wilson Ln SE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	1	0	1	1	4	0	14	1	0	0	0	2	1	0	29	
7:05 AM	1	11	0	0	3	1	10	0	17	2	0	0	0	2	2	0	49	
7:10 AM	1	7	0	0	3	2	9	0	14	0	0	0	0	3	0	0	39	
7:15 AM	0	9	1	0	1	3	12	0	18	2	0	0	0	1	3	0	50	
7:20 AM	0	7	1	0	2	2	13	0	6	2	0	0	0	5	4	0	42	
7:25 AM	0	4	0	0	4	9	18	0	8	0	0	0	0	2	3	0	48	
7:30 AM	0	6	0	0	2	2	10	0	3	2	0	0	1	1	1	0	28	
7:35 AM	1	11	2	0	1	2	10	0	8	0	0	0	0	7	0	0	42	
7:40 AM	2	8	0	0	1	4	12	0	17	4	2	0	0	7	3	0	60	
7:45 AM	1	5	0	0	2	3	10	0	14	1	1	0	0	3	2	0	42	
7:50 AM	0	5	0	0	2	1	9	0	23	1	2	0	2	4	4	0	53	
7:55 AM	0	3	1	0	3	2	10	0	19	6	0	0	0	9	3	0	56	538
8:00 AM	0	6	2	0	4	5	5	0	15	3	1	0	0	0	2	0	43	552
8:05 AM	1	4	1	0	1	3	3	0	17	4	0	0	0	4	2	0	40	543
8:10 AM	0	2	1	0	4	1	8	0	9	3	0	0	0	0	2	0	30	534
8:15 AM	0	2	2	0	0	2	4	0	3	4	0	0	0	1	4	0	22	506
8:20 AM	0	3	0	0	3	3	9	0	4	0	0	0	1	2	3	0	28	492
8:25 AM	0	3	0	0	5	2	1	0	5	0	0	0	2	3	3	0	24	468
8:30 AM	0	2	2	0	1	2	3	0	6	2	0	0	0	2	7	0	27	467
8:35 AM	0	6	0	0	3	2	0	0	9	1	0	0	1	3	0	0	25	450
8:40 AM	0	5	0	0	4	1	1	0	4	1	0	0	0	0	2	0	18	408
8:45 AM	0	3	0	0	0	1	4	0	6	2	0	0	0	3	4	0	23	389
8:50 AM	0	2	0	0	2	4	2	0	8	1	0	0	0	0	1	0	20	356

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	72	0	0	20	32	124	0	216	24	20	0	8	56	36	0	620
Heavy Trucks	4	8	0		0	12	4		24	0	0		0	0	4		56
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

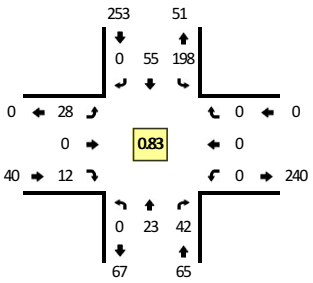
Type of peak hour being reported: Intersection Peak

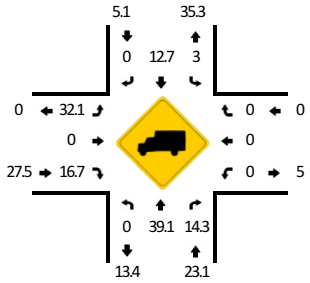
Method for determining peak hour: Total Entering Volume

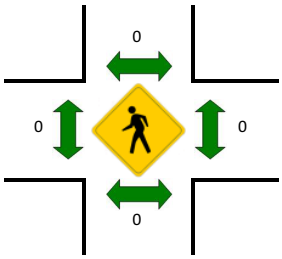
LOCATION: Laurel Ln -- I-84 EB Ramps
CITY/STATE: Boardman, OR

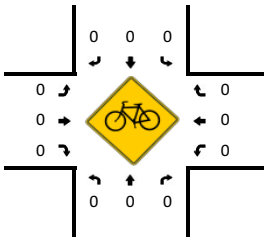
QC JOB #: 16719915
DATE: Tue, May 21 2024

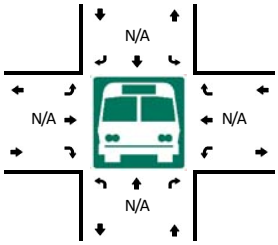
Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:05 PM -- 4:20 PM

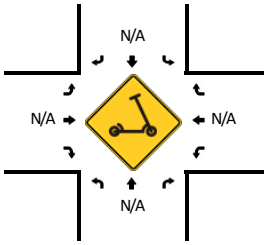












5-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				I-84 EB Ramps (Eastbound)				I-84 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	0	0	13	5	0	0	2	0	2	0	0	0	0	0	23	
4:05 PM	0	1	3	0	37	7	0	0	1	0	2	0	0	0	0	0	51	
4:10 PM	0	2	3	0	26	2	0	0	0	0	0	0	0	0	0	0	33	
4:15 PM	0	1	1	0	14	6	0	0	1	0	1	0	0	0	0	0	24	
4:20 PM	0	2	4	0	11	4	0	0	4	0	0	0	0	0	0	0	25	
4:25 PM	0	5	2	0	10	6	0	0	6	0	3	0	0	0	0	0	32	
4:30 PM	0	1	1	0	17	7	0	0	3	0	0	0	0	0	0	0	29	
4:35 PM	0	1	5	0	18	5	0	0	3	0	3	0	0	0	0	0	35	
4:40 PM	0	1	9	0	20	3	0	0	4	0	0	0	0	0	0	0	37	
4:45 PM	0	5	6	0	7	3	0	0	3	0	1	0	0	0	0	0	25	
4:50 PM	0	1	3	0	8	2	0	0	2	0	1	0	0	0	0	0	17	
4:55 PM	0	0	4	0	11	6	0	0	1	0	1	0	0	0	0	0	23	354
5:00 PM	0	3	1	0	19	4	0	0	0	0	0	0	0	0	0	0	27	358
5:05 PM	0	4	2	0	14	3	0	0	0	0	0	0	0	0	0	0	23	330
5:10 PM	0	2	1	0	12	6	0	0	0	0	0	0	0	0	0	0	21	318
5:15 PM	0	1	1	0	9	5	0	0	0	0	1	0	0	0	0	0	17	311
5:20 PM	0	2	1	0	13	5	0	0	1	0	1	0	0	0	0	0	23	309
5:25 PM	0	2	1	0	14	7	0	0	1	0	0	0	0	0	0	0	25	302
5:30 PM	0	1	0	0	10	4	0	0	1	0	0	0	0	0	0	0	16	289
5:35 PM	0	4	1	0	15	1	0	0	0	0	1	0	0	0	0	0	22	276
5:40 PM	0	4	3	0	13	2	0	0	2	0	0	0	0	0	0	0	24	263
5:45 PM	0	1	1	0	6	1	0	0	4	0	0	0	0	0	0	0	13	251
5:50 PM	0	3	2	0	5	2	0	0	1	0	0	0	0	0	0	0	13	247

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	16	28	0	308	60	0	0	8	0	12	0	0	0	0	0	432
Heavy Trucks	0	4	0		0	4	0		4	0	4		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

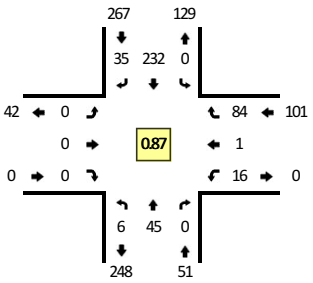
Type of peak hour being reported: Intersection Peak

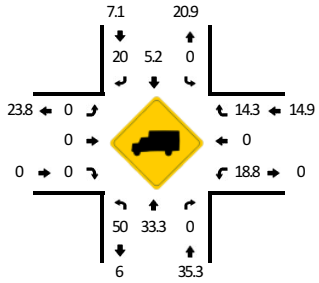
Method for determining peak hour: Total Entering Volume

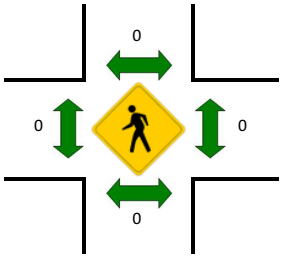
LOCATION: Laurel Ln -- I-84 WB Ramps
CITY/STATE: Boardman, OR

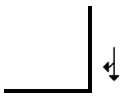
QC JOB #: 16719916
DATE: Tue, May 21 2024

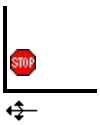
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

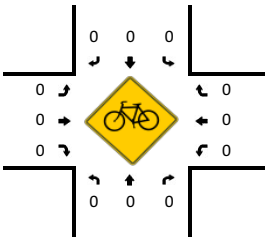


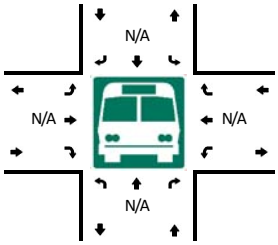


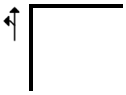


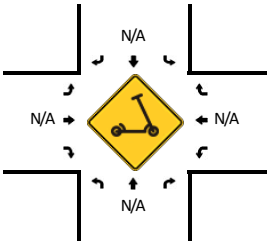












5-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				I-84 WB Ramps (Eastbound)				I-84 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	1	0	0	0	22	2	0	0	0	0	0	0	0	6	0	33	
4:05 PM	1	1	0	0	0	41	1	0	0	0	0	0	2	0	4	0	50	
4:10 PM	0	2	0	0	0	26	3	0	0	0	0	0	0	0	6	0	37	
4:15 PM	0	2	0	0	0	17	2	0	0	0	0	0	2	0	3	0	26	
4:20 PM	0	6	0	0	0	13	3	0	0	0	0	0	2	0	5	0	29	
4:25 PM	1	10	0	0	0	16	5	0	0	0	0	0	0	0	8	0	40	
4:30 PM	0	4	0	0	0	23	3	0	0	0	0	0	2	0	6	0	38	
4:35 PM	0	3	0	0	0	23	3	0	0	0	0	0	1	0	9	0	39	
4:40 PM	0	5	0	0	0	21	2	0	0	0	0	0	1	0	12	0	41	
4:45 PM	1	7	0	0	0	10	2	0	0	0	0	0	1	0	8	0	29	
4:50 PM	1	3	0	0	0	8	3	0	0	0	0	0	1	1	7	0	24	
4:55 PM	0	1	0	0	0	12	6	0	0	0	0	0	4	0	10	0	33	419
5:00 PM	0	3	0	0	0	24	1	0	0	0	0	0	0	0	4	0	32	418
5:05 PM	0	4	0	0	0	17	1	0	0	0	0	0	0	0	5	0	27	395
5:10 PM	0	2	0	0	0	14	2	0	0	0	0	0	3	0	6	0	27	385
5:15 PM	0	1	0	0	0	15	2	0	0	0	0	0	4	0	8	0	30	389
5:20 PM	0	3	0	0	0	15	1	0	0	0	0	0	2	0	10	0	31	391
5:25 PM	1	2	0	0	0	14	0	0	0	0	0	0	3	0	5	0	25	376
5:30 PM	0	1	0	0	0	11	0	0	0	0	0	0	4	0	10	0	26	364
5:35 PM	1	4	0	0	0	15	3	0	0	0	0	0	1	0	5	0	29	354
5:40 PM	0	5	0	0	0	15	2	0	0	0	0	0	0	0	3	0	25	338
5:45 PM	0	6	0	0	0	5	4	0	0	0	0	0	1	0	7	0	23	332
5:50 PM	1	3	0	0	0	5	0	0	0	0	0	0	2	0	2	0	13	321

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	16	0	0	0	356	24	0	0	0	0	0	8	0	64	0	480
Heavy Trucks	4	4	0		0	12	12		0	0	0		0	0	12		44
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

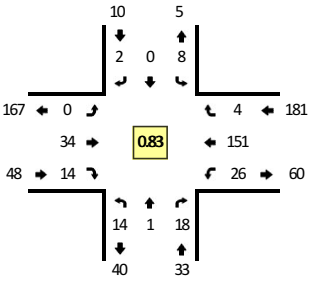
Type of peak hour being reported: Intersection Peak

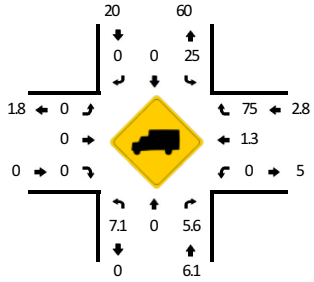
Method for determining peak hour: Total Entering Volume

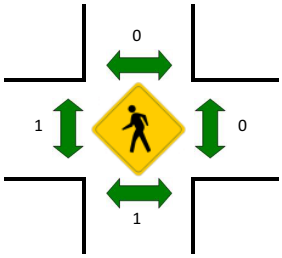
LOCATION: Olson Rd -- Columbia Ave NE
CITY/STATE: Boardman, OR

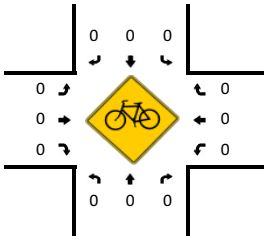
QC JOB #: 16719917
DATE: Tue, May 21 2024

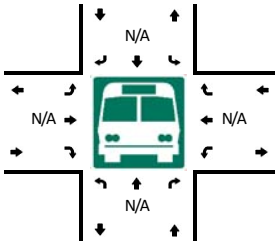
Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 4:55 PM -- 5:10 PM

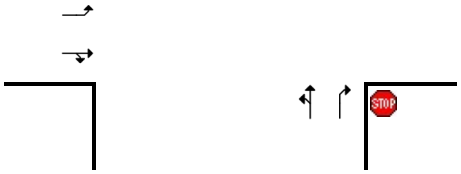


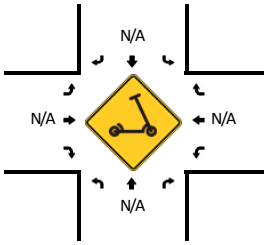












5-Min Count Period Beginning At	Olson Rd (Northbound)				Olson Rd (Southbound)				Columbia Ave NE (Eastbound)				Columbia Ave NE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	1	0	0	0	0	0	0	6	0	0	3	10	0	0	22	
4:05 PM	2	1	4	0	0	0	0	0	0	0	2	0	2	22	2	0	35	
4:10 PM	0	0	3	0	1	0	0	0	0	1	0	0	2	12	1	0	20	
4:15 PM	0	0	3	0	0	0	0	0	0	9	0	0	0	12	0	0	24	
4:20 PM	1	1	0	0	0	0	0	0	0	2	0	0	2	7	1	0	14	
4:25 PM	1	0	3	0	0	0	0	0	1	3	0	0	0	11	0	0	19	
4:30 PM	1	0	1	0	0	0	0	0	0	3	1	0	2	12	0	0	20	
4:35 PM	1	0	1	0	0	0	0	0	0	6	0	0	0	9	0	0	17	
4:40 PM	1	0	1	0	2	0	0	0	0	3	0	0	3	13	1	0	24	
4:45 PM	1	0	4	0	1	0	0	0	0	4	1	0	1	10	0	0	22	
4:50 PM	0	0	3	0	1	0	0	0	0	0	0	0	1	20	0	0	25	
4:55 PM	1	0	0	0	0	0	0	0	0	4	3	0	2	13	1	0	24	266
5:00 PM	4	0	1	0	0	0	0	0	0	2	1	0	2	15	0	0	25	269
5:05 PM	3	0	1	0	0	0	0	0	0	1	2	0	4	21	1	0	33	267
5:10 PM	1	0	1	0	0	0	0	0	0	3	2	0	1	12	1	0	21	268
5:15 PM	0	0	3	0	0	0	0	0	0	3	1	0	3	15	0	0	25	269
5:20 PM	0	0	1	0	1	0	0	0	0	3	2	0	4	5	0	0	16	271
5:25 PM	0	0	2	0	0	0	0	0	0	6	0	0	1	7	0	0	16	268
5:30 PM	1	1	1	0	3	0	0	0	0	2	1	0	2	11	0	0	22	270
5:35 PM	2	0	0	0	0	0	2	0	0	3	1	0	2	9	0	0	19	272
5:40 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8	256
5:45 PM	1	0	0	0	1	0	0	0	0	3	0	0	3	2	0	0	10	244
5:50 PM	0	0	2	0	1	0	0	0	0	3	1	0	1	4	1	0	13	232

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	0	8	0	0	0	0	0	0	28	24	0	32	196	8	0	328
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	4	4		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

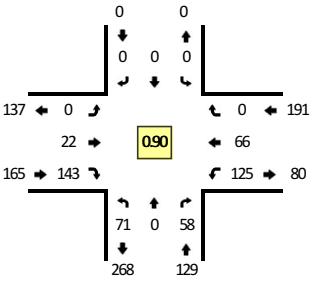
Type of peak hour being reported: Intersection Peak

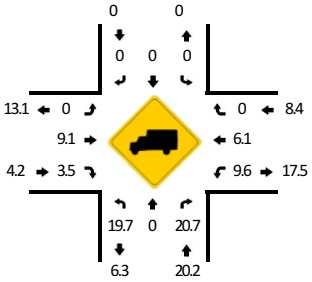
Method for determining peak hour: Total Entering Volume

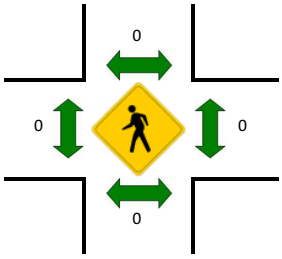
LOCATION: Laurel Ln -- Columbia Blvd
CITY/STATE: Boardman, OR

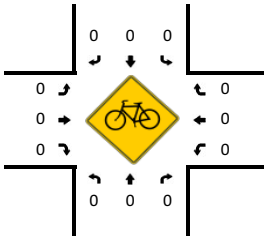
QC JOB #: 16719918
DATE: Tue, May 21 2024

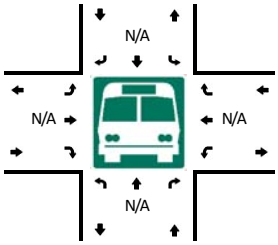
Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

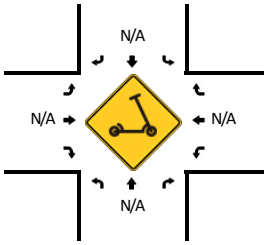












5-Min Count Period Beginning At	Laurel Ln (Northbound)				Laurel Ln (Southbound)				Columbia Blvd (Eastbound)				Columbia Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	0	2	0	0	0	0	0	0	0	13	0	11	10	0	0	41	
4:05 PM	2	0	3	0	0	0	0	0	0	1	30	0	13	3	0	0	52	
4:10 PM	7	0	1	0	0	0	0	0	0	1	16	0	12	4	0	0	41	
4:15 PM	3	0	2	0	0	0	0	0	0	4	17	0	3	4	0	0	33	
4:20 PM	4	0	6	0	0	0	0	0	0	3	10	0	8	2	0	0	33	
4:25 PM	10	0	9	0	0	0	0	0	0	0	9	0	9	4	0	0	41	
4:30 PM	5	0	5	0	0	0	0	0	0	2	14	0	13	2	0	0	41	
4:35 PM	4	0	8	0	0	0	0	0	0	3	8	0	17	4	0	0	44	
4:40 PM	11	0	6	0	0	0	0	0	0	3	11	0	12	7	0	0	50	
4:45 PM	6	0	8	0	0	0	0	0	0	2	6	0	6	8	0	0	36	
4:50 PM	5	0	5	0	0	0	0	0	0	1	8	0	5	8	0	0	32	
4:55 PM	7	0	5	0	0	0	0	0	0	1	3	0	13	11	0	0	40	484
5:00 PM	7	0	0	0	0	0	0	0	0	1	11	0	14	9	0	0	42	485
5:05 PM	8	0	1	0	0	0	0	0	0	1	4	0	14	18	0	0	46	479
5:10 PM	5	0	1	0	0	0	0	0	0	0	2	0	14	5	0	0	27	465
5:15 PM	7	0	4	0	0	0	0	0	0	2	9	0	9	5	0	0	36	468
5:20 PM	9	0	4	0	0	0	0	0	0	0	5	0	10	1	0	0	29	464
5:25 PM	5	0	2	0	0	0	0	0	0	1	9	0	6	3	0	0	26	449
5:30 PM	10	0	1	0	0	0	0	0	0	1	5	0	5	3	0	0	25	433
5:35 PM	7	0	2	0	0	0	0	0	0	1	5	0	13	3	0	0	31	420
5:40 PM	4	0	3	0	0	0	0	0	0	0	9	0	8	4	0	0	28	398
5:45 PM	5	0	9	0	0	0	0	0	0	1	2	0	7	1	0	0	25	387
5:50 PM	4	0	1	0	0	0	0	0	0	2	5	0	0	1	0	0	13	368

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	0	76	0	0	0	0	0	0	32	132	0	168	52	0	0	540
Heavy Trucks	12	0	4		0	0	0		0	0	8		16	4	0		44
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

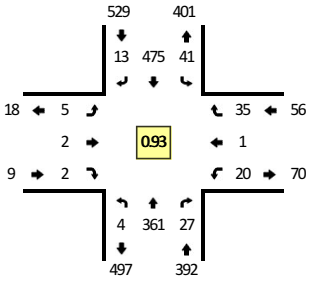
Type of peak hour being reported: Intersection Peak

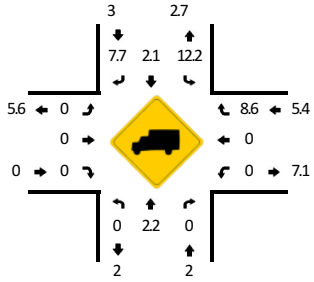
Method for determining peak hour: Total Entering Volume

LOCATION: S Main St -- SE Front St
CITY/STATE: Boardman, OR

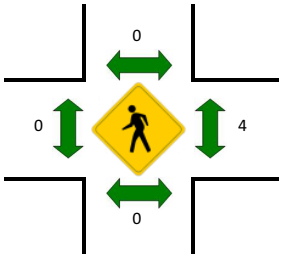
QC JOB #: 16719919
DATE: Tue, May 21 2024

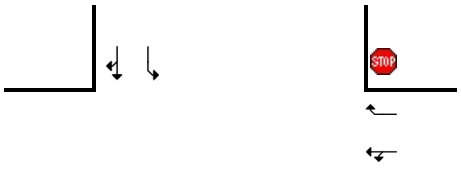
Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:20 PM -- 4:35 PM

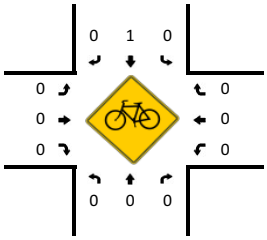


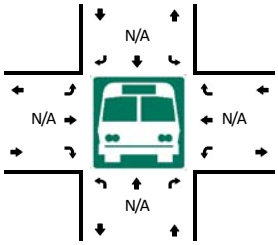


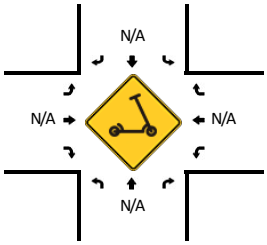
TRUE DATA TO IMPROVE MOBILITY











5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				SE Front St (Eastbound)				SE Front St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	33	1	0	0	30	1	0	0	0	0	0	2	0	1	0	68	
4:05 PM	0	28	1	0	2	46	0	0	0	0	0	0	2	0	1	0	80	
4:10 PM	0	44	2	0	2	46	0	0	1	0	0	0	0	0	1	0	96	
4:15 PM	0	28	2	0	5	30	0	0	0	0	0	0	3	0	0	0	68	
4:20 PM	1	31	0	0	5	40	3	0	1	0	0	0	2	0	3	0	86	
4:25 PM	0	29	2	0	2	51	3	0	0	1	0	0	0	0	4	0	92	
4:30 PM	0	35	2	0	2	39	1	0	1	0	1	0	4	0	1	0	86	
4:35 PM	2	27	4	0	1	35	2	0	1	0	1	0	3	0	3	0	79	
4:40 PM	0	26	2	0	3	34	0	0	0	0	0	0	2	0	4	0	71	
4:45 PM	0	19	4	0	4	35	0	0	0	0	0	0	0	0	5	0	67	
4:50 PM	0	25	3	0	6	41	1	0	0	0	0	0	1	0	3	0	80	
4:55 PM	1	29	1	0	5	38	0	0	1	0	0	0	2	1	2	0	80	953
5:00 PM	0	35	1	0	4	42	1	0	0	0	0	0	2	0	7	0	92	977
5:05 PM	0	33	4	0	2	44	2	0	0	1	0	0	1	0	2	0	89	986
5:10 PM	0	21	2	0	3	42	3	0	3	0	5	0	5	1	4	0	89	979
5:15 PM	0	23	1	0	0	24	3	0	3	0	2	0	2	0	3	0	61	972
5:20 PM	1	30	4	0	0	35	0	0	1	0	1	0	1	0	2	0	75	961
5:25 PM	0	24	4	0	6	32	1	0	0	0	0	0	2	0	5	0	74	943
5:30 PM	0	22	2	0	2	32	0	0	0	0	1	0	0	0	1	0	60	917
5:35 PM	0	29	0	0	2	36	1	0	0	0	0	0	6	0	3	0	77	915
5:40 PM	0	30	2	0	0	23	0	0	0	0	0	0	1	0	3	0	59	903
5:45 PM	0	38	1	0	5	28	1	0	1	0	0	0	0	0	0	0	74	910
5:50 PM	0	34	0	0	1	27	1	0	0	0	0	0	1	0	2	0	66	896

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	380	16	0	36	520	28	0	8	4	4	0	24	0	32	0	1056
Heavy Trucks	0	4	0		4	8	4		0	0	0		0	0	4		24
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

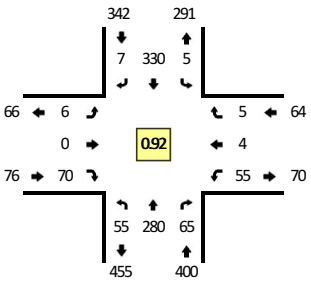
Type of peak hour being reported: Intersection Peak

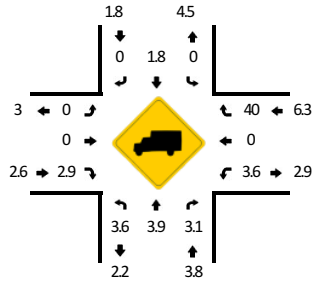
Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- Front St NW
CITY/STATE: Boardman, OR

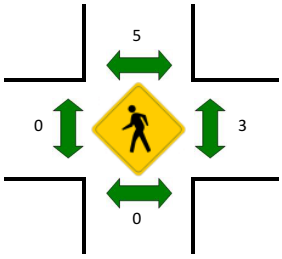
QC JOB #: 16719920
DATE: Tue, May 21 2024

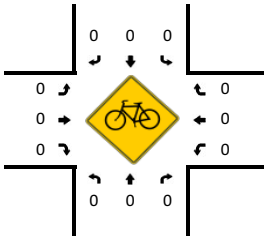
Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:20 PM -- 4:35 PM

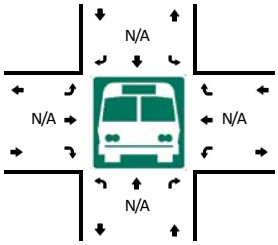


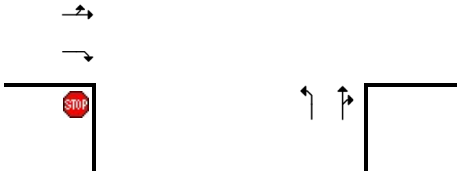


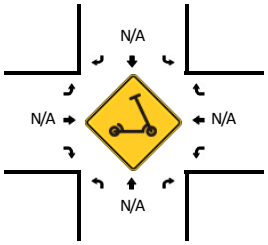
TRUE DATA TO IMPROVE MOBILITY











5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Front St NW (Eastbound)				Front St NW (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	28	7	0	0	23	0	0	1	1	2	0	0	1	0	0	69	
4:05 PM	1	16	3	0	0	34	1	0	1	0	8	0	7	0	0	0	71	
4:10 PM	5	24	4	0	0	30	1	0	1	0	5	0	12	1	1	0	84	
4:15 PM	2	22	1	0	0	25	0	0	0	0	4	0	4	0	0	0	58	
4:20 PM	8	17	7	0	0	35	0	0	0	0	11	0	2	0	1	0	81	
4:25 PM	4	29	5	0	0	33	1	0	0	0	3	0	3	0	0	0	78	
4:30 PM	7	29	8	0	1	22	0	0	1	0	6	0	5	0	1	0	80	
4:35 PM	2	28	4	0	1	22	0	0	1	0	5	0	5	1	1	0	70	
4:40 PM	4	29	3	0	0	24	1	0	1	0	5	0	3	0	0	0	70	
4:45 PM	5	14	6	0	1	27	0	0	0	0	6	0	5	0	0	0	64	
4:50 PM	6	18	8	0	0	26	0	0	1	0	6	0	2	1	1	0	69	
4:55 PM	5	22	7	0	2	20	1	0	0	0	2	0	5	1	0	0	65	859
5:00 PM	5	27	5	0	0	29	2	0	1	0	10	0	5	0	0	0	84	874
5:05 PM	2	21	7	0	0	37	1	0	0	0	7	0	4	0	0	0	79	882
5:10 PM	3	19	8	0	0	28	1	0	0	0	4	0	4	0	2	0	69	867
5:15 PM	5	26	7	0	0	21	1	0	0	1	2	0	5	0	0	0	68	877
5:20 PM	8	26	5	0	2	23	1	0	0	0	3	0	2	0	0	0	70	866
5:25 PM	1	24	6	0	2	22	0	0	3	0	7	0	4	0	2	0	71	859
5:30 PM	5	22	2	0	2	17	1	0	0	1	8	0	6	0	2	0	66	845
5:35 PM	2	27	0	0	0	24	0	0	0	0	3	0	1	1	0	0	58	833
5:40 PM	5	21	4	0	0	16	0	0	0	0	4	0	2	0	0	0	52	815
5:45 PM	8	28	4	0	0	20	0	0	5	0	5	0	7	0	1	0	78	829
5:50 PM	2	30	7	0	0	18	0	0	1	0	6	0	1	1	1	0	67	827

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	300	80	0	4	360	4	0	4	0	80	0	40	0	8	0	956
Heavy Trucks	0	12	0		0	8	0		0	0	0		4	0	4		28
Buses																	
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

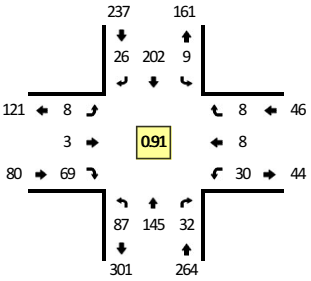
Type of peak hour being reported: Intersection Peak

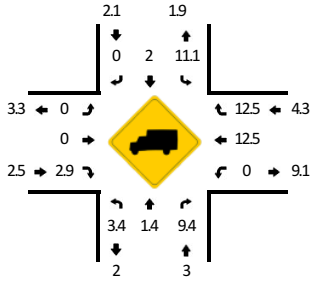
Method for determining peak hour: Total Entering Volume

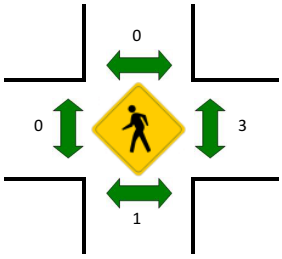
LOCATION: N Main St -- Boardman Ave NE
CITY/STATE: Boardman, OR

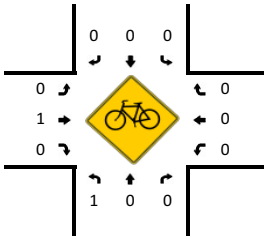
QC JOB #: 16719921
DATE: Tue, May 21 2024

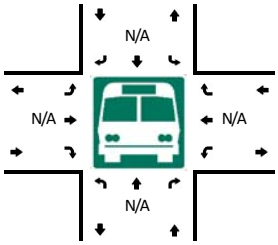
Peak-Hour: 4:20 PM -- 5:20 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

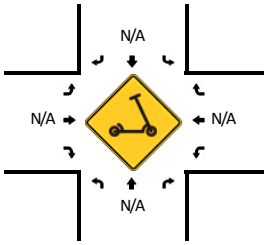












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Boardman Ave NE (Eastbound)				Boardman Ave NE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	14	3	0	1	13	3	0	1	0	7	0	2	0	1	0	54	
4:05 PM	6	7	3	0	1	23	2	0	0	1	10	0	4	1	2	0	60	
4:10 PM	9	10	2	0	0	20	1	0	3	0	5	0	1	0	1	0	52	
4:15 PM	9	4	6	0	1	17	1	0	1	0	5	0	0	3	0	0	47	
4:20 PM	8	8	2	0	0	19	1	0	1	0	9	0	6	0	0	0	54	
4:25 PM	9	14	2	0	1	20	1	0	0	0	4	0	4	1	1	0	57	
4:30 PM	12	9	7	0	1	14	2	0	2	0	5	0	1	1	0	0	54	
4:35 PM	9	14	5	0	1	12	2	0	1	0	8	0	2	0	2	0	56	
4:40 PM	7	15	1	0	1	14	1	0	0	1	6	0	1	0	1	0	48	
4:45 PM	8	7	2	0	1	23	1	0	0	1	2	0	1	1	0	0	47	
4:50 PM	6	8	1	0	0	10	3	0	0	0	9	0	2	0	1	0	40	
4:55 PM	5	14	4	0	3	17	1	0	0	0	5	0	1	0	0	0	50	619
5:00 PM	8	13	2	0	1	14	4	0	0	0	7	0	5	2	0	0	56	621
5:05 PM	7	11	1	0	0	23	6	0	2	0	5	0	4	1	1	0	61	622
5:10 PM	4	16	3	0	0	21	1	0	2	1	5	0	0	1	2	0	56	626
5:15 PM	4	16	2	0	0	15	3	0	0	0	4	0	3	1	0	0	48	627
5:20 PM	8	12	1	0	0	16	1	0	3	0	6	0	1	1	1	0	50	623
5:25 PM	11	10	4	0	1	13	2	0	1	0	5	0	3	0	1	0	51	617
5:30 PM	9	9	5	0	1	10	0	0	0	1	6	0	1	0	1	0	43	606
5:35 PM	9	10	11	0	0	16	1	0	0	0	5	0	2	0	1	0	55	605
5:40 PM	8	11	2	0	0	8	1	0	1	0	6	0	2	0	0	0	39	596
5:45 PM	8	17	8	0	2	10	1	0	2	2	5	0	5	0	0	0	60	609
5:50 PM	9	13	9	0	0	5	3	0	2	4	5	0	5	1	0	0	56	625

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	160	24	0	4	232	44	0	16	4	68	0	36	16	12	0	692
Heavy Trucks	8	4	0		0	8	0		0	0	4		0	0	0		24
Buses																	
Pedestrians		0				0				0				8			8
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

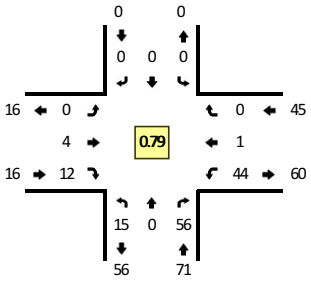
Type of peak hour being reported: Intersection Peak

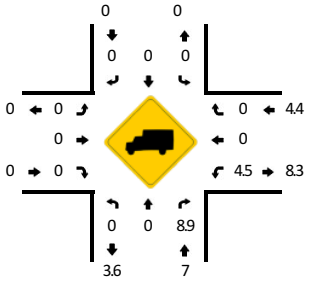
Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- Marine Dr NW
CITY/STATE: Boardman, OR

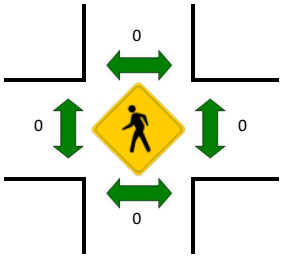
QC JOB #: 16719922
DATE: Tue, May 21 2024

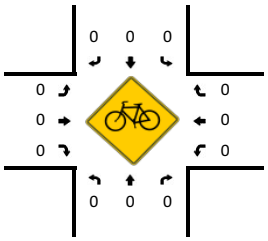
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

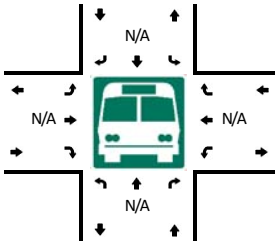


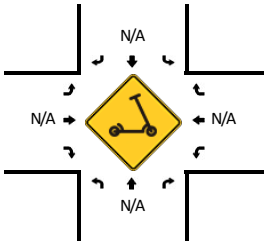


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Marine Dr NW (Eastbound)				Marine Dr NW (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	5	0	0	0	0	0	0	0	0	0	4	0	0	0	11	
4:05 PM	2	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	8	
4:10 PM	0	0	3	0	0	0	0	0	0	0	2	0	4	1	0	0	10	
4:15 PM	0	0	1	0	0	0	0	0	0	1	3	0	3	0	0	0	8	
4:20 PM	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
4:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	3	
4:30 PM	1	0	5	0	0	0	0	0	0	0	4	0	1	0	0	0	11	
4:35 PM	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	6	
4:40 PM	1	0	8	0	0	0	0	0	0	1	1	0	2	0	0	0	13	
4:45 PM	0	0	4	0	0	0	0	0	0	0	4	0	3	0	0	0	11	
4:50 PM	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	5	
4:55 PM	0	0	6	0	0	0	0	0	0	0	0	0	4	0	0	0	10	101
5:00 PM	0	0	2	0	0	0	0	0	0	0	2	0	4	0	0	0	8	98
5:05 PM	0	0	3	0	0	0	0	0	0	0	1	0	6	0	0	0	10	100
5:10 PM	5	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	13	103
5:15 PM	0	0	5	0	0	0	0	0	0	1	1	0	5	1	0	0	13	108
5:20 PM	0	0	4	0	0	0	0	0	0	1	2	0	6	0	0	0	13	116
5:25 PM	3	0	4	0	0	0	0	0	0	1	1	0	7	0	0	0	16	129
5:30 PM	1	0	3	0	0	0	0	0	0	1	3	0	2	0	0	0	10	128
5:35 PM	2	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	7	129
5:40 PM	1	0	4	0	0	0	0	0	0	0	1	0	2	0	0	0	8	124
5:45 PM	1	0	11	0	0	0	0	0	0	0	0	0	2	0	0	0	14	127
5:50 PM	2	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	10	132

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	0	52	0	0	0	0	0	0	12	16	0	72	4	0	0	168
Heavy Trucks	0	0	0		0	0	0		0	0	0		4	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

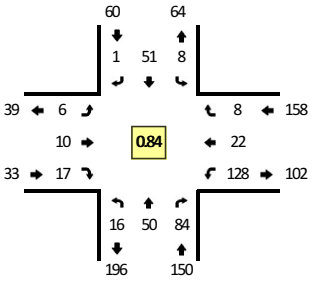
Type of peak hour being reported: Intersection Peak

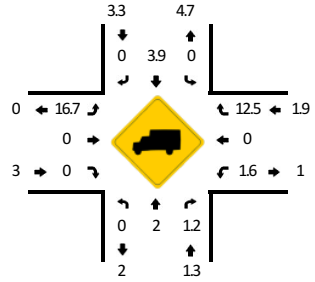
Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- Columbia Ave NW
CITY/STATE: Boardman, OR

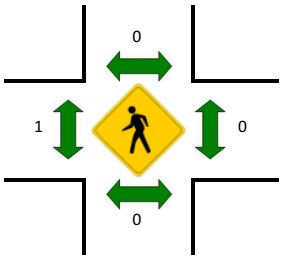
QC JOB #: 16719923
DATE: Tue, May 21 2024

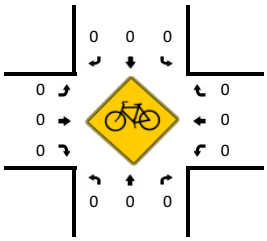
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

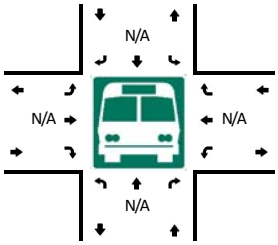


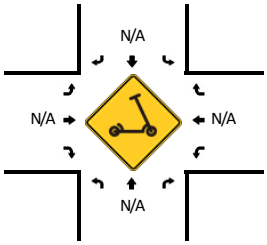


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Columbia Ave NW (Eastbound)				Columbia Ave NW (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	5	10	0	0	5	0	0	0	0	0	0	10	3	1	0	36	
4:05 PM	1	2	5	0	0	4	0	0	0	0	0	0	22	1	3	0	38	
4:10 PM	0	1	9	0	0	7	0	0	0	3	1	0	12	2	1	0	36	
4:15 PM	0	0	7	0	0	5	1	0	0	2	0	0	12	0	1	0	28	
4:20 PM	1	5	3	0	0	0	0	0	0	0	2	0	15	1	0	0	27	
4:25 PM	1	3	6	0	0	1	0	0	0	0	2	0	18	0	0	0	31	
4:30 PM	1	1	8	0	1	3	0	0	1	1	0	0	9	1	2	0	28	
4:35 PM	1	4	7	0	0	3	0	0	0	1	1	0	7	2	0	0	26	
4:40 PM	3	11	9	0	0	3	0	0	2	0	2	0	8	0	0	0	38	
4:45 PM	1	2	2	0	0	7	0	0	0	1	1	0	16	1	1	0	32	
4:50 PM	1	2	8	0	1	0	0	0	0	1	2	0	10	1	0	0	26	
4:55 PM	1	4	5	0	4	1	0	0	0	1	0	0	16	4	1	0	37	383
5:00 PM	1	1	7	0	1	6	0	0	1	0	1	0	12	1	0	0	31	378
5:05 PM	1	2	12	0	0	5	0	0	1	0	3	0	19	2	0	0	45	385
5:10 PM	2	8	8	0	0	3	0	0	0	0	1	0	16	2	3	0	43	392
5:15 PM	3	3	6	0	1	5	0	0	0	0	1	0	8	2	2	0	31	395
5:20 PM	0	5	9	0	1	7	0	0	0	3	1	0	4	0	0	0	30	398
5:25 PM	2	5	3	0	0	6	1	0	1	3	2	0	6	4	0	0	33	400
5:30 PM	0	3	8	0	0	5	0	0	1	0	2	0	6	3	1	0	29	401
5:35 PM	3	4	3	0	0	3	0	0	0	0	2	0	8	0	1	0	24	399
5:40 PM	0	5	7	0	0	3	0	0	0	1	2	0	5	1	0	0	24	385
5:45 PM	2	9	7	0	0	1	0	0	1	0	2	0	7	1	0	0	30	383
5:50 PM	0	4	8	0	1	3	0	0	0	1	1	0	4	0	1	0	23	380

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	44	108	0	4	56	0	0	8	0	20	0	188	20	12	0	476
Heavy Trucks	0	4	0		0	4	0		4	0	0		4	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

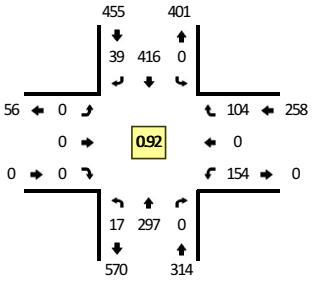
Type of peak hour being reported: Intersection Peak

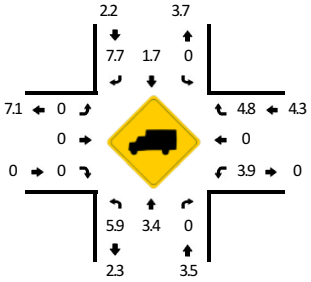
Method for determining peak hour: Total Entering Volume

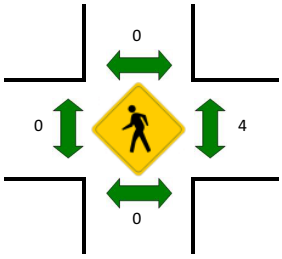
LOCATION: N Main St -- I-84 WB Ramps
CITY/STATE: Boardman, OR

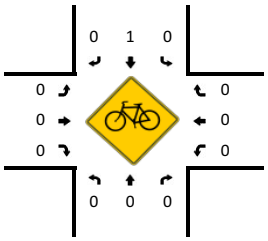
QC JOB #: 16719924
DATE: Tue, May 21 2024

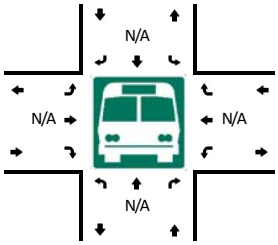
Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:20 PM -- 4:35 PM

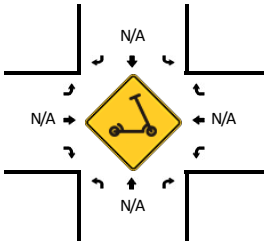












5-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				I-84 WB Ramps (Eastbound)				I-84 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	29	0	0	0	22	4	0	0	0	0	0	8	0	12	0	76	
4:05 PM	0	15	0	0	0	44	5	0	0	0	0	0	11	0	5	0	80	
4:10 PM	0	25	0	0	0	40	7	0	0	0	0	0	13	0	8	0	93	
4:15 PM	1	19	0	0	0	27	6	0	0	0	0	0	13	0	6	0	72	
4:20 PM	2	23	0	0	0	41	7	0	0	0	0	0	13	0	9	0	95	
4:25 PM	0	28	0	0	0	37	2	0	0	0	0	0	17	0	10	0	94	
4:30 PM	1	30	0	0	0	33	0	0	0	0	0	0	11	0	14	0	89	
4:35 PM	1	26	0	0	0	31	1	0	0	0	0	0	11	0	8	0	78	
4:40 PM	3	25	0	0	0	28	4	0	0	0	0	0	12	0	11	0	83	
4:45 PM	1	20	0	0	0	35	2	0	0	0	0	0	8	0	7	0	73	
4:50 PM	2	22	0	0	0	33	2	0	0	0	0	0	14	0	8	0	81	
4:55 PM	1	26	0	0	0	23	3	0	0	0	0	0	20	0	8	0	81	995
5:00 PM	4	28	0	0	0	42	3	0	0	0	0	0	11	0	9	0	97	1016
5:05 PM	1	25	0	0	0	46	2	0	0	0	0	0	11	0	6	0	91	1027
5:10 PM	1	23	0	0	0	35	0	0	0	0	0	0	9	0	6	0	74	1008
5:15 PM	0	29	0	0	0	26	3	0	0	0	0	0	5	0	9	0	72	1008
5:20 PM	0	28	0	0	0	28	0	0	0	0	0	0	8	0	11	0	75	988
5:25 PM	4	24	0	0	0	31	2	0	0	0	0	0	8	0	7	0	76	970
5:30 PM	1	27	0	0	0	29	1	0	0	0	0	0	11	0	2	0	71	952
5:35 PM	0	23	0	0	0	25	4	0	0	0	0	0	14	0	6	0	72	946
5:40 PM	1	26	0	0	0	19	2	0	0	0	0	0	9	0	4	0	61	924
5:45 PM	1	34	0	0	0	32	1	0	0	0	0	0	7	0	7	0	82	933
5:50 PM	0	33	0	0	0	24	1	0	0	0	0	0	11	0	5	0	74	926

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	324	0	0	0	444	36	0	0	0	0	0	164	0	132	0	1112
Heavy Trucks	0	8	0		0	4	8		0	0	0		4	0	4		28
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

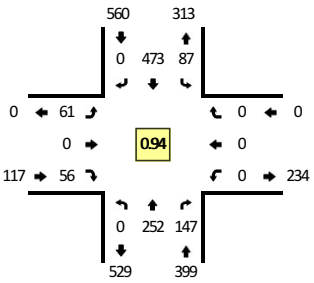
Type of peak hour being reported: Intersection Peak

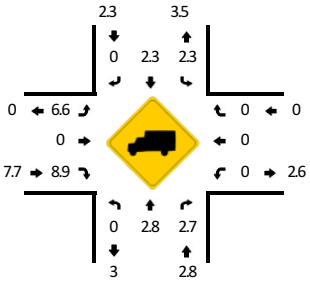
Method for determining peak hour: Total Entering Volume

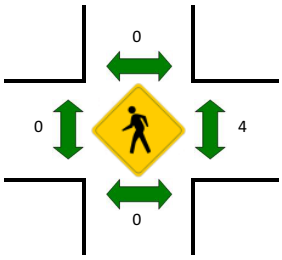
LOCATION: S Main St -- I-84 EB Ramps
CITY/STATE: Boardman, OR

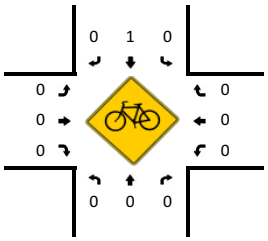
QC JOB #: 16719925
DATE: Tue, May 21 2024

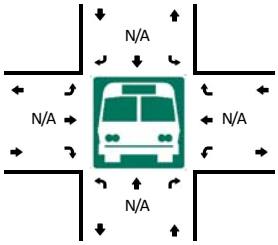
Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:55 PM -- 5:10 PM

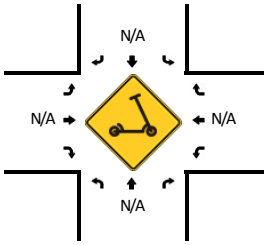












5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				I-84 EB Ramps (Eastbound)				I-84 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	27	8	0	2	27	0	0	4	1	5	0	0	0	0	0	74	
4:05 PM	0	13	16	0	7	46	0	0	1	0	1	0	0	0	0	0	84	
4:10 PM	0	26	19	0	9	45	0	0	2	0	4	0	0	0	0	0	105	
4:15 PM	0	16	13	0	10	32	0	0	1	0	3	0	0	0	0	0	75	
4:20 PM	0	22	13	0	4	46	0	0	5	0	2	0	0	0	0	0	92	
4:25 PM	0	20	13	0	9	47	0	0	6	0	9	0	0	0	0	0	104	
4:30 PM	0	23	13	0	3	38	0	0	7	0	4	0	0	0	0	0	88	
4:35 PM	0	18	13	0	9	31	0	0	11	0	6	0	0	0	0	0	88	
4:40 PM	0	23	7	0	6	37	0	0	4	0	3	0	0	0	0	0	80	
4:45 PM	0	17	7	0	9	32	0	0	3	0	4	0	0	0	0	0	72	
4:50 PM	0	17	12	0	2	44	0	0	8	0	4	0	0	0	0	0	87	
4:55 PM	0	18	14	0	4	38	0	0	7	0	6	0	0	0	0	0	87	1036
5:00 PM	0	28	13	0	9	40	0	0	3	0	7	0	0	0	0	0	100	1062
5:05 PM	0	24	10	0	13	43	0	0	4	0	4	0	0	0	0	0	98	1076
5:10 PM	0	19	10	0	4	40	0	0	5	0	8	0	0	0	0	0	86	1057
5:15 PM	0	21	7	0	5	26	0	0	7	0	2	0	0	0	0	0	68	1050
5:20 PM	0	25	9	0	2	27	0	0	6	0	7	0	0	0	0	0	76	1034
5:25 PM	0	21	9	0	7	33	0	0	5	0	6	0	0	0	0	0	81	1011
5:30 PM	0	19	4	0	8	31	0	0	6	0	4	0	0	0	0	0	72	995
5:35 PM	0	23	9	0	6	36	0	0	3	0	2	0	0	0	0	0	79	986
5:40 PM	0	23	10	0	8	23	0	0	2	0	0	0	0	0	0	0	66	972
5:45 PM	0	30	8	0	7	32	0	0	7	0	2	0	0	0	0	0	86	986
5:50 PM	0	29	8	0	5	28	0	0	2	0	1	0	0	0	0	0	73	972

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	280	148	0	104	484	0	0	56	0	68	0	0	0	0	0	1140
Heavy Trucks	0	4	0		8	20	0		8	0	8		0	0	0		48
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

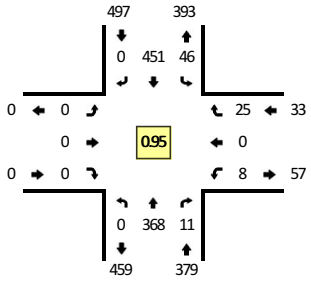
Type of peak hour being reported: Intersection Peak

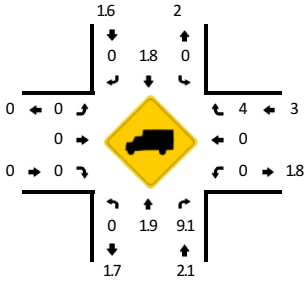
Method for determining peak hour: Total Entering Volume

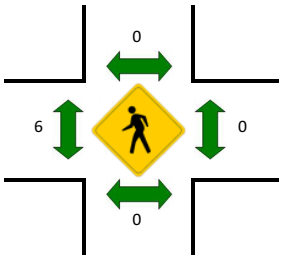
LOCATION: S Main St -- Oregon Trail Blvd
CITY/STATE: Boardman, OR

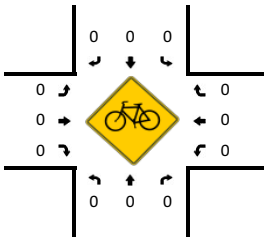
QC JOB #: 16719926
DATE: Tue, May 21 2024

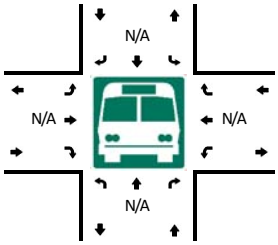
Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:10 PM -- 4:25 PM

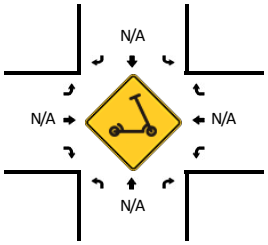












5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Oregon Trail Blvd (Eastbound)				Oregon Trail Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	30	0	0	2	36	0	0	0	0	0	0	0	0	1	0	69	
4:05 PM	0	28	1	0	1	40	0	0	0	0	0	0	1	0	2	0	73	
4:10 PM	0	46	1	0	3	42	0	0	0	0	0	0	1	0	1	0	94	
4:15 PM	0	28	0	0	3	37	0	0	0	0	0	0	2	0	2	0	72	
4:20 PM	0	31	1	0	4	35	0	0	0	0	0	0	0	0	3	0	74	
4:25 PM	0	23	0	0	6	46	0	0	0	0	0	0	0	0	3	0	78	
4:30 PM	0	41	0	0	4	35	0	0	0	0	0	0	1	0	0	0	81	
4:35 PM	0	29	2	0	7	33	0	0	0	0	0	0	1	0	3	0	75	
4:40 PM	0	26	1	0	2	36	0	0	0	0	0	0	1	0	1	0	67	
4:45 PM	0	21	2	0	3	31	0	0	0	0	0	0	1	0	4	0	62	
4:50 PM	0	24	0	0	4	38	0	0	0	0	0	0	0	0	2	0	68	
4:55 PM	0	31	2	0	4	34	0	0	0	0	0	0	0	0	2	0	73	886
5:00 PM	0	37	1	0	1	41	0	0	0	0	0	0	0	0	2	0	82	899
5:05 PM	0	31	1	0	5	43	0	0	0	0	0	0	1	0	2	0	83	909
5:10 PM	0	21	1	0	6	46	0	0	0	0	0	0	1	0	0	0	75	890
5:15 PM	0	22	1	0	2	30	0	0	0	0	0	0	0	0	1	0	56	874
5:20 PM	0	31	0	0	5	32	0	0	0	0	0	0	1	0	1	0	70	870
5:25 PM	0	24	0	0	2	28	0	0	0	0	0	0	0	0	3	0	57	849
5:30 PM	0	25	0	0	4	31	0	0	0	0	0	0	0	0	3	0	63	831
5:35 PM	0	26	1	0	1	43	0	0	0	0	0	0	3	0	2	0	76	832
5:40 PM	0	33	2	0	2	24	0	0	0	0	0	0	1	0	0	0	62	827
5:45 PM	0	33	0	0	4	23	0	0	0	0	0	0	2	0	3	0	65	830
5:50 PM	0	33	2	0	2	13	0	0	0	0	0	0	0	0	2	0	52	814

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	420	8	0	40	456	0	0	0	0	0	0	12	0	24	0	960
Heavy Trucks	0	16	0		0	8	0		0	0	0		0	0	4		28
Buses																	
Pedestrians		0				0				8				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Main St -- Kinkade Rd

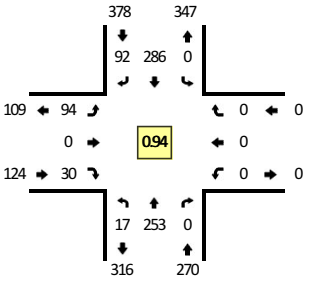
QC JOB #: 16719927

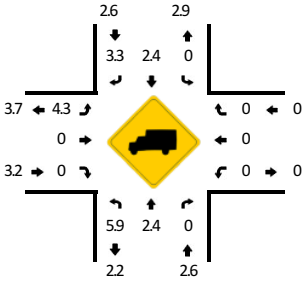
CITY/STATE: Boardman, OR

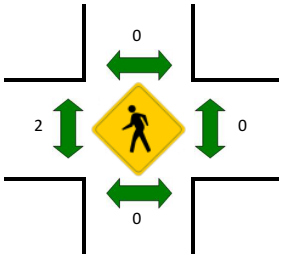
DATE: Tue, May 21 2024

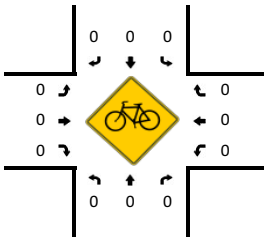
Peak-Hour: 4:05 PM -- 5:05 PM

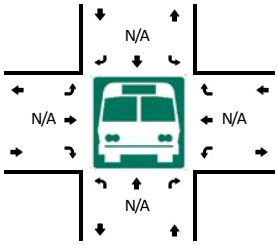
Peak 15-Min: 4:05 PM -- 4:20 PM

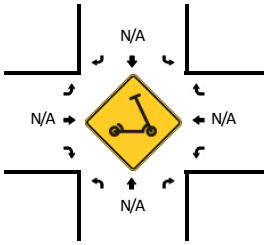












5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Kinkade Rd (Eastbound)				Kinkade Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	24	0	0	0	24	5	0	3	0	2	0	0	0	0	0	59	
4:05 PM	0	23	0	0	0	22	10	0	8	0	0	0	0	0	0	0	63	
4:10 PM	1	37	0	0	0	30	9	0	8	0	2	0	0	0	0	0	87	
4:15 PM	0	21	0	0	0	22	8	0	4	0	1	0	0	0	0	0	56	
4:20 PM	0	25	0	0	0	26	6	0	4	0	1	0	0	0	0	0	62	
4:25 PM	4	13	0	0	0	26	5	0	8	0	3	0	0	0	0	0	59	
4:30 PM	2	23	0	0	0	22	5	0	12	0	5	0	0	0	0	0	69	
4:35 PM	3	25	0	0	0	26	10	0	4	0	3	0	0	0	0	0	71	
4:40 PM	1	16	0	0	0	20	9	0	9	0	1	0	0	0	0	0	56	
4:45 PM	4	15	0	0	0	19	7	0	7	0	1	0	0	0	0	0	53	
4:50 PM	2	14	0	0	0	27	6	0	7	0	6	0	0	0	0	0	62	
4:55 PM	0	18	0	0	0	22	6	0	11	0	3	0	0	0	0	0	60	757
5:00 PM	0	23	0	0	0	24	11	0	12	0	4	0	0	0	0	0	74	772
5:05 PM	0	9	0	0	0	30	6	0	14	0	4	0	0	0	0	0	63	772
5:10 PM	0	13	0	0	0	33	8	0	6	0	3	0	0	0	0	0	63	748
5:15 PM	1	18	0	0	0	17	6	0	5	0	3	0	0	0	0	0	50	742
5:20 PM	1	17	0	0	0	14	11	0	7	0	1	0	0	0	0	0	51	731
5:25 PM	2	18	0	0	0	16	7	0	2	0	1	0	0	0	0	0	46	718
5:30 PM	1	19	0	0	0	19	4	0	8	0	3	0	0	0	0	0	54	703
5:35 PM	1	17	0	0	0	29	8	0	9	0	2	0	0	0	0	0	66	698
5:40 PM	3	24	0	0	0	19	4	0	6	0	1	0	0	0	0	0	57	699
5:45 PM	0	25	0	0	0	16	6	0	3	0	2	0	0	0	0	0	52	698
5:50 PM	2	18	0	0	0	15	2	0	9	0	2	0	0	0	0	0	48	684

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	324	0	0	0	296	108	0	80	0	12	0	0	0	0	0	824
Heavy Trucks	0	16	0		0	12	0		4	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:47 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

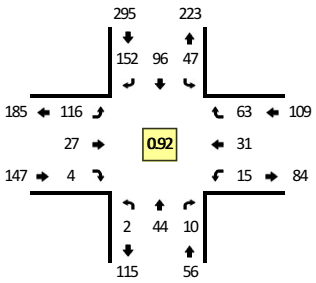
Type of peak hour being reported: Intersection Peak

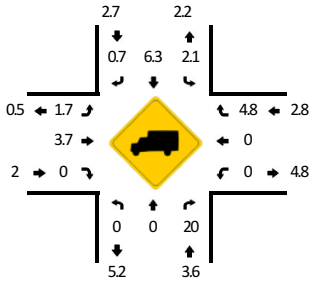
Method for determining peak hour: Total Entering Volume

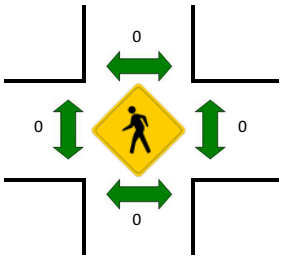
LOCATION: S Main St -- Wilson Ln SE
CITY/STATE: Boardman, OR

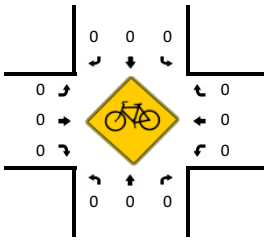
QC JOB #: 16719928
DATE: Tue, May 21 2024

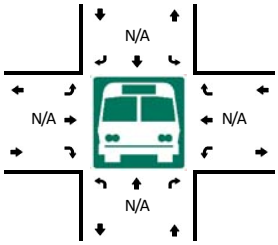
Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:10 PM -- 4:25 PM

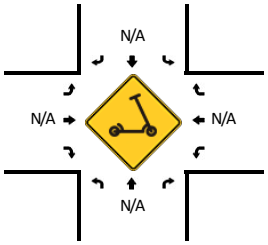












5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Wilson Ln SE (Eastbound)				Wilson Ln SE (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	2	0	6	9	4	0	13	4	1	0	0	2	3	0	47	
4:05 PM	0	5	0	0	2	7	10	0	13	0	0	0	1	2	4	0	44	
4:10 PM	0	8	2	0	7	8	17	0	21	3	0	0	0	3	3	0	72	
4:15 PM	0	3	3	0	3	7	12	0	13	3	0	0	0	2	4	0	50	
4:20 PM	1	3	1	0	3	6	8	0	12	1	0	0	1	3	4	0	43	
4:25 PM	0	0	0	0	6	6	13	0	6	1	0	0	3	1	10	0	46	
4:30 PM	0	3	0	0	6	6	15	0	6	4	2	0	3	6	9	0	60	
4:35 PM	0	5	0	0	3	6	12	0	8	1	0	0	1	4	12	0	52	
4:40 PM	0	1	0	0	2	8	10	0	6	1	1	0	2	2	4	0	37	
4:45 PM	0	4	0	0	4	8	9	0	13	1	0	0	2	6	4	0	51	
4:50 PM	0	4	1	0	1	15	14	0	7	2	0	0	1	0	5	0	50	
4:55 PM	1	6	0	0	1	10	12	0	9	2	0	0	2	2	5	0	50	602
5:00 PM	0	7	2	0	7	4	16	0	10	1	1	0	0	1	2	0	51	606
5:05 PM	0	0	1	0	4	12	14	0	5	7	0	0	0	1	1	0	45	607
5:10 PM	0	3	0	0	4	8	15	0	5	3	1	0	0	0	4	0	43	578
5:15 PM	1	7	0	0	3	8	7	0	8	1	0	0	2	4	6	0	47	575
5:20 PM	0	8	0	0	4	7	8	0	4	0	0	0	0	3	4	0	38	570
5:25 PM	1	4	2	0	1	8	4	0	7	0	0	0	1	1	6	0	35	559
5:30 PM	0	5	0	0	4	5	13	0	9	2	1	0	1	4	2	0	46	545
5:35 PM	0	3	0	0	3	6	17	0	10	1	0	0	1	4	1	0	46	539
5:40 PM	1	12	2	0	2	5	12	0	5	0	0	0	0	1	6	0	46	548
5:45 PM	0	9	0	0	4	5	5	0	12	3	1	0	1	2	5	0	47	544
5:50 PM	0	2	0	0	6	6	2	0	9	3	0	0	0	2	1	0	31	525

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	56	24	0	52	84	148	0	184	28	0	0	4	32	44	0	660
Heavy Trucks	0	0	8		0	8	4		4	4	0		0	0	4		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/16/2024 2:47 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Attachment B – Existing Traffic Operations Worksheets

HCM 6th

Vistro File: H:\...\30287_Vistro.vistro
Report File: H:\...\EX AM.pdf

Scenario 1 EX AM
10/30/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Main St/Columbia Ave	Two-way stop	HCM 7th Edition	WB Thru	0.010	11.2	B
3	Main St/Boardman Ave	Two-way stop	HCM 7th Edition	WB Left	0.494	35.2	E
4	Main St/Front St NE	Two-way stop	HCM 7th Edition	WB Left	0.248	29.0	D
5	Main St/I-84 WB Ramp Terminal	Two-way stop	HCM 7th Edition	WB Left	0.600	34.5	D
6	Main St/I-84 EB Ramp Terminal	Two-way stop	HCM 7th Edition	EB Left	0.101	30.0	D
7	Main St/Front St SE	Two-way stop	HCM 7th Edition	EB Left	0.029	26.2	D
8	Main St/Oregon Trail Blvd	Two-way stop	HCM 7th Edition	WB Right	0.040	10.8	B
9	Main St/Kinkade Rd	Two-way stop	HCM 7th Edition	EB Left	0.152	14.3	B
10	Main St/Wilson Ln	All-way stop	HCM 7th Edition	EB Left	0.300	9.4	A
11	Olson Rd/Columbia Ave	Two-way stop	HCM 7th Edition	EB Thru	0.094	9.9	A
12	Laurel Ln/Columbia Ave	Two-way stop	HCM 7th Edition	WB Left	0.132	13.0	B
13	Laurel Ln/I-84 WB Ramp Terminal	Two-way stop	HCM 7th Edition	WB Left	0.049	11.7	B
14	Laurel Ln/I-84 EB Ramp Terminal	Two-way stop	HCM 7th Edition	EB Thru	0.007	14.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 2: Main St/Columbia Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Main St			Main St			Columbia Ave			Columbia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	850.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Columbia Ave			Columbia Ave		
Base Volume Input [veh/h]	4	40	68	6	37	3	2	4	9	84	5	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	7.00	0.00	14.00	0.00	0.00	25.00	22.00	5.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	40	68	6	37	3	2	4	9	84	5	12
Peak Hour Factor	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	14	24	2	13	1	1	1	3	29	2	4
Total Analysis Volume [veh/h]	6	56	94	8	51	4	3	6	13	117	7	17
Pedestrian Volume [ped/h]	0			1			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.01	0.16	0.01	0.02
d_M, Delay for Movement [s/veh]	7.32	0.00	0.00	7.51	0.00	0.00	10.02	10.90	8.88	11.00	11.21	9.95
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.02	0.00	0.00	0.08	0.08	0.08	0.69	0.69	0.69
95th-Percentile Queue Length [ft/ln]	0.29	0.00	0.00	0.42	0.00	0.00	2.10	2.10	2.10	17.13	17.13	17.13
d_A, Approach Delay [s/veh]	0.28			0.95			9.59			10.88		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	4.84											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: Main St/Boardman Ave

Control Type:	Two-way stop	Delay (sec / veh):	35.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Main St			Main St			Boardman Ave			Boardman Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			25.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Boardman Ave			Boardman Ave		
Base Volume Input [veh/h]	45	104	167	20	112	30	17	12	38	94	21	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	16.00	5.00	4.00	12.00	9.00	4.00	0.00	0.00	6.00	9.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	104	167	20	112	30	17	12	38	94	21	21
Peak Hour Factor	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	38	61	7	41	11	6	4	14	35	8	8
Total Analysis Volume [veh/h]	66	153	246	29	165	44	25	18	56	138	31	31
Pedestrian Volume [ped/h]	3			3			1			5		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.03	0.00	0.00	0.09	0.06	0.07	0.49	0.09	0.04
d_M, Delay for Movement [s/veh]	7.96	0.00	0.00	8.37	0.00	0.00	19.36	19.01	11.36	35.16	32.94	27.14
Movement LOS	A	A	A	A	A	A	C	C	B	E	D	D
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.08	0.00	0.00	0.79	0.79	0.79	3.99	3.99	3.99
95th-Percentile Queue Length [ft/ln]	4.07	0.00	0.00	2.03	0.00	0.00	19.84	19.84	19.84	99.66	99.66	99.66
d_A, Approach Delay [s/veh]	1.13			1.02			14.77			33.57		
Approach LOS	A			A			B			D		
d_I, Intersection Delay [s/veh]	8.93											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 4: Main St/Front St NE

Control Type:	Two-way stop	Delay (sec / veh):	29.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.248

Intersection Setup

Name	Main St			Main St			Front St NE			Front St NE		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Front St NE			Front St NE		
Base Volume Input [veh/h]	31	309	56	5	260	5	13	6	43	37	1	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	6.00	6.00	25.00	8.00	0.00	0.00	0.00	8.00	16.00	0.00	11.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	309	56	5	260	5	13	6	43	37	1	11
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	103	19	2	87	2	4	2	14	12	0	4
Total Analysis Volume [veh/h]	41	412	75	7	347	7	17	8	57	49	1	15
Pedestrian Volume [ped/h]	0			2			1			3		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.01	0.00	0.00	0.07	0.03	0.08	0.25	0.00	0.03
d_M, Delay for Movement [s/veh]	8.19	0.00	0.00	8.77	0.00	0.00	21.68	20.83	10.80	28.98	24.30	16.94
Movement LOS	A	A	A	A	A	A	C	C	B	D	C	C
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.02	0.00	0.00	0.34	0.34	0.27	1.09	1.09	1.09
95th-Percentile Queue Length [ft/ln]	2.72	0.00	0.00	0.55	0.00	0.00	8.44	8.44	6.86	27.34	27.34	27.34
d_A, Approach Delay [s/veh]	0.64			0.17			14.03			26.13		
Approach LOS	A			A			B			D		
d_I, Intersection Delay [s/veh]	3.13											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 5: Main St/I-84 WB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	34.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Main St			Main St						I-84 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Main St			Main St						I-84 WB		
Base Volume Input [veh/h]	20	339	0	0	308	32	0	0	0	115	1	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	24.00	5.00	2.00	2.00	8.00	19.00	2.00	2.00	2.00	4.00	0.00	15.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	339	0	0	308	32	0	0	0	115	1	57
Peak Hour Factor	0.7800	0.7800	1.0000	1.0000	0.7800	0.7800	1.0000	1.0000	1.0000	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	109	0	0	99	10	0	0	0	37	0	18
Total Analysis Volume [veh/h]	26	435	0	0	395	41	0	0	0	147	1	73
Pedestrian Volume [ped/h]	0			0			1			4		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				Yes
Storage Area [veh]	0	0	0	1
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.12
d_M, Delay for Movement [s/veh]	8.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	34.51	33.69	25.94
Movement LOS	A	A			A	A				D	D	D
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.92	3.92	3.92
95th-Percentile Queue Length [ft/ln]	1.10	1.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	98.01	98.01	98.01
d_A, Approach Delay [s/veh]	0.48			0.00			0.00			31.67		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	6.46											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 6: Main St/I-84 EB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	30.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.101

Intersection Setup

Name	Main St			Main St			I-84 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Main St			Main St			I-84 EB					
Base Volume Input [veh/h]	0	346	105	65	358	0	13	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	6.00	3.00	15.00	6.00	2.00	18.00	0.00	14.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	346	105	65	358	0	13	0	8	0	0	0
Peak Hour Factor	1.0000	0.8100	0.8100	0.8100	0.8100	1.0000	0.8100	0.8100	0.8100	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	32	20	110	0	4	0	2	0	0	0
Total Analysis Volume [veh/h]	0	427	130	80	442	0	16	0	10	0	0	0
Pedestrian Volume [ped/h]	0			0			1			4		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.08	0.00	0.00	0.10	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.90	0.00	0.00	29.98	27.96	13.29	0.00	0.00	0.00
Movement LOS		A	A	A	A		D	D	B			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.14	0.14	0.00	0.40	0.40	0.40	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.49	3.49	0.00	9.90	9.90	9.90	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			1.36			23.56			0.00		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	1.20											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 7: Main St/Front St SE

Control Type:	Two-way stop	Delay (sec / veh):	26.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	Main St			Main St			Front St SE			Front St SE		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Front St SE			Front St SE		
Base Volume Input [veh/h]	0	427	13	19	347	0	4	0	0	14	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	0.00	0.00	6.00	0.00	33.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	427	13	19	347	0	4	0	0	14	0	20
Peak Hour Factor	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	132	4	6	107	0	1	0	0	4	0	6
Total Analysis Volume [veh/h]	0	527	16	23	428	0	5	0	0	17	0	25
Pedestrian Volume [ped/h]	0			0			1			4		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.02	0.00	0.00	0.03	0.00	0.00	0.08	0.00	0.05
d_M, Delay for Movement [s/veh]	8.16	0.00	0.00	8.58	0.00	0.00	26.18	21.16	11.32	23.31	21.84	11.93
Movement LOS	A	A	A	A	A	A	D	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.07	0.00	0.00	0.09	0.09	0.09	0.26	0.26	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.71	0.00	0.00	2.20	2.20	2.20	6.42	6.42	3.60
d_A, Approach Delay [s/veh]	0.00			0.44			26.18			16.54		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.98											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 8: Main St/Oregon Trail Blvd

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Main St		Main St		Oregon Trail Blvd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Main St		Main St		Oregon Trail Blvd	
Base Volume Input [veh/h]	339	0	11	291	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	0.00	18.00	5.00	0.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	339	0	11	291	0	23
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	0	3	84	0	7
Total Analysis Volume [veh/h]	390	0	13	334	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	8.33	0.00	14.80	10.83
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.55	0.55	3.15	3.15
d_A, Approach Delay [s/veh]	0.00		0.31		10.83	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Main St/Kinkade Rd

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.152

Intersection Setup

Name	Main St		Main St		Kinkade Rd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Main St		Main St		Kinkade Rd	
Base Volume Input [veh/h]	10	274	209	47	62	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	5.00	5.00	4.00	0.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	274	209	47	62	17
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	78	59	13	18	5
Total Analysis Volume [veh/h]	11	311	238	53	70	19
Pedestrian Volume [ped/h]	0		0		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.15	0.02
d_M, Delay for Movement [s/veh]	7.96	0.00	0.00	0.00	14.33	11.26
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.64	0.64
95th-Percentile Queue Length [ft/ln]	0.46	0.46	0.00	0.00	15.89	15.89
d_A, Approach Delay [s/veh]	0.27		0.00		13.67	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.86					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Main St/Wilson Ln

Control Type:	All-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.300

Intersection Setup

Name	Main St			Main St			Wilson Ln			Wilson Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Main St			Main St			Wilson Ln			Wilson Ln		
Base Volume Input [veh/h]	6	82	7	28	36	128	162	23	6	3	44	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	50.00	4.00	0.00	11.00	14.00	4.00	5.00	0.00	0.00	0.00	2.00	7.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	82	7	28	36	128	162	23	6	3	44	27
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	23	2	8	10	36	46	6	2	1	12	8
Total Analysis Volume [veh/h]	7	92	8	31	40	144	182	26	7	3	49	30
Pedestrian Volume [ped/h]	0			2			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	716	790	718	743
Degree of Utilization, x	0.15	0.27	0.30	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.52	1.11	1.26	0.37
95th-Percentile Queue Length [ft]	13.08	27.64	31.48	9.26
Approach Delay [s/veh]	8.91	9.26	10.15	8.44
Approach LOS	A	A	B	A
Intersection Delay [s/veh]	9.40			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 11: Olson Rd/Columbia Ave

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	Olson Rd			Olson Rd			Columbia Ave			Columbia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Olson Rd			Olson Rd			Columbia Ave			Columbia Ave		
Base Volume Input [veh/h]	10	0	17	8	0	3	3	71	5	27	63	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	20.00	0.00	12.00	62.00	0.00	0.00	0.00	4.00	0.00	7.00	8.00	57.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	17	8	0	3	3	71	5	27	63	7
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	5	2	0	1	1	19	1	7	17	2
Total Analysis Volume [veh/h]	11	0	18	9	0	3	3	77	5	29	68	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.09	0.00	0.04	0.08	0.01
d_M, Delay for Movement [s/veh]	7.40	0.00	0.00	7.82	0.00	0.00	9.46	9.87	8.32	9.70	9.79	9.24
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.02	0.02	0.02	0.01	0.31	0.01	0.11	0.30	0.30
95th-Percentile Queue Length [ft/ln]	0.55	0.55	0.00	0.45	0.45	0.45	0.28	7.79	0.35	2.84	7.47	7.47
d_A, Approach Delay [s/veh]	2.81			5.86			9.77			9.73		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.67											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 12: Laurel Ln/Columbia Ave

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name	Laurel Ln						Columbia Ave			Columbia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Laurel Ln						Columbia Ave			Columbia Ave		
Base Volume Input [veh/h]	0	218	0	0	0	0	0	41	97	58	29	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	17.00	19.00	22.00	2.00	2.00	2.00	2.00	29.00	13.00	59.00	31.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	218	0	0	0	0	0	41	97	58	29	0
Peak Hour Factor	0.8400	0.8400	0.8400	1.0000	1.0000	1.0000	1.0000	0.8400	0.8400	0.8400	0.8400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	65	0	0	0	0	0	12	29	17	9	0
Total Analysis Volume [veh/h]	0	260	0	0	0	0	0	49	115	69	35	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.13	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.52	0.00	12.95	0.00	0.00
Movement LOS		A						B		B		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.45	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.63	0.00	11.34	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.00			11.52			12.95		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.86											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 13: Laurel Ln/I-84 WB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name	Laurel Ln			Laurel Ln			I-84 WB			I-84 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Laurel Ln			Laurel Ln			I-84 WB			I-84 WB		
Base Volume Input [veh/h]	8	53	0	0	132	23	0	0	0	27	0	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	38.00	34.00	2.00	2.00	20.00	91.00	2.00	2.00	2.00	11.00	0.00	14.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	53	0	0	132	23	0	0	0	27	0	165
Peak Hour Factor	0.8200	0.8200	1.0000	1.0000	0.8200	0.8200	1.0000	1.0000	1.0000	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	16	0	0	40	7	0	0	0	8	0	50
Total Analysis Volume [veh/h]	10	65	0	0	161	28	0	0	0	33	0	201
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.21
d_M, Delay for Movement [s/veh]	8.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.75	12.07	10.09
Movement LOS	A	A			A	A				B	B	B
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	1.03
95th-Percentile Queue Length [ft/ln]	0.42	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.67	25.67	25.67
d_A, Approach Delay [s/veh]	1.07			0.00			0.00			10.32		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	5.01											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 14: Laurel Ln/I-84 EB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Laurel Ln			Laurel Ln			I-84 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Laurel Ln			Laurel Ln			I-84 EB					
Base Volume Input [veh/h]	0	38	15	110	49	0	23	2	9	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	21.00	27.00	21.00	12.00	2.00	61.00	50.00	44.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	38	15	110	49	0	23	2	9	0	0	0
Peak Hour Factor	1.0000	0.7500	0.7500	0.7500	0.7500	1.0000	0.7500	0.7500	0.7500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	5	37	16	0	8	1	3	0	0	0
Total Analysis Volume [veh/h]	0	51	20	147	65	0	31	3	12	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.10	0.00	0.00	0.08	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.72	0.00	0.00	14.71	14.75	9.85	0.00	0.00	0.00
Movement LOS		A	A	A	A		B	B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.27	0.27	0.00	0.32	0.32	0.32	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	6.66	6.66	0.00	8.05	8.05	8.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			5.35			13.45			0.00		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	5.33											
Intersection LOS	B											

HCM 6th

Vistro File: H:\...\30287_Vistro.vistro
Report File: H:\...\EX PM.pdf
Scenario 2 EX PM
10/30/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Main St/Columbia Ave	Two-way stop	HCM 7th Edition	WB Thru	0.026	12.2	B
3	Main St/Boardman Ave	Two-way stop	HCM 7th Edition	WB Left	0.144	22.8	C
4	Main St/Front St NE	Two-way stop	HCM 7th Edition	WB Left	0.435	43.9	E
5	Main St/I-84 WB Ramp Terminal	Two-way stop	HCM 7th Edition	WB Left	0.931	78.6	F
6	Main St/I-84 EB Ramp Terminal	Two-way stop	HCM 7th Edition	EB Left	0.637	81.0	F
7	Main St/Front St SE	Two-way stop	HCM 7th Edition	WB Left	0.180	35.5	E
8	Main St/Oregon Trail Blvd	Two-way stop	HCM 7th Edition	WB Left	0.030	18.9	C
9	Main St/Kinkade Rd	Two-way stop	HCM 7th Edition	EB Left	0.253	16.9	C
10	Main St/Wilson Ln	All-way stop	HCM 7th Edition	SB Right	0.397	9.7	A
11	Olson Rd/Columbia Ave	Two-way stop	HCM 7th Edition	EB Left	0.002	12.6	B
12	Laurel Ln/Columbia Ave	Two-way stop	HCM 7th Edition	WB Left	0.190	10.8	B
13	Laurel Ln/I-84 WB Ramp Terminal	Two-way stop	HCM 7th Edition	WB Thru	0.002	12.0	B
14	Laurel Ln/I-84 EB Ramp Terminal	Two-way stop	HCM 7th Edition	EB Left	0.095	16.3	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 2: Main St/Columbia Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Main St			Main St			Columbia Ave			Columbia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	850.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Columbia Ave			Columbia Ave		
Base Volume Input [veh/h]	12	36	83	7	41	1	5	10	15	154	15	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	4.00	0.00	2.00	0.00	20.00	10.00	0.00	1.00	7.00	17.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	36	83	7	41	1	5	10	15	154	15	6
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	11	24	2	12	0	1	3	4	45	4	2
Total Analysis Volume [veh/h]	14	42	98	8	48	1	6	12	18	181	18	7
Pedestrian Volume [ped/h]	0			0			1			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.02	0.02	0.25	0.03	0.01
d_M, Delay for Movement [s/veh]	7.32	0.00	0.00	7.49	0.00	0.00	10.43	10.82	8.73	11.94	12.19	10.85
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.02	0.00	0.00	0.14	0.14	0.14	1.17	1.17	1.17
95th-Percentile Queue Length [ft/ln]	0.68	0.00	0.00	0.42	0.00	0.00	3.53	3.53	3.53	29.24	29.24	29.24
d_A, Approach Delay [s/veh]	0.67			1.05			9.71			11.92		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	6.55											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: Main St/Boardman Ave

Control Type:	Two-way stop	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.144

Intersection Setup

Name	Main St			Main St			Boardman Ave			Boardman Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			25.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Boardman Ave			Boardman Ave		
Base Volume Input [veh/h]	115	151	42	12	242	29	12	2	83	33	11	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	2.00	17.00	10.00	2.00	0.00	0.00	0.00	3.00	0.00	11.00	14.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	151	42	12	242	29	12	2	83	33	11	8
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	41	11	3	65	8	3	1	22	9	3	2
Total Analysis Volume [veh/h]	124	162	45	13	260	31	13	2	89	35	12	9
Pedestrian Volume [ped/h]	1			0			0			5		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.01	0.00	0.00	0.05	0.01	0.12	0.14	0.04	0.01
d_M, Delay for Movement [s/veh]	8.15	0.00	0.00	7.78	0.00	0.00	18.91	18.21	10.94	22.83	20.41	12.44
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.33	0.00	0.00	0.03	0.00	0.00	0.61	0.61	0.61	0.71	0.71	0.71
95th-Percentile Queue Length [ft/ln]	8.13	0.00	0.00	0.75	0.00	0.00	15.20	15.20	15.20	17.84	17.84	17.84
d_A, Approach Delay [s/veh]	3.05			0.33			12.08			20.65		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	4.43											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 4: Main St/Front St NE

Control Type:	Two-way stop	Delay (sec / veh):	43.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	Main St			Main St			Front St NE			Front St NE		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Main St			Main St			Front St NE			Front St NE		
Base Volume Input [veh/h]	65	336	78	6	393	8	7	0	83	65	5	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	4.00	3.00	0.00	2.00	0.00	0.00	0.00	3.00	4.00	0.00	40.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	336	78	6	393	8	7	0	83	65	5	6
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	91	21	2	107	2	2	0	23	18	1	2
Total Analysis Volume [veh/h]	71	365	85	7	427	9	8	0	90	71	5	7
Pedestrian Volume [ped/h]	0			5			0			3		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.01	0.00	0.00	0.04	0.00	0.14	0.44	0.02	0.01
d_M, Delay for Movement [s/veh]	8.45	0.00	0.00	8.25	0.00	0.00	23.90	22.49	11.77	43.95	37.77	28.32
Movement LOS	A	A	A	A	A	A	C	C	B	E	E	D
95th-Percentile Queue Length [veh/ln]	0.20	0.00	0.00	0.02	0.00	0.00	0.13	0.13	0.50	2.23	2.23	2.23
95th-Percentile Queue Length [ft/ln]	5.10	0.00	0.00	0.47	0.00	0.00	3.13	3.13	12.60	55.84	55.84	55.84
d_A, Approach Delay [s/veh]	1.15			0.13			12.76			42.26		
Approach LOS	A			A			B			E		
d_I, Intersection Delay [s/veh]	4.73											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 5: Main St/I-84 WB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	78.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.931

Intersection Setup

Name	Main St			Main St						I-84 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Main St			Main St						I-84 WB		
Base Volume Input [veh/h]	20	355	0	0	495	46	0	0	0	183	0	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	3.00	2.00	2.00	2.00	8.00	2.00	2.00	2.00	4.00	0.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	355	0	0	495	46	0	0	0	183	0	124
Peak Hour Factor	0.9200	0.9200	1.0000	1.0000	0.9200	0.9200	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	96	0	0	135	13	0	0	0	50	0	34
Total Analysis Volume [veh/h]	22	386	0	0	538	50	0	0	0	199	0	135
Pedestrian Volume [ped/h]	0			0			0			4		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				Yes
Storage Area [veh]	0	0	0	1
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.93	0.00	0.21
d_M, Delay for Movement [s/veh]	8.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	78.63	77.44	67.34
Movement LOS	A	A			A	A				F	F	F
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.22	10.22	10.22
95th-Percentile Queue Length [ft/ln]	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	255.56	255.56	255.56
d_A, Approach Delay [s/veh]	0.47			0.00			0.00			74.07		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	18.75											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Main St/I-84 EB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	81.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Main St			Main St			I-84 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Main St			Main St			I-84 EB					
Base Volume Input [veh/h]	0	302	176	106	572	0	73	0	67	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	3.00	3.00	2.00	2.00	2.00	7.00	0.00	9.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	302	176	106	572	0	73	0	67	0	0	0
Peak Hour Factor	1.0000	0.9400	0.9400	0.9400	0.9400	1.0000	0.9400	0.9400	0.9400	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	80	47	28	152	0	19	0	18	0	0	0
Total Analysis Volume [veh/h]	0	321	187	113	609	0	78	0	71	0	0	0
Pedestrian Volume [ped/h]	0			0			0			4		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.11	0.01	0.00	0.64	0.00	0.15	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.56	0.00	0.00	81.01	79.90	59.06	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	F			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.20	0.20	0.00	5.34	5.34	5.34	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	5.02	5.02	0.00	133.55	133.55	133.55	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			1.34			70.55			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	8.32											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 7: Main St/Front St SE

Control Type:	Two-way stop	Delay (sec / veh):	35.5
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.180

Intersection Setup

Name	Main St			Main St			Front St SE			Front St SE		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Main St			Main St			Front St SE			Front St SE		
Base Volume Input [veh/h]	5	430	32	50	574	15	6	2	2	24	1	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	0.00	12.00	2.00	8.00	0.00	0.00	0.00	0.00	0.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	430	32	50	574	15	6	2	2	24	1	42
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	116	9	13	154	4	2	1	1	6	0	11
Total Analysis Volume [veh/h]	5	462	34	54	617	16	6	2	2	26	1	45
Pedestrian Volume [ped/h]	0			0			0			4		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.05	0.01	0.00	0.05	0.01	0.00	0.18	0.01	0.08
d_M, Delay for Movement [s/veh]	8.77	0.00	0.00	8.76	0.00	0.00	33.90	28.27	13.84	35.51	32.12	11.89
Movement LOS	A	A	A	A	A	A	D	D	B	E	D	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.17	0.00	0.00	0.20	0.20	0.20	0.66	0.66	0.26
95th-Percentile Queue Length [ft/ln]	0.39	0.00	0.00	4.23	0.00	0.00	4.90	4.90	4.90	16.41	16.41	6.44
d_A, Approach Delay [s/veh]	0.09			0.69			28.76			20.70		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	1.81											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 8: Main St/Oregon Trail Blvd

Control Type:	Two-way stop	Delay (sec / veh):	18.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Main St		Main St		Oregon Trail Blvd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Main St		Main St		Oregon Trail Blvd	
Base Volume Input [veh/h]	368	11	46	451	8	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	9.00	0.00	2.00	0.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	368	11	46	451	8	25
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	3	12	119	2	7
Total Analysis Volume [veh/h]	387	12	48	475	8	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.03	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	8.13	0.00	18.90	11.08
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.08	0.22	0.22
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.05	2.05	5.59	5.59
d_A, Approach Delay [s/veh]	0.00		0.75		12.92	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.87					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 9: Main St/Kinkade Rd

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.253

Intersection Setup

Name	Main St		Main St		Kinkade Rd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Main St		Main St		Kinkade Rd	
Base Volume Input [veh/h]	17	239	294	88	100	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	2.00	2.00	3.00	4.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	239	294	88	100	34
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	64	78	23	27	9
Total Analysis Volume [veh/h]	18	254	313	94	106	36
Pedestrian Volume [ped/h]	0		0		3	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.25	0.05
d_M, Delay for Movement [s/veh]	8.22	0.00	0.00	0.00	16.94	13.62
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	1.28	1.28
95th-Percentile Queue Length [ft/ln]	0.76	0.76	0.00	0.00	31.93	31.93
d_A, Approach Delay [s/veh]	0.54		0.00		16.10	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.96					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 10: Main St/Wilson Ln

Control Type:	All-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.397

Intersection Setup

Name	Main St			Main St			Wilson Ln			Wilson Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Main St			Main St			Wilson Ln			Wilson Ln		
Base Volume Input [veh/h]	2	44	10	47	96	152	116	27	4	15	31	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	20.00	2.00	6.00	1.00	2.00	4.00	0.00	0.00	0.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	44	10	47	96	152	116	27	4	15	31	63
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	12	3	13	26	41	32	7	1	4	8	17
Total Analysis Volume [veh/h]	2	48	11	51	104	165	126	29	4	16	34	68
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	724	806	699	755
Degree of Utilization, x	0.08	0.40	0.23	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.28	1.91	0.87	0.55
95th-Percentile Queue Length [ft]	6.88	47.86	21.80	13.80
Approach Delay [s/veh]	8.43	10.37	9.66	8.65
Approach LOS	A	B	A	A
Intersection Delay [s/veh]	9.71			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 11: Olson Rd/Columbia Ave

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Olson Rd			Olson Rd			Columbia Ave			Columbia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Olson Rd			Olson Rd			Columbia Ave			Columbia Ave		
Base Volume Input [veh/h]	14	1	21	5	0	0	1	38	8	19	155	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	5.00	40.00	0.00	0.00	100.00	3.00	0.00	11.00	2.00	60.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	1	21	5	0	0	1	38	8	19	155	5
Peak Hour Factor	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	6	2	0	0	0	12	2	6	48	2
Total Analysis Volume [veh/h]	17	1	26	6	0	0	1	47	10	23	191	6
Pedestrian Volume [ped/h]	1			0			1			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.01	0.03	0.23	0.01
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	7.63	0.00	0.00	12.59	9.77	8.35	9.52	10.67	10.18
Movement LOS	A	A	A	A	A	A	B	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.01	0.01	0.01	0.01	0.19	0.03	0.09	0.92	0.92
95th-Percentile Queue Length [ft/ln]	0.74	0.74	0.00	0.33	0.33	0.33	0.16	4.66	0.70	2.16	22.96	22.96
d_A, Approach Delay [s/veh]	2.79			7.63			9.57			10.54		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	9.27											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 12: Laurel Ln/Columbia Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name	Laurel Ln						Columbia Ave			Columbia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Laurel Ln						Columbia Ave			Columbia Ave		
Base Volume Input [veh/h]	0	133	0	0	0	0	0	22	117	128	81	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	18.00	19.00	20.00	2.00	2.00	2.00	2.00	9.00	4.00	10.00	4.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	133	0	0	0	0	0	22	117	128	81	0
Peak Hour Factor	0.8900	0.8900	0.8900	1.0000	1.0000	1.0000	1.0000	0.8900	0.8900	0.8900	0.8900	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	37	0	0	0	0	0	6	33	36	23	0
Total Analysis Volume [veh/h]	0	149	0	0	0	0	0	25	131	144	91	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.19	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.11	0.00	10.85	0.00	0.00
Movement LOS		A						B		B		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.70	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.66	0.00	17.40	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.00			10.11			10.85		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	5.71											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 13: Laurel Ln/I-84 WB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Laurel Ln			Laurel Ln			I-84 WB			I-84 WB		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Laurel Ln			Laurel Ln			I-84 WB			I-84 WB		
Base Volume Input [veh/h]	3	50	0	0	212	34	0	0	0	14	1	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	67.00	28.00	2.00	2.00	6.00	21.00	2.00	2.00	2.00	21.00	0.00	13.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	50	0	0	212	34	0	0	0	14	1	83
Peak Hour Factor	0.8400	0.8400	1.0000	1.0000	0.8400	0.8400	1.0000	1.0000	1.0000	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	15	0	0	63	10	0	0	0	4	0	25
Total Analysis Volume [veh/h]	4	60	0	0	252	40	0	0	0	17	1	99
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.10
d_M, Delay for Movement [s/veh]	8.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.86	11.97	9.32
Movement LOS	A	A			A	A				B	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.46
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.42	11.42	11.42
d_A, Approach Delay [s/veh]	0.54			0.00			0.00			9.71		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.47											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 14: Laurel Ln/I-84 EB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.095

Intersection Setup

Name	Laurel Ln			Laurel Ln			I-84 EB					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Laurel Ln			Laurel Ln			I-84 EB					
Base Volume Input [veh/h]	0	26	41	175	51	0	27	0	10	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	31.00	15.00	4.00	16.00	2.00	30.00	0.00	10.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	26	41	175	51	0	27	0	10	0	0	0
Peak Hour Factor	1.0000	0.8200	0.8200	0.8200	0.8200	1.0000	0.8200	0.8200	0.8200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	13	53	16	0	8	0	3	0	0	0
Total Analysis Volume [veh/h]	0	32	50	213	62	0	33	0	12	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.14	0.00	0.00	0.09	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.66	0.00	0.00	16.34	15.74	9.69	0.00	0.00	0.00
Movement LOS		A	A	A	A		C	C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.40	0.40	0.00	0.36	0.36	0.36	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	10.05	10.05	0.00	8.91	8.91	8.91	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			5.94			14.57			0.00		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	5.69											
Intersection LOS	C											

Attachment C – ODOT Crash Data

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

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at MARINE DR, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	J U N V	S I H L	W C 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) (#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

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at MARINE DR, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

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

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at COLUMBIA AVE, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 2 of 2 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	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
00093	N	Y	N	N	Y	N	07/31/2022	07	COLUMBIA AVE	INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE 0	TURN-R										079,121	08
CITY				SU				0	N MAIN ST	CN		UNKNOWN	N	DRY	FIX		PRVTE	SE-NE									000	079,121	00
N				1A						04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	22	F	OR-Y		081	000		08
N				45 50 34.36				-119 42 6.88																OR<25					
00088	N	N	N	N	N	N	07/27/2022	07	COLUMBIA AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											03,02
CITY				WE				0	N MAIN ST	CN		STOP SIGN	N	DRY	TURN		N/A	SW-NE									000		00
N				11P						03	0		N	DLIT	PDO		UNKNOWN		01	DRVR	NONE	00	Unk	UNK		000	000		00
N				45 50 34.36				-119 42 6.88																UNK					
																02	NONE 9	TURN-L											
																	N/A	SE-SW									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at COLUMBIA AVE, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

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

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at BOARDMAN AVE, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 2 of 2 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N S	S I H V	W C 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 / TYPE / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
00118	N	N	N	N	Y	N	11/03/2021	07	BOARDMAN AVE	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
CITY			WE					0	N MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	W -E									000	00
N			7A							03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		000	000	00
N			45 50 23.79				-119 42 5.98																	OR<25				
																02	NONE 0	TURN-L										
																	PRVTE	E -S									000	00
																	PSNGR CAR		01	DRVR	INJC	38	F	OR-Y		004	000	02
																								OR<25				
00108	N	N	N	N	N	N	10/22/2021	07	BOARDMAN AVE	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02,27
CITY			FR					0	N MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	S -W									000	00
N			2P							01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	M	NONE		028,016	038	02,27
N			45 50 23.79				-119 42 5.98																	OR<25				
																02	NONE 0	STRGHT										
																	PRVTE	N -S									000	00
																	PSNGR CAR		01	DRVR	INJC	20	F	OR-Y		000	000	00
																								OR<25				

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at BOARDMAN AVE, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

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

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at NW FRONT ST, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 2 of 2 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 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 / LICNS	PED LOC	ERROR	ACT EVENT	CAUSE
00127	N	N	N N				11/20/2021	07	NW FRONT ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										02
NO RPT							SA		N MAIN ST	CN		STOP SIGN	N	DRY	ANGL		N/A	S -N								000		00
N							6P			04	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 50 21.09	-119 42 5.49																UNK				
																02	NONE 9	STRGHT										
																	N/A	W -E								000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
00069	N	N	N N				08/10/2020	07	NW FRONT ST	INTER	CROSS	N	N	UNK	O-1 L-TURN	01	NONE 9	STRGHT										08,02
NO RPT							MO	0	N MAIN ST	CN		UNKNOWN	N	DRY	TURN		N/A	N -S								000		00
N							2P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 50 21.1	-119 42 5.49																UNK				
																02	NONE 9	TURN-L										
																	N/A	S -W								000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				

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

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at NE FRONT ST, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

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) (#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

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at NE FRONT ST, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at WB EX N. MAIN ST C4, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 5 of 5 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N S	S H V	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
00075	N	N	N	N	N	N	07/07/2019	01	N MAIN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										32,27,29
COUNTY			SU						WB EX N. MAIN ST C4	SE		STOP SIGN	N	DRY	REAR		N/A	SE-NW									000		00
N			5P							06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 50 19.55		-119 42 5.2				0002GZ100S00															UNK					
																02	NONE 9	STOP											
																	N/A	SE-NW									011		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00054	N	N	N	N			06/26/2020	01	N MAIN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NO RPT			FR						WB EX N. MAIN ST C4	SE		UNKNOWN	N	DRY	REAR		N/A	SE-NW									006		00
N			9A							06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 50 19.56		-119 42 5.19				0002GZ100S00															UNK					
																02	NONE 9	STOP											
																	N/A	SE-NW									011		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00042	N	N	N	N			05/22/2018	01	N MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											03,22
NO RPT			TU						WB EX N. MAIN ST C4	CN		STOP SIGN	N	DRY	ANGL		PRVTE	N -S									000		00
N			1P							01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	63	F	OR-Y		000	000		00
N			45 50 19.55		-119 42 5.19				0002GZ100S00															OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SE-NW									000		22
																	MOTRHOME		01	DRVR	NONE	75	M	OR-Y		021	000		03
																								OR>25					
00023	N	N	N	N			02/10/2019	01	N MAIN ST	INTER	CROSS	N	N	SNOW	ANGL-OTH	01	NONE 9	TURN-L											03,08,02
NO RPT			SU						WB EX N. MAIN ST C4	CN		STOP SIGN	N	ICE	TURN		N/A	SE-S									015		00
N			9P							01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 50 19.56		-119 42 5.19				0002GZ100S00															UNK					
																02	NONE 9	STRGHT											
																	N/A	N -S									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					
00069	N	N	N	N			07/29/2021	01	N MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											03
CITY			TH						WB EX N. MAIN ST C4	CN		STOP SIGN	N	DRY	ANGL		N/A	E -W									000		00
N			10P							02	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			45 50 19.55		-119 42 5.19				0002GZ100S00															UNK					
																02	NONE 9	STRGHT											
																	N/A	S -N									000		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					

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

CITY OF BOARDMAN, MORROW COUNTY

N MAIN ST at WB EF N. MAIN ST C5, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 1 of 1 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
00006	N	N	N	N			01/28/2019	01	N MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										02
NO RPT							MO		WB EF N. MAIN ST C5	CN		STOP SIGN	N	DRY	ANGL		N/A	SE-NW									015	00
N							12P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 50 19.56	-119 42 5.2	0002HA100S00															UNK				
																02	NONE 9	STRGHT										
																	N/A	N -S									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				

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

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at EB EX S. MAIN ST C1, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 1 of 1 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	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / INJ / SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT EVENT	CAUSE
00135	N	Y	N	N		N	12/18/2021	01	EB EX S. MAIN ST C1	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT									03
CITY							SA		S MAIN ST	UN		STOP SIGN	N	WET	ANGL		N/A	N -S								000	00
N							5P			01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 50 13.87	-119 42 4.16	0002GW100S00															UNK				
																02	NONE 9	STRGHT									
																	N/A	W -E								000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				

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

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at EB EF S. MAIN ST C3, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 1 of 1 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 / INJ / SVRTY	A G E	S E X	LICNS / RES / UNK	PED LOC	ERROR	ACT EVENT	CAUSE
00032	N	N	N	N			04/09/2020	01	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT									02
NO RPT							TH		EB EF S. MAIN ST C3	CN		STOP SIGN	N	DRY	ANGL		N/A	SW-NE								000	00
N							6P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 50 13.87	-119 42 4.16	0002GY100S00															UNK				
																02	NONE 9	STRGHT									
																	N/A	S -N								000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				

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

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at SW FRONT ST, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

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) (#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

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

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at SE FRONT ST, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

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) (#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

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

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at OREGON TRAIL BLVD, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

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) (#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

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at OREGON TRAIL BLVD, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

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

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at KINKADE RD, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

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) (#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

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at WILSON RD, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 5 of 6 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N S	I H V	C R L	S O W 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
00007	N	N	N	N				01/19/2018	07	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-R										02,29
NO RPT								FR	0	WILSON RD	CN		STOP SIGN	N	DRY	ANGL		N/A	N -W								000		00
N								6P			01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 49 40.75	-119 42 1.74																UNK					
																	02	NONE 9	STRGHT											
																		N/A	E -W									015		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00010	N	N	N	N				02/04/2019	07	S MAIN ST	INTER	CROSS	N	N	SNOW	O-1 L-TURN	01	NONE 0	TURN-L									124	02
NONE								MO	0	WILSON RD	CN		STOP SIGN	N	ICE	TURN		PRVTE	W -N								015		00
N								6P			02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	48	F	OR-Y		000	000		00
N								45 49 40.75	-119 42 1.75																OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	E -W									000	124	00
																		PSNGR CAR		01	DRVR	NONE	32	M	OTH-Y		028	017		02
																									N-RES					
00093	N	N	N	N				08/07/2019	07	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										03,02
NO RPT								WE	0	WILSON RD	CN		STOP SIGN	N	DRY	ANGL		N/A	N -S								000		00
N								8P			01	0		N	DAY	PDO		MOTRHOME		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 49 40.75	-119 42 1.74																UNK					
																	02	NONE 9	STRGHT											
																		N/A	E -W									015		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00073	N	N	N	N	N	N		08/10/2021	07	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT									121	02
CITY								TU	0	WILSON RD	CN		STOP SIGN	N	DRY	ANGL		N/A	N -S								000		00
N								6P			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 49 40.75	-119 42 1.74																UNK					
																	02	NONE 9	STRGHT											
																		N/A	W -E									000		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00014	N	N	N	N				02/16/2021	07	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-R										03,08
NO RPT								TU	0	WILSON RD	CN		STOP SIGN	N	WET	TURN		N/A	E -N								000		00
N								6P			02	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								45 49 40.75	-119 42 1.74																UNK					
																	02	NONE 9	TURN-R											
																		N/A	N -W									000		00
																		UNKNOWN		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at WILSON RD, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at WILSON RD, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

6 - 6 of 6 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	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
00065	N	N	N	N	N	N	06/06/2022	07	S MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										093	03
CITY							MO	0	WILSON RD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	N -S									000		00
N							7P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	86	M	OR-Y		000	000		00
N							45 49 40.75	-119 42 1.74																OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	W -E									000		00
																	PSNGR CAR		01	DRVR	NONE	44	M	OR-Y		003	000	093	03
																								OR<25					

CITY OF BOARDMAN, MORROW COUNTY

S MAIN ST at WILSON RD, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

URBAN NON-SYSTEM CRASH LISTING

CITY OF BOARDMAN, MORROW COUNTY **OLSON RD at COLUMBIA AVE, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022**

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	J I N V	S C H L	M 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	PRTC / P# TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED / LOC	ERROR	ACT EVENT	CAUSE

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

CITY OF BOARDMAN, MORROW COUNTY

LAUREL LN at COLUMBIA AVE, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

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 / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE

CITY OF BOARDMAN, MORROW COUNTY **WB ENFR PORT MORROW at PORT MORROW/LAUREL, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022**

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D 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

CITY OF BOARDMAN, MORROW COUNTY

WB EXTO PORT MORROW at PORT MORROW/LAUREL, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 2 of 2 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 / TYPE / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00012	N	N	N	N			02/11/2021	01	WB EXTO PORT MORROW	INTER	CROSS	N	N	SNOW	ANGL-OTH	01	NONE 9	STRGHT										124	
NO RPT							TH		PORT MORROW/LAUREL	CN		STOP SIGN	N	ICE	ANGL		N/A	N -S									000	00
N			4P							02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 50 29.41	-119 40 5.96					0002HE100S00															UNK				
																02	NONE 9	TURN-R										
																	N/A	E -N									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
00055	N	N	N	N			06/21/2021	01	PORT MORROW/LAUREL	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											03
NO RPT							MO		WB EXTO PORT MORROW	CN		STOP SIGN	N	DRY	ANGL		N/A	E -W									000	00
N			7A							01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N			45 50 29.41	-119 40 5.96					0002HE100S00															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 BOARDMAN, MORROW COUNTY

WB EXTO PORT MORROW at PORT MORROW/LAUREL, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

CITY OF BOARDMAN, MORROW COUNTY **EB ENFR PORT MORROW at PORT MORROW/LAUREL, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022**

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D R U G S	U 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	SPCL USE / TRLR QTY / OWNER / V#	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE

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

CITY OF BOARDMAN, MORROW COUNTY

EB EXTO PORT MORROW at PORT MORROW/LAUREL, City of Boardman, Morrow County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2022

1 - 1 of 1 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
00073	N	N	N	N			07/01/2019	01	EB EXTO PORT MORROW	INTER	CROSS	N	N	CLR	S-1TURN	01	NONE 1	TURN-R										14,02
STATE							MO		PORT MORROW/LAUREL	W		STOP SIGN	N	DRY	TURN		PRVTE	NW-S									015	00
N							9A			06	0		N	DAY	INJ		SEMI TOW		01	DRVR	NONE	42	F	OR-Y		000	000	00
N							45 50 22.97	-119 40 6.66	0002HB100S00															OR<25				
																02	NONE 0	STOP										
																	PRVTE	NW-SE									011	00
																	PSNGR CAR		01	DRVR	INJB	41	F	OTH-Y		003,028	000	14,02
																								N-RES				

ACTION CODE TRANSLATION LIST

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

ACTION CODE TRANSLATION LIST

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

CAUSE CODE TRANSLATION LIST

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

COLLISION TYPE CODE TRANSLATION LIST

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

CRASH TYPE CODE TRANSLATION LIST

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

DRIVER LICENSE CODE TRANSLATION LIST

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

DRIVER RESIDENCE CODE TRANSLATION LIST

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

ERROR CODE TRANSLATION LIST

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

ERROR CODE TRANSLATION LIST

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

EVENT CODE TRANSLATION LIST

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

EVENT CODE TRANSLATION LIST

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

EVENT CODE TRANSLATION LIST

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

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

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

HIGHWAY COMPONENT TRANSLATION LIST

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

INJURY SEVERITY CODE TRANSLATION LIST

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

LIGHT CONDITION CODE TRANSLATION LIST

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

MEDIAN TYPE CODE TRANSLATION LIST

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

MILEAGE TYPE CODE TRANSLATION LIST

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

MOVEMENT TYPE CODE TRANSLATION LIST

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

NON-MOTORIST LOCATION CODE TRANSLATION LIST

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

ROAD CHARACTER CODE TRANSLATION LIST

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

PARTICIPANT TYPE CODE TRANSLATION LIST

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

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

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

VEHICLE TYPE CODE TRANSLATION LIST

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

WEATHER CONDITION CODE TRANSLATION LIST

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

Attachment D – Crash Analysis Worksheet

Intersection Crash History (January 1, 2018 through December 31, 2022)

Location		Collision Type								Severity			Total
		Angle	Turn	Rear End	Side Swipe	Backing	Fixed Object	Ped/Bike	Head-On	PDO[1]	Injury	Fatal	
1	N Main Street / Marine Drive												**0**
2	N Main Street / Columbia Avenue		1				1				1		**2**
3	N Main Street / Boardman Avenue		2								2		**2**
4	N Main Street / N Front Street	1	1							2			**2**
5	S Main Street / I-84 Westbound Ramp Terminal	3	1	2						5	1		**6**
6	S Main Street / I-84 Eastbound Ramp Terminal	2								2			**2**
7	S Main Street / S Front Street												**0**
8	S Main Street / Oregon Trail Boulevard												**0**
9	S Main Street / Kinkade Road												**0**
10	S Main Street / Wilson Lane	4	2							4	2		**6**
11	Olson Street / Columbia Avenue												**0**
12	Laurel Lane / Columbia Avenue									2			**0**
13	Laurel Lane / I-84 Westbound Ramp Terminal	2									1		**2**
14	Laurel Lane / I-84 Eastbound Ramp Terminal		1										**1**

2024 existing volumes

TEV AM	TEV PM	TEV Daily	N	Crash rate
	100	1,000	5	0.00
	385	3,850	5	0.28
	622	6,220	5	0.18
	882	8,820	5	0.12
	1,027	10,270	5	0.32
	1076	10,760	5	0.10
	986	9,860	5	0.00
	909	9,090	5	0.00
	772	7,720	5	0.00
	607	6,070	5	0.54
	267	2,670	5	0.00
	479	4,790	5	0.00
	395	3,950	5	0.28
	330	3,300	5	0.17

Intersection Crash Rate Assessment

	Location	Total Crashes	Observed Crash Rate	90th Percentile Crash Rate by Land Type and Traffic Control	Observed Crash Rate>Critical Crash Rate?
1	N Main Street / Marine Drive	0	0.00	0.293	No
2	N Main Street / Columbia Avenue	2	0.28	0.408	No
3	N Main Street / Boardman Avenue	2	0.18	0.408	No
4	N Main Street / N Front Street	2	0.12	0.408	No
5	S Main Street / I-84 Westbound Ramp Terminal	6	0.32	0.408	No
6	S Main Street / I-84 Eastbound Ramp Terminal	2	0.10	0.408	No
7	S Main Street / S Front Street	0	0.00	0.408	No
8	S Main Street / Oregon Trail Boulevard	0	0.00	0.293	No
9	S Main Street / Kinkade Road	0	0.00	0.293	No
10	**S Main Street / Wilson Lane**	**6**	**0.54**	**0.408**	**Yes**
11	Olson Street / Columbia Avenue	0	0.00	0.408	No
12	Laurel Lane / Columbia Avenue	0	0.00	0.293	No
13	Laurel Lane / I-84 Westbound Ramp Terminal	2	0.28	0.408	No
14	Laurel Lane / I-84 Eastbound Ramp Terminal	1	0.17	0.408	No

Attachment E – Detailed Pedestrian and Bike Level of Traffic Stress Results

Street	#	From	To	Side	Posted Speed (mph)	Total Nuber of Vehicle Lanes	Illumination?	Sidewalk Width (feet)	Sidewalk Condition	Sidewalk Buffer Type	Buffer Width (feet)	Land Use	Bike Facility Width (feet)	PLTS Criteria				PLTS	BLTS
														Sidewalk Condition	Physical Buffer Width	Total Buffer Width	General Land Use		
Main St	1	Kunze Ln	City Limits	West	35	2	No	0	No Sidewalk	No Buffer	5	Residential	0	4	3	2	1	4	1
	2	Kunze Ln	Wilson Ln	East	35	2	No	0	No Sidewalk	No Buffer	5	Mixed Use	0	4	3	2	2	4	2
	3	City Limits	Rome St	West	35	2	No	0	No Sidewalk	No Buffer	5	Residential	0	4	3	2	1	4	1
	4	Rome St	Wilson Ln	East	35	2	Yes	0	No Sidewalk	No Buffer	5	Residential	0	4	3	2	1	4	1
	5	Wilson Ln	x Dwy	West	30	2	Yes	10	Fair	Vertical	13	CBD	0	1	1	1	1	1	1
	6	Wilson Ln	Oregon Trail Blvd	East	30	2	No	0	No Sidewalk	No Buffer	5	CBD	0	4	3	2	1	4	2
	7	Oregon Trail Blvd	x Dwy	East	30	2	Yes	6	Good	No Buffer	5	CBD	5	1	3	2	1	3	2
	8	x Road	SW Front St	West	25	2	Yes	6	Good	No Buffer	5	Auto-oriented commercial	5	1	2	2	2	2	2
	9	x Road	SW Front St	East	25	2	Yes	6	Good	No Buffer	5	Auto-oriented commercial	5	1	2	2	2	2	2
	10	SW Front St	NW Front St	West	25	2	Yes	6	Good	No Buffer	5	Freeway Interchanges	5	1	2	2	4	4	2
	11	SW Front St	NW Front St	East	25	2	Yes	6	Good	No Buffer	5	Freeway Interchanges	5	1	2	2	4	4	2
	12	NE Front St	Boardman Avenue	West	25	2	Yes	6	Good	No Buffer	5	Auto-oriented commercial	5	1	2	2	3	3	2
	13	NE Front St	Boardman Avenue	East	25	2	Yes	6	Good	No Buffer	5	Auto-oriented commercial	5	1	2	2	3	3	2
	14	Boardman Avenue	Columbia Avenue	West	25	2	Yes	6	Good	No Buffer	5	Residential	5	1	2	2	1	2	2
	15	Boardman Avenue	Columbia Avenue	East	25	2	Yes	6	Good	No Buffer	5	Residential	5	1	2	2	1	2	2
	16	Columbia Avenue	Marine Dr	West	25	2	No	0	No Sidewalk	No Buffer	5	Residential	5	4	2	2	1	4	2
	17	Columbia Avenue	Marine Dr	West	25	2	No	0	No Sidewalk	No Buffer	5	Residential	5	4	2	2	1	4	2
Marine Dr	18	Marina Park	River Lodge Road	North	25	2	No	0	No Sidewalk	No Buffer	1	Residential	0	4	2	2	1	4	1
	19	Marina Park	N Main Street	South	25	2	No	0	No Sidewalk	No Buffer	4	Residential	0	4	2	2	1	4	1
	20	N Main Street	River Lodge Road	South	25	2	Yes	0	No Sidewalk	No Buffer	1	Park	0	4	2	2	1	4	1
	21	River Lodge Road	Ullman Blvd	South	40	2	No	6	Good	Vertical	3	Light Industrial	3	2	2	2	3	3	3
	22	River Lodge Road	Ullman Blvd	North	40	2	No	6	Good	No Buffer	5	Light Industrial	5	2	4	2	3	4	3
Kunze Ln	23	Paul Smith Rd	Main St	South	45	2	No	0	No Sidewalk	No Buffer	5	Residential	0	4	4	2	1	4	3
	24	Paul Smith Rd	Main St	North	45	2	No	0	No Sidewalk	No Buffer	5	Residential	0	4	4	2	1	4	3
	25	Main St	Olson Rd	South	45	2	No	0	No Sidewalk	No Buffer	0	Mixed Use	0	4	4	2	1	4	3
	26	Main St	Olson Rd	North	45	2	No	0	No Sidewalk	No Buffer	0	Mixed Use	0	4	4	2	1	4	3
Paul Smith Rd	27	Kunze Ln	Wilson Rd	East	40	2	No	0	No Sidewalk	No Buffer	1	Residential	0	4	4	2	1	4	3
Wilson Rd	28	Paul Smith Rd	Faler Rd	South	30	2	Yes	0	No Sidewalk	No Buffer	4	Residential	0	4	3	2	1	4	2
	29	Paul Smith Rd	Faler Rd	North	30	2	Yes	0	No Sidewalk	No Buffer	4	Residential	0	4	3	2	1	4	1
	30	Faler Rd	Anthony Dr	South	20	2	Yes	5	Good	No Buffer	8	Residential	0	2	2	2	1	2	1
	31	Faler Rd	Locust Rd	North	20	2	Yes	10	Fair	Vertical	5	Residential	0	1	1	2	1	2	1
	32	Anthony Dr	Tatone St	South	20	2	Yes	10	Good	No Buffer	18	Residential	0	1	2	1	1	2	1
	33	Locust Rd	Tatone St	North	20	2	Yes	10	Fair	Vertical	5	Residential	0	1	1	2	1	2	1
	34	Tatone St	S Main St	South	30	2	Yes	0	No Sidewalk	No Buffer	4	Residential	0	4	3	2	1	4	2
	35	Tatone St	S Main St	North	30	2	Yes	10	Fair	Vertical	5	Residential	0	1	1	2	1	2	1
	36	S Main St	Anderson Rd	South	30	2	No	0	No Sidewalk	No Buffer	3	Residential	0	4	3	2	1	4	2
	37	S Main St	Anderson Rd	North	30	2	No	10	Fair	Vertical	5	Strip Commercial	0	2	1	2	2	2	1
	38	Anderson Ave	Olson Rd	South	30	2	No	0	No Sidewalk	No Buffer	3	Residential	0	4	3	2	1	4	2
	39	Anderson Ave	Olson Rd	North	30	2	No	0	No Sidewalk	No Buffer	3	Residential	0	4	3	2	1	4	2
Anderson Rd	40	Wilson Rd	Oregon Trail Blvd	West	25	2	Yes	0	No Sidewalk	No Buffer	0	Residential	0	4	2	2	1	4	1
	41	Wilson Rd	Oregon Trail Blvd	East	25	2	Yes	0	No Sidewalk	No Buffer	0	Residential	0	4	2	2	1	4	1
Paul Smith Rd	42	Wilson Rd	UGB	East	20	2	No	0	No Sidewalk	No Buffer	0	Residential	0	4	2	2	1	4	1
Oregon Trail Blvd	43	S Main St	1st St	North	25	2	Yes	0	No Sidewalk	No Buffer	0	Strip Commercial	0	4	2	2	2	4	1
	44	S Main St	Anderson Rd	South	25	2	Yes	0	No Sidewalk	No Buffer	0	Strip Commercial	0	4	2	2	2	4	1
	45	1st St	road end	North	25	2	Yes	0	No Sidewalk	No Buffer	0	Residential	0	4	2	2	1	4	1
	46	Anderson Rd	road end	South	25	2	Yes	6	Good	No Buffer	0	Residential	0	1	2	2	1	2	1
1st St	47	Oregon Trail Blvd	road end	West	20	2	No	6	Good	No Buffer	5	Strip Commercial	5	2	2	2	2	2	2
	48	Oregon Trail Blvd	road end	East	20	2	No	6	Good	No Buffer	5	Strip Commercial	5	2	2	2	2	2	2
Front St	49	1st St NE	2nd Ave NE	North	25	2	No	0	No Sidewalk	No Buffer	10	Strip Commercial	0	4	2	1	2	4	1
	50	2nd Ave NE	Olson Rd	North	25	2	Yes	0	No Sidewalk	No Buffer	10	Strip Commercial	0	4	2	1	2	4	1
Boardman Avenue	51	N Main Street	School Dwy	North	20	2	Yes	6	Good	No Buffer	0	Residential	0	1	2	2	1	2	1
	52	N Main Street	2nd Ave NE	South	20	2	Yes	0	No Sidewalk	No Buffer	0	Strip Commercial	0	4	2	2	2	4	1
	53	School Dwy	3rd St NE	North	20	2	Yes	0	No Sidewalk	No Buffer	0	Residential	0	4	2	2	1	4	1
	54	2nd Ave NE	3rd St NE	South	20	2	Yes	0	No Sidewalk	No Buffer	0	Residential	0	4	2	2	1	4	1
Olson Road	55	Front St	Columbia Ave	West	25	3	Yes	0	No Sidewalk	No Buffer	1	Light Industrial	0	4	2	3	3	4	1
	56	Front St	Columbia Ave	East	25	3	Yes	6	Good	No Buffer	4	Parks and Public Facilities	0	1	2	3	1	3	1
Columbia Avenue	57	N Main Street	Midblock Crossing	North	35	2	Yes	0	No Sidewalk	No Buffer	7	Residential	0	4	3	2	1	4	2
	58	N Main Street	Midblock Crossing	South	35	2	Yes	6	Good	Landscape with trees	8	Residential	0	1	1	2	1	2	2
	59	Midblock Crossing	Eldridge Ln	North	35	2	Yes	6	Good	Solid surface	7	Residential	0	1	2	2	1	2	2
	60	Midblock Crossing	2nd St	South	35	2	Yes	0	No Sidewalk	No Buffer	0	Residential	0	4	3	2	1	4	2
	61	Eldridge Ln	Olson Rd	North	40	3	No	6	Good	Solid surface	12	Light Industrial	0	2	2	2	3	3	3
	62	2nd St	Olson Rd	South	40	3	No	0	No Sidewalk	No Buffer	1	Light Industrial	0	4	4	3	3	4	3
	63	Olson Rd	Laurel Ln	North	40	4	Yes	5	Good	Solid surface	10	Heavy Industrial	0	2	2	2	4	4	4
	64	Olson Rd	Laurel Ln	South	40	4	Yes	0	No Sidewalk	No Buffer	7	Heavy Industrial	0	4	4	4	4	4	4
	65	Laurel Ln	UGB	North	40	4	Yes	5	Good	No Buffer	10	Heavy Industrial	0	2	4	2	4	4	4
	66	Laurel Ln	UGB	South	40	4	Yes	0	No Sidewalk	No Buffer	10	Heavy Industrial	0	4	4	2	4	4	4
Laurel Ln	67	Columbia Blvd	I84 EB off ramp	West	35	2	No	0	No Sidewalk	No Buffer	6	Freeway Interchanges	0	4	3	2	4	4	2
	68	Columbia Blvd	I84 EB off ramp	East	35	2	No	0	No Sidewalk	No Buffer	6	Freeway Interchanges	0	4	3	2	4	4	2
	69	I84 EB off ramp	UGB	West	35	2	No	0	No Sidewalk	No Buffer	2	Light Industrial	0	4	3	2	3	4	2

	70	I84 EB off ramp	UGB	East	35	2	No	0	No Sidewalk	No Buffer	2	Light Industrial	0	4	3	2	3	4	2
Ulman Blvd	71	Marine Dr	Columbia Blvd	West	30	2	Yes	0	No Sidewalk	No Buffer	1	Heavy Industrial	0	4	3	2	4	4	2
	72	Marine Dr	Columbia Blvd	East	30	2	Yes	0	No Sidewalk	No Buffer	1	Heavy Industrial	0	4	3	2	4	4	2
Olson Road	73	Eldridge Ln	Columbia Blvd	West	25	2	Yes	0	No Sidewalk	No Buffer	1	Heavy Industrial	0	4	2	2	4	4	1
	74	Eldridge Ln	Columbia Blvd	East	25	2	Yes	0	No Sidewalk	No Buffer	0	Heavy Industrial	0	4	2	2	4	4	1
Eldridge Ln	75	Columbia Blvd	Olson Road	North	20	2	No	0	No Sidewalk	No Buffer	0	Heavy Industrial	0	4	2	2	4	4	1
	76	Columbia Blvd	Olson Road	South	20	2	No	0	No Sidewalk	No Buffer	0	Heavy Industrial	0	4	2	2	4	4	1
x Road (riverfront)	77	Marine Dr	x Road	West	20	3	Yes	0	No Sidewalk	No Buffer	1	Auto-oriented commercial	0	4	2	3	3	4	1
	78	Marine Dr	x Road	East	20	3	Yes	0	No Sidewalk	No Buffer	1	Auto-oriented commercial	0	4	2	3	3	4	1
Faler Rd	79	Wilson Rd	Mt Hood Ave	West	20	2	No	0	No Sidewalk	No Buffer	0	Residential	0	4	2	2	1	4	1
	80	Wilson Rd	Mt Hood Ave	East	20	2	No	0	No Sidewalk	No Buffer	0	Residential	0	4	2	2	1	4	1
	81	Mt Hood Ave	End (North)	West	20	2	Yes	0	No Sidewalk	No Buffer	0	Residential	0	4	2	2	1	4	1
	82	Mt Hood Ave	End (North)	East	20	2	Yes	0	No Sidewalk	No Buffer	0	Residential	0	4	2	2	1	4	1
Mt Hood Ave	83	Faler Rd	Willow Fork Dr	North	20	2	Yes	5	Good	Landscaped	0	Residential	0	2	1	2	1	2	1
	84	Faler Rd	Willow Fork Dr	South	20	2	Yes	5	Good	Landscaped	0	Residential	0	2	1	2	1	2	1
Willow Fork Dr	85	Kinkade Rd	Locust Rd	South	25	2	Yes	5	Good	No Buffer	0	Residential	0	2	2	2	1	2	1
	86	Kinkade Rd	Locust Rd	North	25	2	Yes	5	Good	No Buffer	0	Residential	0	2	2	2	1	2	1
Kinkade Rd	87	Willow Fork Dr	Locust Rd	South	25	2	Yes	5	Good	No Buffer	0	Residential	0	2	2	2	1	2	1
	88	Willow Fork Dr	Main St	North	25	2	Yes	5	Good	No Buffer	0	Neighborhood commericial	0	2	2	2	1	2	1
Locust Rd	89	Willow Fork Dr	Wilson Rd	West	25	2	Yes	6	Good	No Buffer	0	Residential	0	1	2	2	1	2	1
	90	Willow Fork Dr	Wilson Rd	East	25	2	Yes	6	Good	No Buffer	0	Residential	0	1	2	2	1	2	1
	91	Willow Fork Dr	Kinkade Rd	West	25	2	Yes	6	Good	No Buffer	0	Residential	0	1	2	2	1	2	1
	92	Willow Fork Dr	Kinkade Rd	East	25	2	Yes	6	Good	No Buffer	0	Residential	0	1	2	2	1	2	1
Willow Fork Dr	93	Locust Rd	Main St	South	25	2	Yes	6	Good	No Buffer	0	Neighborhood commericial	0	1	2	2	1	2	1
	94	Locust Rd	Main St	North	25	2	Yes	6	Good	No Buffer	0	Neighborhood commericial	0	1	2	2	1	2	1
Kinkade Rd	95	Locust Rd	Main St	South	25	2	Yes	5	Good	No Buffer	0	Neighborhood commericial	0	2	2	2	1	2	1
Boardman Avenue	96	Main St	3rd St NW	North	25	2	Yes	0	No Sidewalk	No Buffer	10	Residential/Commercial/Park	0	4	2	1	1	4	1
	97	Main St	3rd St NW	South	25	2	Yes	4	Fair	No Buffer	10	Residential/Commercial	0	2	2	1	1	2	1
	98	3rd St NW	Allen Ct	West	25	2	Yes	0	No Sidewalk	No Buffer	6	Residential	6	4	2	2	1	4	3
	99	3rd St NW	Allen Ct	East	25	2	Yes	0	No Sidewalk	No Buffer	6	Residential	6	4	2	2	1	4	3
	100	Allen Ct	N Main St	North	25	2	Yes	5	Fair	No Buffer	0	Residential	0	2	2	2	1	2	1
	101	Allen Ct	N Main St	South	25	2	Yes	5	Fair	No Buffer	0	Residential	0	2	2	2	1	2	1