

Attachments

- A. Land Use Projections and Trip Generation Estimate
- B. Development Generated Volumes
- C. Future Traffic Operations Worksheets

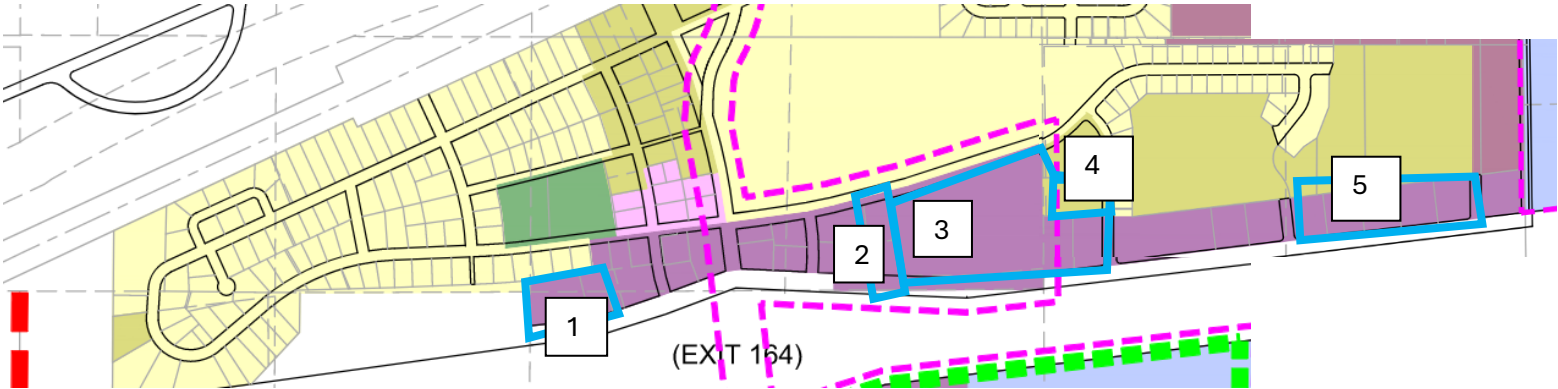
Attachment A – Land Use Projections and Trip Generation Estimate

CITY ZONING

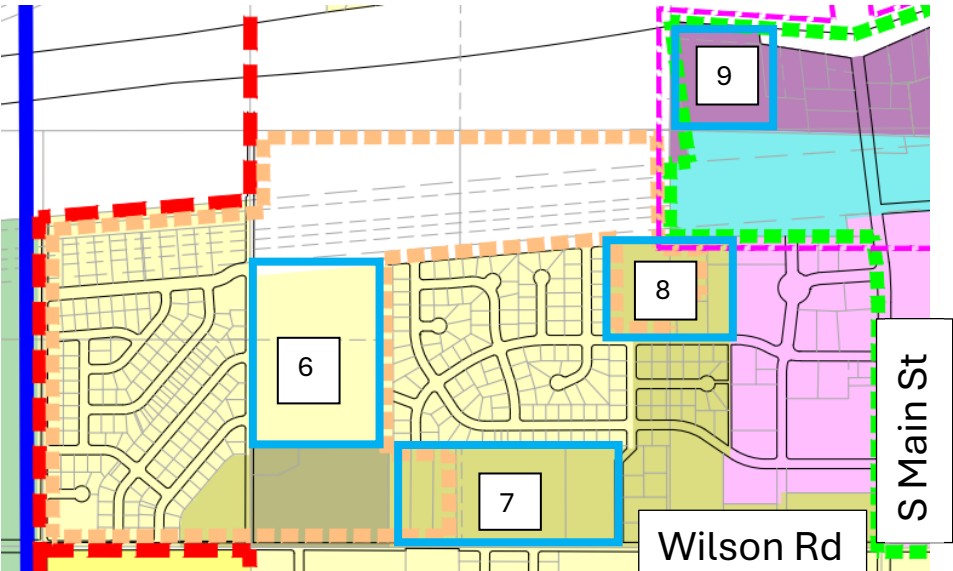
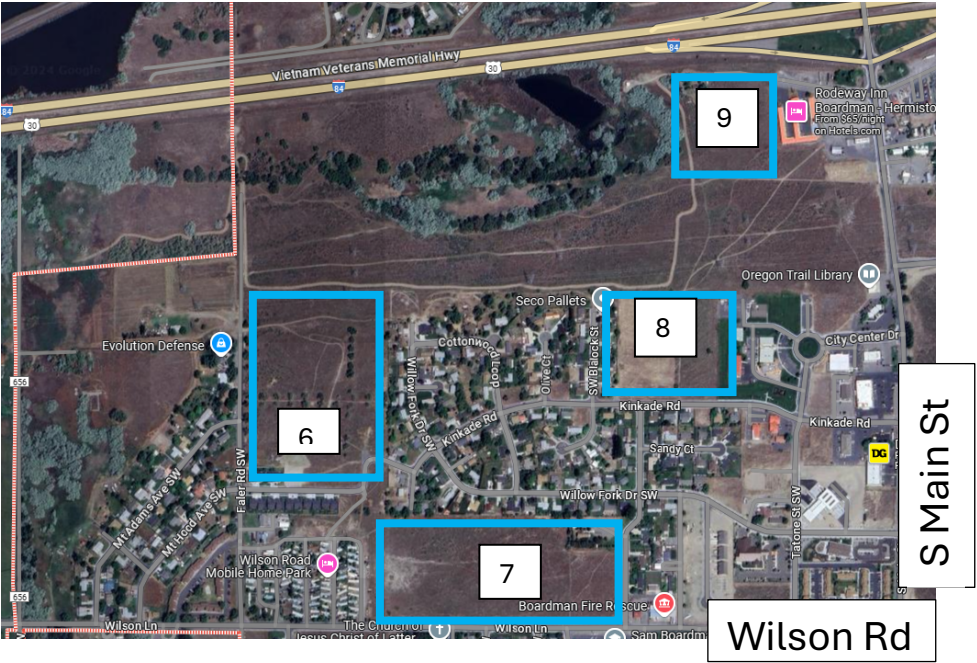
COMMERCIAL	RESIDENTIAL
COMMERCIAL - HWY SUB DISTRICT	RESIDENTIAL (SUNRIDGE TERRACE SUB DISTRICT)
LIGHT INDUSTRIAL	RESIDENTIAL (MULTIFAMILY SUB DISTRICT)
GENERAL INDUSTRIAL	RESIDENTIAL (MANUFACTURED HOME SUB DISTRICT)
BPA TRANSMISSION LINE EASEMENT SUB DISTRICT	FUTURE URBAN
SERVICE CENTER	

COUNTY ZONING

GENERAL INDUSTRIAL - COUNTY	SMALL FARM (40 ACRES) - COUNTY
SUBURBAN RESIDENTIAL (1 ACRE) - COUNTY	EXCLUSIVE FARM USE - COUNTY
FARM RESIDENTIAL (2 ACRES) - COUNTY	PORT INDUSTRIAL

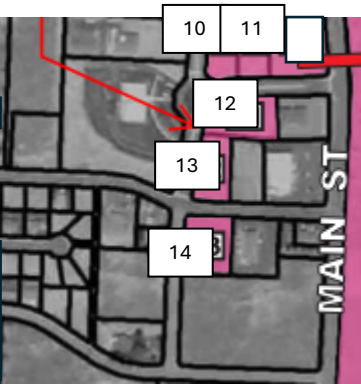


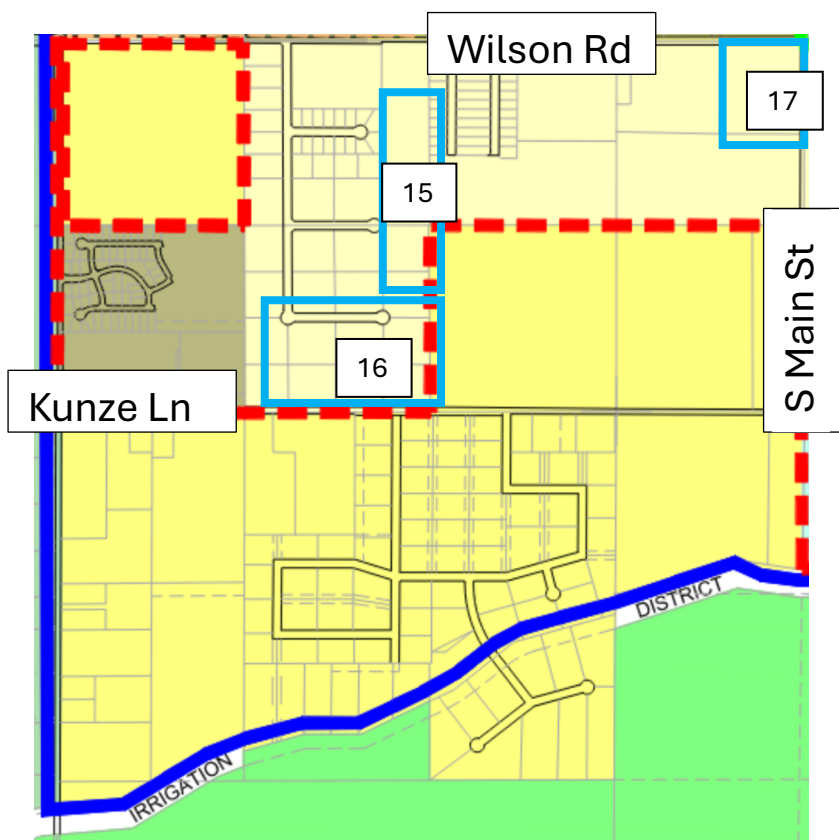
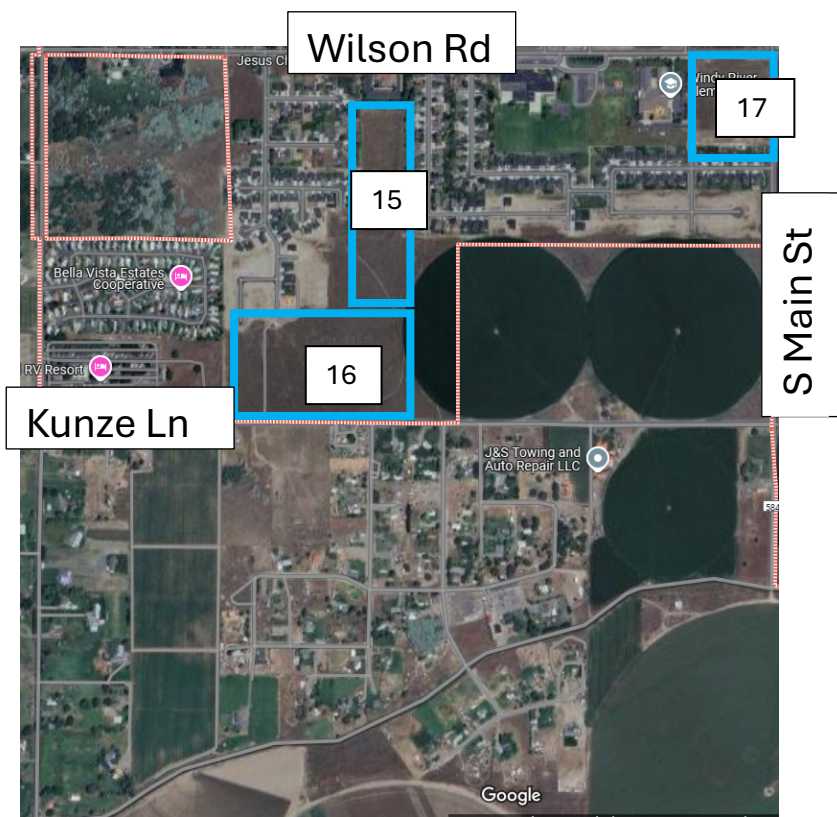
- 1- Motel – 60 rooms
- 2- Fast Food Restaurant – 3,000 SF
- 3- Fast Food Restaurant (High Turnover)– 5,000 SF
- 4- Multi-Family Residential – 25 units
- 5- Motel – 200 rooms



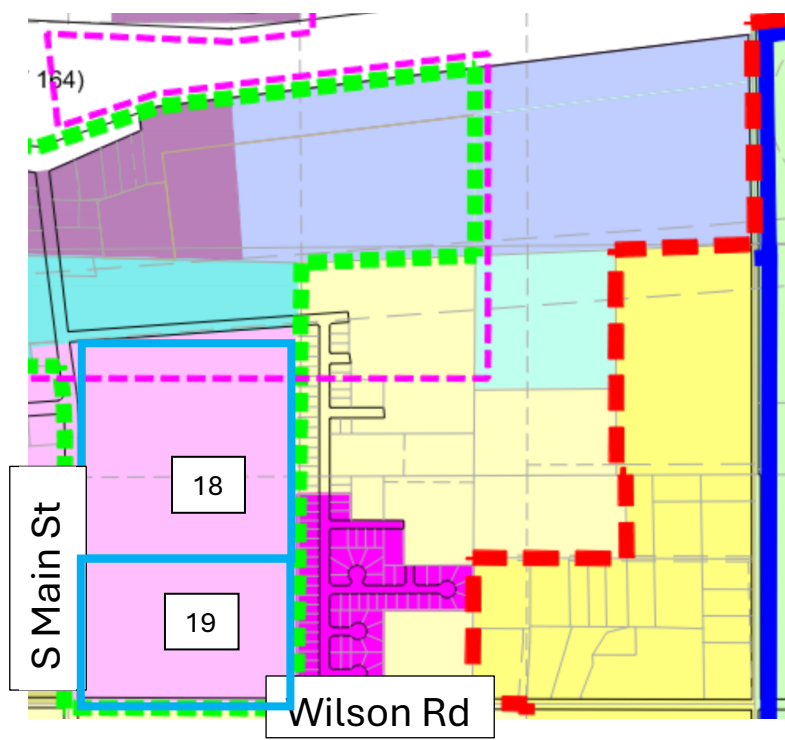
- 6- Single Family Residential – 64 units
- 7- Multi-Family Residential - 397 units
- 8- Multi-Family Residential – 165 units
- 9- Motel – 70 rooms
RV Park - 20 campsites
Restaurant – 15,000 SF

10	Office	5,000 square feet
11	Office	5,000 square feet
12	Office	5,000 square feet
13	Clinic	5,000 square feet
14	Medical/Dental	10,000 square feet

A map showing the location of medical facilities 10, 11, 12, 13, and 14 along Main St. The facilities are numbered and color-coded: 10 and 11 are pink, 12 is pink, 13 is pink, and 14 is pink. The map shows the layout of the streets and the location of the facilities relative to Main St.



- 15- Single Family Residential – 31 units
- 16- Single Family Residential – 58 units
- 17- Single Family Residential – 22 units



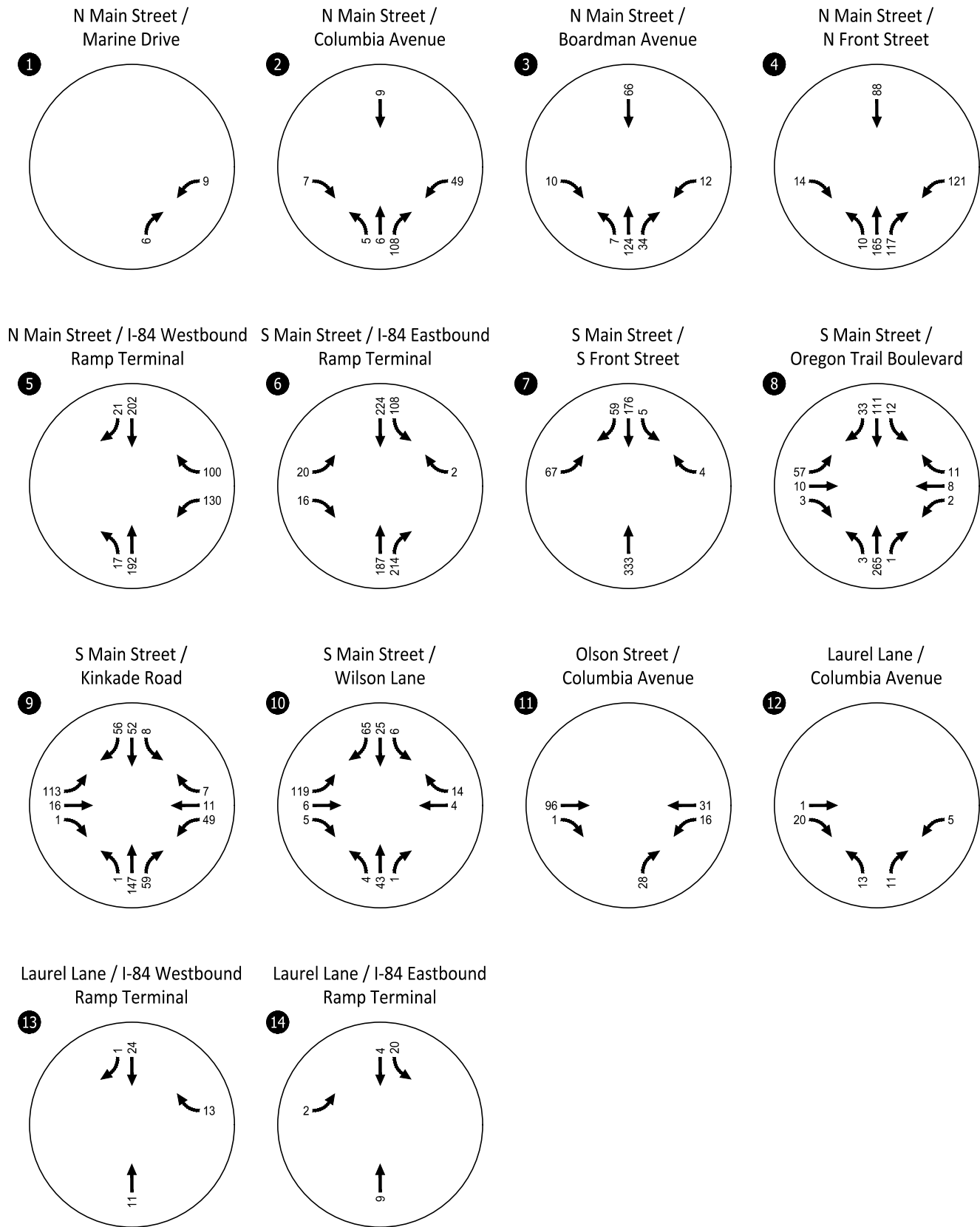
18-Shopping Center – 40,000 S
19- Housing (Multi Family) – 120 Units

Lot Number	Land Use	ITE Code	Size (SF/units)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
					Total	In	Out	Total	In	Out
1	Motel	320	60	188	24	10	14	25	14	11
2	Fast Food Restaurant with Drive through ¹	934	3000	1052	114	59	55	115	59	56
3	Fast Food Restaurant (High turnover) ¹	932	5,000	402	51	29	22	62	32	30
4	Multi Family Residential	220	25	236	37	9	28	45	28	17
5	Motel	320	200	695	80	33	47	82	45	37
6	Single Family Residential	210	64	669	53	14	39	69	44	25
7	Multi Family Residential	220	397	2620	167	40	127	202	125	77
8	Multi Family Residential	220	165	1133	86	21	65	104	64	40
9	Motel	320	70	224	28	11	17	29	16	13
	RV Park	416	20	-	7	3	4	8	5	3
	Fast Food Restaurant (High turnover) ¹	932	15,000	1206	154	88	66	184	94	90
10	Office	710	5,000	86	13	11	2	14	2	12
11	Office	710	5,000	86	13	11	2	14	2	12
12	Office	710	5,000	86	13	11	2	14	2	12
13	Clinic	630	5,000	214	29	17	12	34	16	18
14	Medical/Dental	720	10,000	322	38	22	16	43	17	26
15	Single Family Residential	210	31	344	29	8	21	35	22	13
16	Single Family Residential	210	58	611	48	12	36	63	40	23
17	Single Family Residential	210	22	251	23	6	17	25	16	9
18	Shopping Plaza ²	821	40,000	2919	183	96	88	253	124	129
19	Multi Family Residential	220	120	845	70	17	53	85	53	32

¹The number of trips was reduced by 25% to account for local trips.

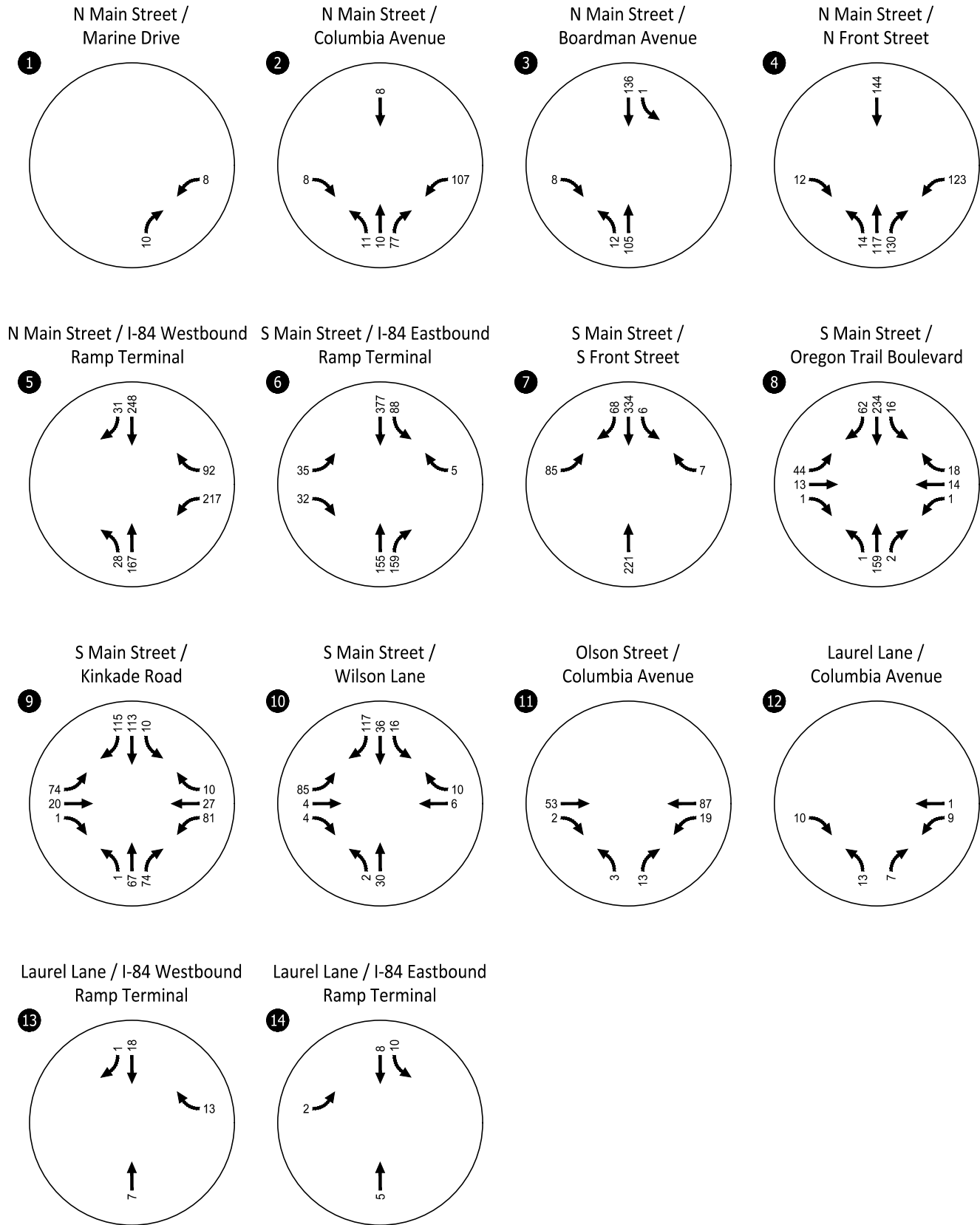
²The number of trips was reduced by 35% to account for local trips.

Attachment B – Development Generated Volumes



Year 2045 Trip Assignment
Weekday AM Peak Hour
Boardman, Oregon

Figure
1



Year 2045 Trip Assignment
Weekday PM Peak Hour
Boardman, Oregon

Figure
2

Attachment C – Future Traffic Operations Worksheet

Vistro File: H:\...\30287_Vistro.vistro

Report File: H:\...\2045 AM.pdf

Scenario 3 2045 AM

1/12/2025

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 Left	0.305	13.8	B
3	Main St/Boardman Ave	Two-way stop	HCM 7th Edition	WB Left	1.026	196.8	F
4	Main St/Front St NE	Two-way stop	HCM 7th Edition	WB Left	2.460	784.9	F
5	Main St/I-84 WB Ramp Terminal	Two-way stop	HCM 7th Edition	WB Left	3.329	1,143.0	F
6	Main St/I-84 EB Ramp Terminal	Two-way stop	HCM 7th Edition	EB Left	2.462	1,082.2	F
7	Main St/Front St SE	Two-way stop	HCM 7th Edition	EB Left	1.675	498.8	F
8	Main St/Oregon Trail Blvd	Two-way stop	HCM 7th Edition	EB Left	0.539	69.8	F
9	Main St/Kinkade Rd	Two-way stop	HCM 7th Edition	EB Left	0.870	94.5	F
10	Main St/Wilson Ln	All-way stop	HCM 7th Edition	EB Left	0.570	13.5	B
11	Olson Rd/Columbia Ave	Two-way stop	HCM 7th Edition	WB Left	0.076	11.3	B
12	Laurel Ln/Columbia Ave	Two-way stop	HCM 7th Edition	WB Left	1.699	400.9	F
13	Laurel Ln/I-84 WB Ramp Terminal	Two-way stop	HCM 7th Edition	WB Left	0.298	138.1	F
14	Laurel Ln/I-84 EB Ramp Terminal	Two-way stop	HCM 7th Edition	EB Left	0.567	44.3	E

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
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.8
 Level Of Service: B
 Volume to Capacity (v/c): 0.305

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]	9	46	176	6	46	3	2	4	16	133	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]	9	46	176	6	46	3	2	4	16	133	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]	3	16	61	2	16	1	1	1	6	46	2	4
Total Analysis Volume [veh/h]	13	64	244	8	64	4	3	6	22	185	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	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.02	0.30	0.01	0.02
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.87	0.00	0.00	11.03	12.62	9.02	13.84	13.83	12.20
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	0.13	0.13	0.13	1.48	1.48	1.48
95th-Percentile Queue Length [ft/ln]	0.64	0.00	0.00	0.48	0.00	0.00	3.17	3.17	3.17	36.98	36.98	36.98
d_A, Approach Delay [s/veh]	0.30			0.83			9.91			13.71		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	5.23											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 3: Main St/Boardman Ave

Control Type:	Two-way stop	Delay (sec / veh):	196.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.026

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]	52	228	201	20	178	30	17	12	48	106	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]	52	228	201	20	178	30	17	12	48	106	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]	19	84	74	7	65	11	6	4	18	39	8	8
Total Analysis Volume [veh/h]	76	335	296	29	262	44	25	18	71	156	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	0.06	0.00	0.00	0.03	0.00	0.00	0.15	0.10	0.10	1.03	0.14	0.05
d_M, Delay for Movement [s/veh]	8.27	0.00	0.00	9.15	0.00	0.00	32.92	30.24	15.61	196.82	189.97	179.51
Movement LOS	A	A	A	A	A	A	D	D	C	F	F	F
95th-Percentile Queue Length [veh/ln]	0.21	0.00	0.00	0.10	0.00	0.00	1.51	1.51	1.51	11.90	11.90	11.90
95th-Percentile Queue Length [ft/ln]	5.17	0.00	0.00	2.50	0.00	0.00	37.83	37.83	37.83	297.39	297.39	297.39
d_A, Approach Delay [s/veh]	0.89			0.79			21.72			193.39		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	33.14											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 4: Main St/Front St NE

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 784.9
 Level Of Service: F
 Volume to Capacity (v/c): 2.460

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]	41	474	173	5	348	5	13	6	57	158	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]	41	474	173	5	348	5	13	6	57	158	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]	14	158	58	2	116	2	4	2	19	53	0	4
Total Analysis Volume [veh/h]	55	632	231	7	464	7	17	8	76	211	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	0.05	0.01	0.00	0.01	0.00	0.00	0.15	0.07	0.13	2.46	0.01	0.04
d_M, Delay for Movement [s/veh]	8.59	0.00	0.00	10.30	0.00	0.00	44.49	42.73	12.11	784.95	768.28	752.12
Movement LOS	A	A	A	B	A	A	E	E	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.03	0.00	0.00	0.76	0.76	0.45	21.09	21.09	21.09
95th-Percentile Queue Length [ft/ln]	4.11	0.00	0.00	0.77	0.00	0.00	19.10	19.10	11.19	527.13	527.13	527.13
d_A, Approach Delay [s/veh]	0.51			0.15			19.99			782.70		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	104.55											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 5: Main St/I-84 WB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	1,143.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.329

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]	37	531	0	0	510	53	0	0	0	245	1	157
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]	37	531	0	0	510	53	0	0	0	245	1	157
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]	12	170	0	0	163	17	0	0	0	79	0	50
Total Analysis Volume [veh/h]	47	681	0	0	654	68	0	0	0	314	1	201
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	0.06	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	3.33	0.01	0.47
d_M, Delay for Movement [s/veh]	9.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1142.98	1137.37	1113.28
Movement LOS	A	A			A	A				F	F	F
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.30	49.30	49.30
95th-Percentile Queue Length [ft/ln]	2.01	2.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1232.41	1232.41	1232.41
d_A, Approach Delay [s/veh]	0.62			0.00			0.00			1131.40		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	297.18											
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):	1,082.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.462

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	533	319	173	582	0	33	0	24	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	533	319	173	582	0	33	0	24	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	165	98	53	180	0	10	0	7	0	0	0
Total Analysis Volume [veh/h]	0	658	394	214	719	0	41	0	30	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	0.01	0.00	0.35	0.01	0.00	2.46	0.00	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.25	0.00	0.00	1082.21	1059.01	874.90	0.00	0.00	0.00
Movement LOS		A	A	B	A		F	F	F			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.46	0.46	0.00	8.50	8.50	8.50	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	11.58	11.58	0.00	212.62	212.62	212.62	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			2.58			994.62			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	35.52											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 7: Main St/Front St SE

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 498.8
 Level Of Service: F
 Volume to Capacity (v/c): 1.675

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	760	13	24	523	59	71	0	0	14	0	24
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	760	13	24	523	59	71	0	0	14	0	24
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	235	4	7	161	18	22	0	0	4	0	7
Total Analysis Volume [veh/h]	0	938	16	30	646	73	88	0	0	17	0	30
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	0.04	0.01	0.00	1.68	0.00	0.00	0.24	0.00	0.09
d_M, Delay for Movement [s/veh]	9.04	0.00	0.00	10.19	0.00	0.00	498.79	470.92	438.23	70.87	62.56	17.54
Movement LOS	A	A	A	B	A	A	F	F	F	F	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.13	0.00	0.00	8.37	8.37	8.37	0.84	0.84	0.31
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.24	0.00	0.00	209.35	209.35	209.35	20.97	20.97	7.77
d_A, Approach Delay [s/veh]	0.00			0.41			498.79			36.83		
Approach LOS	A			A			F			E		
d_I, Intersection Delay [s/veh]	24.99											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 8: Main St/Oregon Trail Blvd

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 69.8
 Level Of Service: F
 Volume to Capacity (v/c): 0.539

Intersection Setup

Name	Main St			Main St						Oregon Trail Blvd		
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			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Main St			Main St						Oregon Trail Blvd		
Base Volume Input [veh/h]	3	604	1	23	402	33	57	10	3	2	8	34
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	4.00	0.00	18.00	5.00	0.00	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]	3	604	1	23	402	33	57	10	3	2	8	34
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	174	0	7	116	9	16	3	1	1	2	10
Total Analysis Volume [veh/h]	3	694	1	26	462	38	66	11	3	2	9	39
Pedestrian Volume [ped/h]	0			0			0			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	0.01	0.00	0.03	0.00	0.00	0.54	0.06	0.01	0.01	0.05	0.09
d_M, Delay for Movement [s/veh]	8.35	0.00	0.00	9.36	0.00	0.00	69.84	61.68	46.57	33.60	28.94	15.53
Movement LOS	A	A	A	A	A	A	F	F	E	D	D	C
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.04	0.04	0.04	3.14	3.14	3.14	0.56	0.56	0.56
95th-Percentile Queue Length [ft/ln]	0.13	0.13	0.13	1.12	1.12	1.12	78.40	78.40	78.40	14.01	14.01	14.01
d_A, Approach Delay [s/veh]	0.04			0.46			67.85			18.67		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	4.90											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 9: Main St/Kinkade Rd

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 94.5
 Level Of Service: F
 Volume to Capacity (v/c): 0.870

Intersection Setup

Name	Main St			Main St			Kinkade Rd					
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			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Main St			Main St			Kinkade Rd					
Base Volume Input [veh/h]	11	421	59	8	261	103	175	16	18	49	11	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 [%]	10.00	5.00	0.00	0.00	5.00	4.00	0.00	0.00	6.00	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]	11	421	59	8	261	103	175	16	18	49	11	7
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	120	17	2	74	29	50	5	5	14	3	2
Total Analysis Volume [veh/h]	13	478	67	9	297	117	199	18	20	56	13	8
Pedestrian Volume [ped/h]	0			0			2			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	0.01	0.00	0.00	0.01	0.00	0.00	0.87	0.07	0.03	0.26	0.05	0.01
d_M, Delay for Movement [s/veh]	8.29	0.00	0.00	8.49	0.00	0.00	94.48	92.84	84.06	28.42	26.58	18.36
Movement LOS	A	A	A	A	A	A	F	F	F	D	D	C
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.02	0.02	8.98	8.98	8.98	1.34	1.34	1.34
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.56	0.40	0.40	0.40	224.53	224.53	224.53	33.45	33.45	33.45
d_A, Approach Delay [s/veh]	0.19			0.18			93.48			27.07		
Approach LOS	A			A			F			D		
d_I, Intersection Delay [s/veh]	18.86											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 10: Main St/Wilson Ln

Control Type: All-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.570

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]	10	125	8	34	61	193	281	29	11	3	48	41
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]	10	125	8	34	61	193	281	29	11	3	48	41
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]	3	35	2	10	17	54	79	8	3	1	13	12
Total Analysis Volume [veh/h]	11	140	9	38	69	217	316	33	12	3	54	46
Pedestrian Volume [ped/h]	0			2			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	606	678	634	625
Degree of Utilization, x	0.26	0.48	0.57	0.17

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.06	2.59	3.59	0.59
95th-Percentile Queue Length [ft]	26.40	64.87	89.85	14.69
Approach Delay [s/veh]	11.06	13.08	15.94	9.91
Approach LOS	B	B	C	A
Intersection Delay [s/veh]	13.48			
Intersection LOS	B			

Intersection Level Of Service Report

Intersection 11: Olson Rd/Columbia Ave

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.076

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	45	8	0	3	3	167	6	43	94	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	45	8	0	3	3	167	6	43	94	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	12	2	0	1	1	45	2	12	26	2
Total Analysis Volume [veh/h]	11	0	49	9	0	3	3	182	7	47	102	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	0.23	0.01	0.08	0.12	0.01
d_M, Delay for Movement [s/veh]	7.40	0.00	0.00	7.90	0.00	0.00	9.91	10.97	8.33	11.27	10.02	9.47
Movement LOS	A	A	A	A	A	A	A	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.02	0.02	0.02	0.01	0.90	0.02	0.24	0.45	0.45
95th-Percentile Queue Length [ft/ln]	0.55	0.55	0.00	0.45	0.45	0.45	0.31	22.40	0.49	6.12	11.36	11.36
d_A, Approach Delay [s/veh]	1.36			5.93			10.86			10.36		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	9.18											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 12: Laurel Ln/Columbia Ave

Control Type:	Two-way stop	Delay (sec / veh):	400.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.699

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	689	0	0	0	0	0	45	97	162	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	9.00	22.00	2.00	2.00	2.00	2.00	4.00	13.00	41.00	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	689	0	0	0	0	0	45	97	162	29	0
Peak Hour Factor	0.8400	0.7000	0.8400	1.0000	1.0000	1.0000	1.0000	0.7000	0.8400	0.7000	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	246	0	0	0	0	0	16	29	58	9	0
Total Analysis Volume [veh/h]	0	984	0	0	0	0	0	64	115	231	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	0.01	0.00	0.00	0.00	0.00	0.00	0.26	0.00	1.70	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	24.65	0.00	400.89	0.00	0.00
Movement LOS		A						C		F		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.01	0.00	16.98	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.19	0.00	424.55	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.00			24.65			400.89		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	73.64											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 13: Laurel Ln/I-84 WB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	138.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.298

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]	49	183	0	0	281	41	0	0	0	59	0	506
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	14.00	2.00	2.00	25.00	67.00	2.00	2.00	2.00	3.00	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]	49	183	0	0	281	41	0	0	0	59	0	506
Peak Hour Factor	0.7200	0.7200	1.0000	1.0000	0.7200	0.7200	1.0000	1.0000	1.0000	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]	17	64	0	0	98	14	0	0	0	20	0	176
Total Analysis Volume [veh/h]	68	254	0	0	390	57	0	0	0	82	0	703
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	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.91
d_M, Delay for Movement [s/veh]	8.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	138.06	137.76	129.66
Movement LOS	A	A			A	A				F	F	F
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27.70	27.70	27.70
95th-Percentile Queue Length [ft/ln]	2.94	2.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	692.47	692.47	692.47
d_A, Approach Delay [s/veh]	1.80			0.00			0.00			130.54		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	66.31											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 14: Laurel Ln/I-84 EB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	44.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

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	135	98	231	109	0	97	0	55	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	9.00	11.00	29.00	4.00	2.00	21.00	0.00	17.00	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	135	98	231	109	0	97	0	55	0	0	0
Peak Hour Factor	1.0000	0.8800	0.8800	0.8800	0.8800	1.0000	0.8800	0.8800	0.8800	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	38	28	66	31	0	28	0	16	0	0	0
Total Analysis Volume [veh/h]	0	153	111	263	124	0	110	0	63	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	0.23	0.00	0.00	0.57	0.00	0.07	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	44.26	43.01	29.77	0.00	0.00	0.00
Movement LOS		A	A	A	A		E	E	D			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.59	0.59	0.00	3.99	3.99	3.99	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	14.84	14.84	0.00	99.64	99.64	99.64	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			5.81			38.98			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	10.91											
Intersection LOS	E											

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Scenario 4 2045 PM

1/12/2025

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	0.030	17.6	C
3	Main St/Boardman Ave	Two-way stop	HCM 7th Edition	WB Left	0.245	39.6	E
4	Main St/Front St NE	Two-way stop	HCM 7th Edition	WB Left	2.576	849.6	F
5	Main St/I-84 WB Ramp Terminal	Two-way stop	HCM 7th Edition	WB Left	5.097	1,933.5	F
6	Main St/I-84 EB Ramp Terminal	Two-way stop	HCM 7th Edition	EB Left	7.587	3,516.7	F
7	Main St/Front St SE	Two-way stop	HCM 7th Edition	EB Left	2.313	818.3	F
8	Main St/Oregon Trail Blvd	Two-way stop	HCM 7th Edition	EB Left	0.627	132.8	F
9	Main St/Kinkade Rd	Two-way stop	HCM 7th Edition	EB Left	1.015	167.4	F
10	Main St/Wilson Ln	All-way stop	HCM 7th Edition	SB Right	0.696	15.2	C
11	Olson Rd/Columbia Ave	Two-way stop	HCM 7th Edition	EB Left	0.003	15.3	C
12	Laurel Ln/Columbia Ave	Two-way stop	HCM 7th Edition	WB Left	0.546	16.8	C
13	Laurel Ln/I-84 WB Ramp Terminal	Two-way stop	HCM 7th Edition	WB Left	0.451	32.0	D
14	Laurel Ln/I-84 EB Ramp Terminal	Two-way stop	HCM 7th Edition	EB Left	0.595	118.9	F

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
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 17.6
 Level Of Service: C
 Volume to Capacity (v/c): 0.030

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]	23	46	160	7	49	1	5	10	23	261	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]	23	46	160	7	49	1	5	10	23	261	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]	7	14	47	2	14	0	1	3	7	77	4	2
Total Analysis Volume [veh/h]	27	54	188	8	58	1	6	12	27	307	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	0.02	0.00	0.00	0.01	0.00	0.00	0.01	0.02	0.03	0.50	0.03	0.01
d_M, Delay for Movement [s/veh]	7.36	0.00	0.00	7.72	0.00	0.00	11.40	12.07	8.86	17.59	17.64	15.88
Movement LOS	A	A	A	A	A	A	B	B	A	C	C	C
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.02	0.00	0.00	0.19	0.19	0.19	3.24	3.24	3.24
95th-Percentile Queue Length [ft/ln]	1.32	0.00	0.00	0.45	0.00	0.00	4.73	4.73	4.73	80.90	80.90	80.90
d_A, Approach Delay [s/veh]	0.74			0.92			10.06			17.55		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	9.17											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 3: Main St/Boardman Ave

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 39.6
 Level Of Service: E
 Volume to Capacity (v/c): 0.245

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]	127	256	42	13	378	29	12	2	91	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]	127	256	42	13	378	29	12	2	91	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]	34	69	11	3	102	8	3	1	24	9	3	2
Total Analysis Volume [veh/h]	137	275	45	14	406	31	13	2	98	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	0.12	0.00	0.00	0.01	0.00	0.00	0.08	0.01	0.16	0.24	0.06	0.01
d_M, Delay for Movement [s/veh]	8.67	0.00	0.00	8.07	0.00	0.00	28.32	25.61	13.16	39.56	33.23	19.50
Movement LOS	A	A	A	A	A	A	D	D	B	E	D	C
95th-Percentile Queue Length [veh/ln]	0.42	0.00	0.00	0.04	0.00	0.00	0.94	0.94	0.94	1.30	1.30	1.30
95th-Percentile Queue Length [ft/ln]	10.44	0.00	0.00	0.90	0.00	0.00	23.38	23.38	23.38	32.48	32.48	32.48
d_A, Approach Delay [s/veh]	2.60			0.25			15.12			34.98		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	4.61											
Intersection LOS	E											

Intersection Level Of Service Report

Intersection 4: Main St/Front St NE

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 849.6
 Level Of Service: F
 Volume to Capacity (v/c): 2.576

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]	79	453	208	6	537	8	7	0	95	188	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]	79	453	208	6	537	8	7	0	95	188	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]	21	123	57	2	146	2	2	0	26	51	1	2
Total Analysis Volume [veh/h]	86	492	226	7	584	9	8	0	103	204	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	0.09	0.00	0.00	0.01	0.01	0.00	0.08	0.00	0.20	2.58	0.04	0.02
d_M, Delay for Movement [s/veh]	9.06	0.00	0.00	9.09	0.00	0.00	42.86	40.18	13.91	849.56	831.83	812.54
Movement LOS	A	A	A	A	A	A	E	E	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.29	0.00	0.00	0.02	0.00	0.00	0.25	0.25	0.75	20.66	20.66	20.66
95th-Percentile Queue Length [ft/ln]	7.25	0.00	0.00	0.60	0.00	0.00	6.19	6.19	18.86	516.50	516.50	516.50
d_A, Approach Delay [s/veh]	0.97			0.11			16.00			847.95		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	107.32											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 5: Main St/I-84 WB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	1,933.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5.097

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]	48	522	0	0	743	77	0	0	0	400	0	216
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]	48	522	0	0	743	77	0	0	0	400	0	216
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]	13	142	0	0	202	21	0	0	0	109	0	59
Total Analysis Volume [veh/h]	52	567	0	0	808	84	0	0	0	435	0	235
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	0.07	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	5.10	0.00	0.46
d_M, Delay for Movement [s/veh]	9.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1933.51	1927.19	1898.35
Movement LOS	A	A			A	A				F	F	F
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	70.93	70.93	70.93
95th-Percentile Queue Length [ft/ln]	2.23	2.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1773.15	1773.15	1773.15
d_A, Approach Delay [s/veh]	0.83			0.00			0.00			1921.18		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	590.42											
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):	3,516.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	7.587

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	457	335	194	949	0	108	0	99	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	457	335	194	949	0	108	0	99	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	122	89	52	252	0	29	0	26	0	0	0
Total Analysis Volume [veh/h]	0	486	356	206	1010	0	115	0	105	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	0.26	0.01	0.00	7.59	0.00	0.37	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.83	0.00	0.00	3516.73	3496.79	3291.96	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	0.39	0.39	0.00	27.09	27.09	27.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	9.67	9.67	0.00	677.26	677.26	677.26	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			1.66			3409.45			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	330.16											
Intersection LOS	F											

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

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 818.3
 Level Of Service: F
 Volume to Capacity (v/c): 2.313

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	651	32	56	908	83	91	2	2	24	1	49
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	651	32	56	908	83	91	2	2	24	1	49
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	175	9	15	244	22	24	1	1	6	0	13
Total Analysis Volume [veh/h]	5	700	34	60	976	89	98	2	2	26	1	53
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	0.01	0.00	0.07	0.01	0.00	2.31	0.03	0.01	0.53	0.02	0.13
d_M, Delay for Movement [s/veh]	10.48	0.00	0.00	9.73	0.00	0.00	818.35	788.67	745.80	144.57	128.69	14.96
Movement LOS	B	A	A	A	A	A	F	F	F	F	F	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.24	0.00	0.00	10.85	10.85	10.85	2.07	2.07	0.44
95th-Percentile Queue Length [ft/ln]	0.57	0.00	0.00	5.90	0.00	0.00	271.28	271.28	271.28	51.87	51.87	10.90
d_A, Approach Delay [s/veh]	0.07			0.52			816.34			58.50		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	43.30											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 8: Main St/Oregon Trail Blvd

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 132.8
 Level Of Service: F
 Volume to Capacity (v/c): 0.627

Intersection Setup

Name	Main St			Main St						Oregon Trail Blvd		
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			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Main St			Main St						Oregon Trail Blvd		
Base Volume Input [veh/h]	1	527	13	62	685	62	44	13	1	9	14	43
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	9.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
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]	1	527	13	62	685	62	44	13	1	9	14	43
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	139	3	16	180	16	12	3	0	2	4	11
Total Analysis Volume [veh/h]	1	555	14	65	721	65	46	14	1	9	15	45
Pedestrian Volume [ped/h]	0			0			6			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	0.01	0.00	0.06	0.01	0.00	0.63	0.12	0.00	0.11	0.14	0.09
d_M, Delay for Movement [s/veh]	9.32	0.00	0.00	8.63	0.00	0.00	132.79	115.22	92.59	55.19	45.71	19.98
Movement LOS	A	A	A	A	A	A	F	F	F	F	E	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.11	0.11	0.11	3.69	3.69	3.69	1.36	1.36	1.36
95th-Percentile Queue Length [ft/ln]	0.04	0.04	0.04	2.86	2.86	2.86	92.15	92.15	92.15	33.89	33.89	33.89
d_A, Approach Delay [s/veh]	0.02			0.66			128.10			30.17		
Approach LOS	A			A			F			D		
d_I, Intersection Delay [s/veh]	6.75											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 9: Main St/Kinkade Rd

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 167.4
 Level Of Service: F
 Volume to Capacity (v/c): 1.015

Intersection Setup

Name	Main St			Main St			Kinkade Rd					
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			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Main St			Main St			Kinkade Rd					
Base Volume Input [veh/h]	18	306	74	10	407	203	174	20	35	81	27	10
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	2.00	0.00	0.00	2.00	3.00	4.00	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]	18	306	74	10	407	203	174	20	35	81	27	10
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	81	20	3	108	54	46	5	9	22	7	3
Total Analysis Volume [veh/h]	19	326	79	11	433	216	185	21	37	86	29	11
Pedestrian Volume [ped/h]	0			0			3			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	0.02	0.00	0.00	0.01	0.00	0.00	1.01	0.09	0.07	0.47	0.14	0.02
d_M, Delay for Movement [s/veh]	8.97	0.00	0.00	8.11	0.00	0.00	167.38	163.20	154.29	50.07	47.54	35.72
Movement LOS	A	A	A	A	A	A	F	F	F	F	E	E
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.02	0.02	0.02	12.06	12.06	12.06	3.59	3.59	3.59
95th-Percentile Queue Length [ft/ln]	0.83	0.83	0.83	0.49	0.49	0.49	301.42	301.42	301.42	89.79	89.79	89.79
d_A, Approach Delay [s/veh]	0.40			0.14			165.03			48.24		
Approach LOS	A			A			F			E		
d_I, Intersection Delay [s/veh]	31.96											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 10: Main St/Wilson Ln

Control Type: All-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 15.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.696

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]	4	74	10	63	132	269	201	31	8	15	37	73
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]	4	74	10	63	132	269	201	31	8	15	37	73
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	20	3	17	36	73	55	8	2	4	10	20
Total Analysis Volume [veh/h]	4	80	11	68	143	292	218	34	9	16	40	79
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	612	723	607	627
Degree of Utilization, x	0.16	0.70	0.43	0.22

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.55	5.69	2.15	0.81
95th-Percentile Queue Length [ft]	13.68	142.27	53.87	20.30
Approach Delay [s/veh]	9.97	18.57	13.33	10.31
Approach LOS	A	C	B	B
Intersection Delay [s/veh]	15.25			
Intersection LOS	C			

Intersection Level Of Service Report

Intersection 11: Olson Rd/Columbia Ave

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 15.3
 Level Of Service: C
 Volume to Capacity (v/c): 0.003

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]	17	1	34	5	0	0	1	91	10	38	242	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]	17	1	34	5	0	0	1	91	10	38	242	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]	5	0	10	2	0	0	0	28	3	12	75	2
Total Analysis Volume [veh/h]	21	1	42	6	0	0	1	112	12	47	299	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	0.14	0.01	0.07	0.36	0.01
d_M, Delay for Movement [s/veh]	7.23	0.00	0.00	7.67	0.00	0.00	15.34	10.42	8.35	10.54	11.95	11.41
Movement LOS	A	A	A	A	A	A	C	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.01	0.01	0.01	0.01	0.50	0.03	0.22	1.72	1.72
95th-Percentile Queue Length [ft/ln]	0.93	0.93	0.00	0.33	0.33	0.33	0.22	12.58	0.84	5.41	43.10	43.10
d_A, Approach Delay [s/veh]	2.37			7.67			10.26			11.75		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	10.27											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 12: Laurel Ln/Columbia Ave

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 16.8
 Level Of Service: C
 Volume to Capacity (v/c): 0.546

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	198	0	0	0	0	0	32	117	320	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	198	0	0	0	0	0	32	117	320	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	56	0	0	0	0	0	9	33	90	23	0
Total Analysis Volume [veh/h]	0	222	0	0	0	0	0	36	131	360	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	0.05	0.00	0.55	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	10.73	0.00	16.81	0.00	0.00
Movement LOS		A						B		C		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	3.31	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.29	0.00	82.72	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.00			10.73			16.81		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	10.41											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 13: Laurel Ln/I-84 WB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	32.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.451

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]	54	71	0	0	488	39	0	0	0	94	1	127
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]	54	71	0	0	488	39	0	0	0	94	1	127
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]	16	21	0	0	145	12	0	0	0	28	0	38
Total Analysis Volume [veh/h]	64	85	0	0	581	46	0	0	0	112	1	151
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	0.09	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.45	0.00	0.16
d_M, Delay for Movement [s/veh]	10.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31.99	30.58	21.30
Movement LOS	B	A			A	A				D	D	C
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.01	4.01	4.01
95th-Percentile Queue Length [ft/ln]	3.19	3.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.26	100.26	100.26
d_A, Approach Delay [s/veh]	4.38			0.00			0.00			25.87		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	7.19											
Intersection LOS	D											

Intersection Level Of Service Report

Intersection 14: Laurel Ln/I-84 EB Ramp Terminal

Control Type:	Two-way stop	Delay (sec / veh):	118.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

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	98	106	426	156	0	27	3	57	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	98	106	426	156	0	27	3	57	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	30	32	130	48	0	8	1	17	0	0	0
Total Analysis Volume [veh/h]	0	120	129	520	190	0	33	4	70	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	0.40	0.00	0.00	0.60	0.06	0.08	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.85	0.00	0.00	118.90	105.11	58.29	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	1.44	1.44	0.00	4.38	4.38	4.38	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	35.94	35.94	0.00	109.42	109.42	109.42	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			6.48			78.74			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	12.22											
Intersection LOS	F											