

DKS Technical Memo, September 22, 2023

**TABLE 6: 2045 VOLUME FORECASTS**

PEAK HOUR	TURN MOVEMENT VOLUMES					
	NBL	NBR	EBT	EBR	WBL	WBT
A.M. PEAK HOUR	170	540	685	175	190	455
P.M. PEAK HOUR	150	270	930	290	185	405

## FUTURE SCENARIO OPERATIONS ANALYSIS

The following section details the operational results and geometric needs for each future scenario.

### SCENARIO 1: NO BUILD

This scenario shows the operational results of the intersection if no mitigations were made at the intersection in the design year.

No Build traffic operations at the study intersection was determined for the a.m. and p.m. peak hours based on the Highway Capacity Manual (HCM) 6th Edition methodology.<sup>4</sup> The results were then compared with the City of Camas' minimum acceptable operating standards. Table 7 lists the estimated v/c ratio, delay, and LOS of the study intersection. HCM 6 worksheets are included in the appendix. Table 8 shows the 95<sup>th</sup> percentile queuing that would be present under these conditions. Queuing information is obtained by averaging queues for 10 runs of SimTraffic (11<sup>th</sup> edition).

**TABLE 7: SCENARIO 1 (NO BUILD) INTERSECTION OPERATIONS**

INTERSECTION	OPERATING STANDARD	AM PEAK HOUR <sup>A</sup>			PM PEAK HOUR <sup>A</sup>		
		V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS
LAKE ROAD/SIERRA STREET	LOS D	0.29/2.83	11.8/>100	B/F	0.36/3.63	15.4/>100	C/F

<sup>A</sup> Results shown for two way stop controlled intersection are shown as major approach results/minor approach results.

<sup>4</sup> Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.