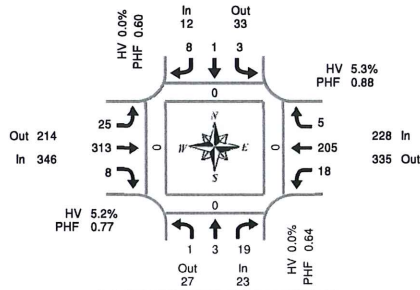


Total Vehicle Summary



Clay Carney
(503) 833-2740



Driveway Access & E Harbor Dr

Wednesday, November 13, 2019

6:00 AM to 9:00 AM

Peak Hour Summary
7:25 AM to 8:25 AM

5-Minute Interval Summary

6:00 AM to 9:00 AM

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	0	1	0	0	0	0	0	0	0	6	1	0	0	6	0	0	0	0	0	0	14
6:05 AM	0	0	1	0	0	0	1	0	0	9	0	0	0	6	0	0	0	0	0	0	17
6:10 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	1	7	0	0	0	0	0	22
6:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	7	0	0	0	0	0	10
6:20 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	5	0	0	0	0	0	12
6:25 AM	0	0	2	0	0	0	0	0	0	13	0	0	0	0	10	0	0	0	0	0	25
6:30 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	0	9	0	0	0	0	0	22
6:35 AM	0	0	1	0	0	0	0	0	2	13	0	0	0	2	12	0	0	0	0	0	30
6:40 AM	0	0	0	0	0	0	1	0	2	14	0	0	0	1	16	0	0	0	0	0	34
6:45 AM	0	0	2	0	0	0	1	0	0	18	0	0	0	0	12	0	0	0	0	1	33
6:50 AM	0	0	0	0	0	0	0	0	1	14	0	0	0	2	14	0	0	0	0	0	31
6:55 AM	0	0	0	0	1	0	0	0	2	12	1	0	0	0	12	0	0	0	0	0	28
7:00 AM	0	0	0	0	1	0	1	0	0	17	1	0	0	0	13	0	0	0	0	0	33
7:05 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	1	15	0	0	0	0	0	28
7:10 AM	0	0	1	0	0	0	0	0	1	21	0	0	0	2	12	0	0	0	0	0	37
7:15 AM	0	0	0	0	1	0	0	0	0	15	0	0	0	0	14	0	0	0	0	0	30
7:20 AM	0	0	0	0	1	0	0	0	0	24	2	0	0	0	20	1	0	0	0	0	48
7:25 AM	0	0	4	0	0	0	0	0	1	24	0	0	0	1	15	0	0	0	0	0	45
7:30 AM	0	0	2	0	0	0	0	0	2	25	0	0	0	2	21	0	0	0	0	0	52
7:35 AM	0	0	0	0	1	1	0	0	1	35	0	0	0	3	13	0	0	0	0	0	54
7:40 AM	0	0	2	0	0	0	0	0	2	40	1	0	0	2	22	0	0	0	0	0	69
7:45 AM	0	0	2	0	0	0	1	0	1	32	0	0	0	2	20	1	0	0	0	0	59
7:50 AM	0	1	1	0	0	0	1	0	3	25	1	0	0	0	18	0	0	0	0	0	50
7:55 AM	0	0	1	0	0	0	1	0	1	14	1	0	0	1	18	0	0	0	0	0	38
8:00 AM	0	0	0	0	0	0	1	0	4	23	0	0	0	0	22	0	0	0	0	0	49
8:05 AM	0	1	0	0	1	0	1	0	4	31	0	0	0	1	9	0	0	0	0	0	31
8:10 AM	1	0	2	0	0	0	1	0	3	24	0	0	0	3	15	2	0	0	0	0	51
8:15 AM	0	0	3	0	1	0	1	0	0	20	1	0	0	2	7	1	0	0	0	0	36
8:20 AM	0	1	2	0	1	0	0	0	3	20	4	1	1	1	24	1	0	0	0	0	57
8:25 AM	1	0	2	0	1	1	0	0	2	20	0	0	4	13	0	0	0	0	0	0	44
8:30 AM	0	0	1	0	0	0	0	0	1	6	0	0	2	10	0	0	0	0	0	0	20
8:35 AM	0	0	4	0	1	1	1	0	2	21	2	1	2	16	2	0	0	0	0	0	52
8:40 AM	0	0	1	0	1	1	1	0	0	22	1	0	2	17	1	0	0	0	0	0	47
8:45 AM	1	0	3	0	0	0	0	0	0	22	1	1	6	16	0	0	0	0	0	0	49
8:50 AM	1	0	3	0	3	0	1	0	0	14	0	0	1	10	1	1	0	0	0	1	34
8:55 AM	1	1	1	0	0	0	2	1	0	22	0	0	1	22	0	0	0	0	0	0	50
Total Survey	5	5	41	1	13	4	18	1	38	661	17	3	48	499	10	0	0	0	0	0	1,359

15-Minute Interval Summary

6:00 AM to 9:00 AM

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	0	1	0	0	0	0	0	0	0	29	1	0	1	19	0	0	0	0	0	0	53
6:15 AM	0	0	2	0	0	0	0	0	0	20	0	0	3	22	0	0	0	0	0	0	47
6:30 AM	0	0	1	0	0	0	1	0	4	49	0	0	3	37	0	0	0	0	0	0	86
6:45 AM	0	0	2	0	1	0	1	0	3	44	1	0	2	38	0	0	0	0	0	0	92
7:00 AM	0	0	4	0	2	0	0	0	1	63	2	0	1	49	1	0	0	0	0	0	123
7:15 AM	0	0	4	0	1	1	0	0	5	100	1	0	7	56	0	0	0	0	0	0	175
7:30 AM	0	1	4	0	0	3	0	0	5	71	2	0	3	57	1	0	0	0	0	0	147
7:45 AM	1	1	2	0	1	0	3	0	11	78	0	0	4	46	2	0	0	0	0	0	149
8:00 AM	1	1	7	0	3	1	1	0	5	60	5	1	7	44	2	0	0	0	0	0	137
8:15 AM	0	0	6	0	2	2	2	0	3	49	3	1	6	43	3	0	0	0	0	0	119
8:30 AM	3	1	7	1	3	0	3	1	0	58	1	1	8	48	1	0	0	0	0	0	133
Total Survey	5	5	41	1	13	4	18	1	38	661	17	3	48	499	10	0	0	0	0	0	1,359

Peak Hour Summary

7:25 AM to 8:25 AM

By Approach	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	23	27	50	0	12	33	45	0	346	214	560	1	228	335	563	0	609	0	0	0	0
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	5.1%	12.5%	5.2%	16.7%	4.4%	10.0%	5.3%	4.9%	0	0	0	0
PHF	0.25	0.75	0.68	0.64	0.38	0.25	0.67	0.60	0.57	0.73	0.40	0.77	0.64	0.85	0.31	0.88	0.84	0	0	0	0

By Movement	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	19	23	3	3	3	3	9	25	313	8	346	18	205	5	228	609
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	5.1%	12.5%	5.2%	16.7%	4.4%	10.0%	5.3%	4.9%
PHF	0.25	0.75	0.68	0.64	0.38	0.25	0.67	0.60	0.57	0.73	0.40	0.77	0.64	0.85	0.31	0.88	0.84

Rolling Hour Summary

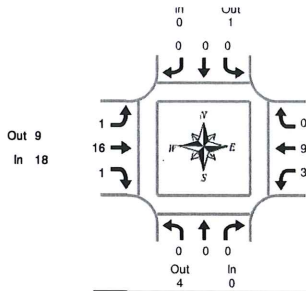
6:00 AM to 9:00 AM

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
6:00 AM	0	1	0	0	1	0	0	0	7	133	2	0	9	116	0	0	0	0	0	0	278
6:15 AM	0	0	0	0	2	0	4	0	8	153	2	0	11	137	0	0	0	0	0	0	323
6:30 AM	0	0	8	0	4	0	4	0	9	196	4	0	9	164	1	0	0	0	0	0	399
6:45 AM	0	0	11	0	4	1	4	0	10	256	5	0	13	163	1	0	0	0	0	0	488
7:00 AM	0	1	13	0	3	1	6	0	12	283	6	0	14	202	2	0	0	0	0	0	543
7:15 AM	1	2	14	0	3	1	7	0	22	312	8	0	15	208	4	0	0	0	0	0	594
7:30 AM	2	3	17	0	4	2	8	0	26	309	9	1	21	263	5	0	0	0	0	0	606
7:45 AM	2	3	19	0	8	3	9	0	24	258	10	2	20	180	8	0	0	0	0	0	562
8:00 AM	5	3	22	1	9	3	9	1	19	245	9	3	25	181	8	0	0	0	0	0	538

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Driveway Access & E Harbor Dr

Wednesday, November 13, 2019

6:00 AM to 9:00 AM

Peak Hour Summary
7:25 AM to 8:25 AM

Heavy Vehicle 5-Minute Interval Summary

6:00 AM to 9:00 AM

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:10 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
6:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:35 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5
6:40 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
6:45 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0	1	3
6:50 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
6:55 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	2
7:05 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
7:10 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:20 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
7:25 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:35 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
7:40 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
7:50 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	3
7:55 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
8:20 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
8:25 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	1	0	2	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4	5
8:40 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
8:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Survey	0	0	2	2	0	0	0	0	1	38	1	40	4	41	0	45	87

Heavy Vehicle 15-Minute Interval Summary

6:00 AM to 9:00 AM

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
6:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4	7
6:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	9	0	9	7
6:45 AM	0	0	1	1	0	0	0	0	0	4	0	4	0	2	0	2	7
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	7	0	7	12
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4	7
7:30 AM	0	0	0	0	0	0	0	0	0	5	0	5	1	2	0	3	8
7:45 AM	0	0	0	0	0	0	0	0	0	6	1	7	0	3	0	3	10
8:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	2	3	0	5	7
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	1	1	0	2	6
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	5	7
8:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	4	0	4	5
Total Survey	0	0	2	2	0	0	0	0	1	38	1	40	4	41	0	45	87

Heavy Vehicle Peak Hour Summary

7:25 AM to 8:25 AM

By Approach	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Total
	In	Out	Total		In	Out	Total		In	Out	Total		In	Out	Total		
Volume	0	4	4		0	1	1		18	9	27		12	16	28		30
PHF	0.00				0.00				0.56				0.50				0.75

By Movement	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	1	18	19	19	3	9	0	12	30
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.50	0.25	0.56	0.38	0.45	0.00	0.50	0.75

Heavy Vehicle Rolling Hour Summary

6:00 AM to 9:00 AM

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	12	0	12	0	12	0	12	25
6:15 AM	0	0	1	1	0	0	0	0	0	16	0	16	0	16	0	16	33
6:30 AM	0	0	1	1	0	0	0	0	0	16	0	16	0	16	0	16	33
6:45 AM	0	0	1	1	0	0	0	0	0	17	0	17	1	15	0	16	34
7:00 AM	0	0	0	0	0	0	0	0	0	19	1	20	1	16	0	17	37
7:15 AM	0	0	0	0	0	0	0	0	1	15	1	17	3	12	0	15	32
7:30 AM	0	0	0	0	0	0	0	0	1	16	1	18	4	9	0	13	31
7:45 AM	0	0	0	0	0	0	0	0	1	13	1	15	3	12	0	15	30
8:00 AM	0	0	1	1	0	0	0	0	1	7	0	8	3	13	0	16	25

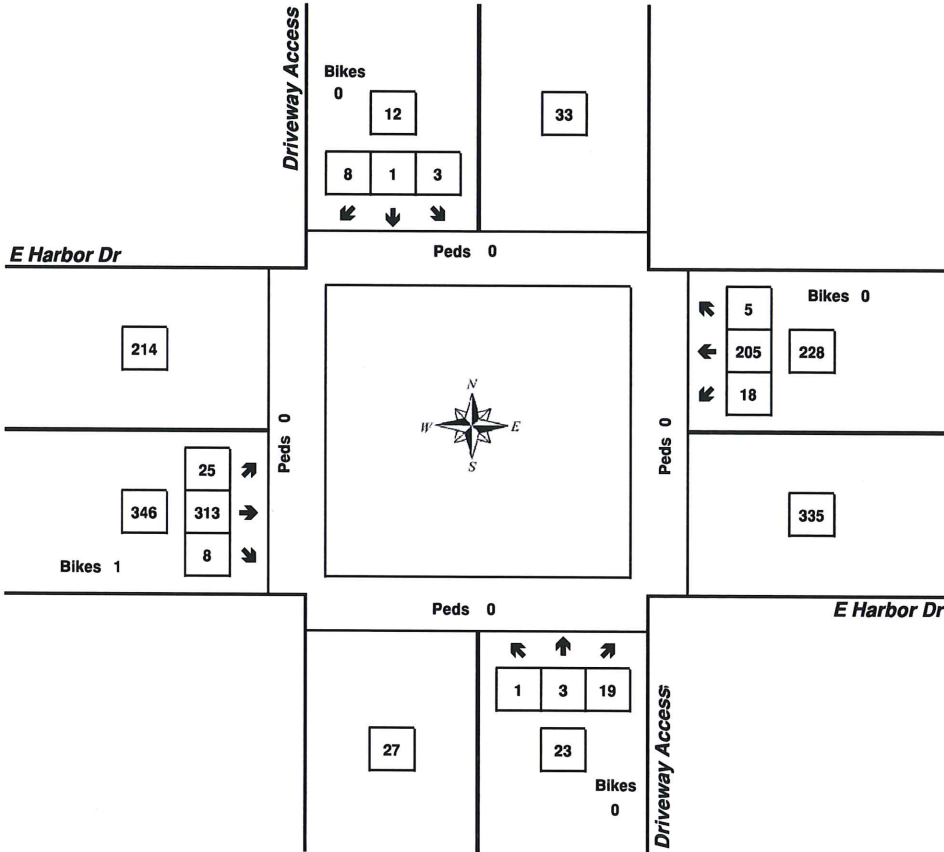
Peak Hour Summary



Clay Carney
(503) 833-2740

Driveway Access & E Harbor Dr

7:25 AM to 8:25 AM
Wednesday, November 13, 2019



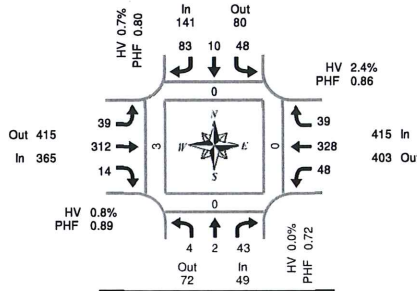
Approach	PHF	HV%	Volume
EB	0.77	5.2%	346
WB	0.88	5.3%	228
NB	0.64	0.0%	23
SB	0.60	0.0%	12
Intersection	0.84	4.9%	609

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

Total Vehicle Summary



Clay Carney
(503) 833-2740



Driveway Access & E Harbor Dr

Wednesday, November 13, 2019

3:00 PM to 6:00 PM

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

5-Minute Interval Summary

3:00 PM to 6:00 PM

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	1	0	3	0	5	0	3	0	4	22	0	0	6	21	0	0	65	0	0	0	0
3:05 PM	0	0	5	0	3	0	2	0	4	29	0	0	5	16	1	0	88	0	0	0	0
3:10 PM	0	1	3	0	2	1	5	0	3	25	1	0	2	27	2	0	92	0	0	0	0
3:15 PM	0	1	6	0	2	2	1	0	3	28	0	0	2	23	0	0	79	0	0	0	0
3:20 PM	0	0	2	0	2	2	1	0	3	27	1	0	5	29	1	0	73	0	0	0	0
3:25 PM	0	0	2	0	5	0	4	0	7	19	2	0	7	30	1	0	77	0	0	0	0
3:30 PM	0	0	1	0	5	1	10	0	3	22	1	0	3	29	2	0	77	0	0	0	0
3:35 PM	0	2	3	0	0	0	6	0	3	34	2	0	5	24	2	0	81	0	0	0	0
3:40 PM	0	2	6	0	2	0	2	0	3	26	1	0	5	28	0	0	75	0	0	0	0
3:45 PM	0	0	3	0	1	0	8	0	3	29	3	0	7	26	4	0	84	0	0	0	0
3:50 PM	0	0	7	0	2	3	5	0	1	25	1	0	3	28	1	0	76	0	0	0	0
3:55 PM	1	0	2	0	4	2	3	0	3	13	1	0	5	30	2	0	66	0	0	0	0
4:00 PM	0	0	2	0	4	0	5	0	3	19	0	0	3	24	1	0	61	0	0	0	0
4:05 PM	0	2	5	0	0	1	10	0	1	36	1	0	6	29	3	0	84	0	0	0	0
4:10 PM	0	0	4	0	3	1	8	0	1	29	0	0	5	28	2	0	78	0	0	0	0
4:15 PM	0	1	2	0	1	1	3	0	2	19	3	0	5	34	2	0	74	0	0	0	0
4:20 PM	0	0	6	0	0	2	15	0	3	28	2	0	6	31	2	0	99	0	0	0	1
4:25 PM	0	0	3	0	0	2	4	0	3	28	2	0	4	28	2	0	79	0	0	0	0
4:30 PM	1	0	3	0	1	1	12	0	3	24	2	0	4	23	2	0	76	0	0	0	1
4:35 PM	0	0	6	0	4	0	6	0	1	22	0	0	5	28	2	0	74	0	0	0	0
4:40 PM	0	0	5	0	7	0	5	0	5	24	0	0	3	18	0	0	67	0	0	0	1
4:45 PM	0	0	6	0	3	1	4	0	1	26	3	0	4	37	4	0	89	0	0	0	0
4:50 PM	1	1	0	0	5	0	5	0	2	28	3	0	5	28	9	0	87	0	0	0	0
4:55 PM	0	1	3	0	4	0	6	0	3	23	0	0	3	24	6	0	73	0	0	0	0
5:00 PM	0	0	3	0	8	2	5	0	4	16	1	0	3	26	3	0	71	0	0	0	0
5:05 PM	0	0	2	0	5	1	13	0	4	23	1	0	4	28	1	0	82	0	0	0	0
5:10 PM	0	0	4	0	4	0	4	0	2	39	0	0	4	21	4	0	82	0	0	0	0
5:15 PM	1	0	2	0	5	2	4	0	5	28	1	0	3	36	4	0	81	0	0	0	0
5:20 PM	0	1	4	0	3	1	4	0	4	21	0	0	3	25	3	0	70	0	0	0	0
5:25 PM	0	0	4	0	2	1	5	0	2	21	0	0	0	28	1	0	53	0	0	0	0
5:30 PM	0	0	3	0	3	1	5	0	2	21	0	0	2	18	1	0	59	0	0	0	0
5:35 PM	0	2	4	0	4	0	2	0	1	21	0	0	1	19	1	0	55	0	0	0	0
5:40 PM	0	0	5	0	4	0	4	0	2	20	0	0	3	19	2	0	59	0	0	0	0
5:45 PM	0	3	2	0	1	0	2	0	1	13	0	0	1	18	0	0	41	0	0	0	0
5:50 PM	0	1	1	0	0	1	2	0	2	17	2	0	2	23	0	0	51	0	0	0	0
5:55 PM	2	2	5	0	1	0	4	0	3	18	0	0	2	14	3	0	54	0	0	0	0
Total Survey	10	22	130	0	111	28	188	0	102	859	33	0	143	908	75	0	2,609	0	0	0	3

15-Minute Interval Summary

3:00 PM to 6:00 PM

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	2	1	11	0	13	1	10	0	11	76	1	0	20	64	3	0	213	0	0	0	0
3:15 PM	0	2	10	0	9	3	9	0	12	74	3	0	14	82	2	0	220	0	0	0	0
3:30 PM	0	4	10	0	7	1	18	0	9	82	4	0	13	81	4	0	233	0	0	0	0
3:45 PM	1	0	12	0	7	5	16	0	7	67	5	0	15	84	7	0	226	0	0	0	0
4:00 PM	0	2	11	0	7	2	20	0	5	84	1	0	14	79	6	0	231	0	0	0	0
4:15 PM	1	1	11	0	3	4	26	0	11	78	6	0	15	93	7	0	252	0	0	0	1
4:30 PM	1	0	14	0	12	1	23	0	9	70	2	0	12	69	4	0	217	0	0	0	2
4:45 PM	1	2	8	0	12	1	15	0	8	77	8	0	12	89	13	0	249	0	0	0	0
5:00 PM	0	0	9	0	3	1	5	0	2	14	0	0	2	75	8	0	235	0	0	0	0
5:15 PM	2	2	10	0	11	5	14	0	11	63	1	0	6	81	8	0	214	0	0	0	0
5:30 PM	0	2	15	0	11	1	11	0	5	82	0	0	6	56	4	0	173	0	0	0	0
5:45 PM	2	6	8	0	2	1	8	0	6	48	2	0	5	55	3	0	146	0	0	0	0
Total Survey	10	22	130	0	111	28	188	0	102	859	33	0	143	908	75	0	2,609	0	0	0	3

Peak Hour Summary

4:20 PM to 5:20 PM

By Approach	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	49	72	121	0	141	80	221	0	365	415	780	0	415	403	818	0	970	0	0	0	3
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.7%	0.0%	1.0%	0.0%	0.8%	0.0%	2.7%	2.6%	2.4%	1.4%				
PHF	0.50	0.25	0.63	0.72	0.71	0.63	0.67	0.80	0.81	0.87	0.58	0.89	0.86	0.92	0.51	0.86	0.95				

By Movement	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	4	2	43	49	48	10	83	141	39	312	14	365	48	328	39	415	970
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.7%	0.0%	1.0%	0.0%	0.8%	0.0%	2.7%	2.6%	2.4%	1.4%
PHF	0.50	0.25	0.63	0.72	0.71	0.63	0.67	0.80	0.81	0.87	0.58	0.89	0.86	0.92	0.51	0.86	0.95

Rolling Hour Summary

3:00 PM to 6:00 PM

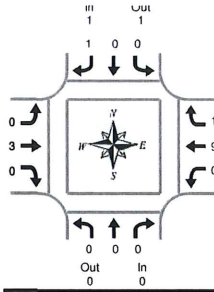
Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
3:00 PM	3	7	43	0	36	10	53	0	39	299	13	0	62	311	16	0	892	0	0	0	0
3:15 PM	1	8	43	0	30	11	63	0	33	307	13	0	56	326	19	0	910	0	0	0	0
3:30 PM	2	7	44	0	24	12	76	0	32	311	16	0	57	337	24	0	942	0	0	0	1
3:45 PM	3	3	48	0	29	12	81	0	32	299	14	0	56	325	24	0	926	0	0	0	3
4:00 PM	3	5	45	0	34	8	80	0	31	309	15	0	53	330	36	0	949	0	0	0	3
4:15 PM	3	3	43	0	44	9	72	0	36	303	16	0	50	326	38	0	953	0	0	0	3
4:30 PM	4	4	42	0	52	10	84	0	36	288	11	0	41	314	39	0	915	0	0	0	2
4:45 PM	3	6	43	0	51	10	62	0	32	280	9	0	35	301	39	0	871	0	0	0	0
5:00 PM	4	10	42	0	41	10	55	0	32	251	5	0	28	267	23	0	768	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740

Out 10
In 3



Driveway Access & E Harbor Dr

Wednesday, November 13, 2019
3:00 PM to 6:00 PM

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

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

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
3:10 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	2	0	2	4
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
3:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
3:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
3:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:20 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:35 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:55 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Total Survey	0	0	0	0	2	0	2	4	1	13	1	15	0	22	1	23	42

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

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0	9
3:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4	5
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
Total Survey	0	0	0	0	2	0	2	4	1	13	1	15	0	22	1	23	42

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

By Approach	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Total
	In	Out	Total		In	Out	Total		In	Out	Total		In	Out	Total		
Volume	0	0	0		1	1	2		3	10	13		10	3	13		14
PHF	0.00				0.25				0.38				0.63				0.88

By Movement	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	1	1	0	3	0	3	0	0	1	10	14
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.38	0.00	0.38	0.00	0.75	0.25	0.63	0.88

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

Interval Start Time	Northbound Driveway Access				Southbound Driveway Access				Eastbound E Harbor Dr				Westbound E Harbor Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
3:00 PM	0	0	0	0	2	0	0	2	0	6	1	7	0	10	0	10	19
3:15 PM	0	0	0	0	0	0	0	0	0	6	1	7	0	5	0	5	12
3:30 PM	0	0	0	0	0	0	0	0	0	5	1	6	0	7	0	7	13
3:45 PM	0	0	0	0	0	0	1	1	0	4	0	4	0	7	0	7	12
4:00 PM	0	0	0	0	0	0	1	1	0	3	0	3	0	8	0	8	12
4:15 PM	0	0	0	0	0	0	1	1	0	3	0	3	0	9	1	10	14
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	7	1	8	11
4:45 PM	0	0	0	0	0	0	0	0	1	3	0	4	0	6	1	7	11
5:00 PM	0	0	0	0	0	0	1	1	1	4	0	5	0	4	1	5	11

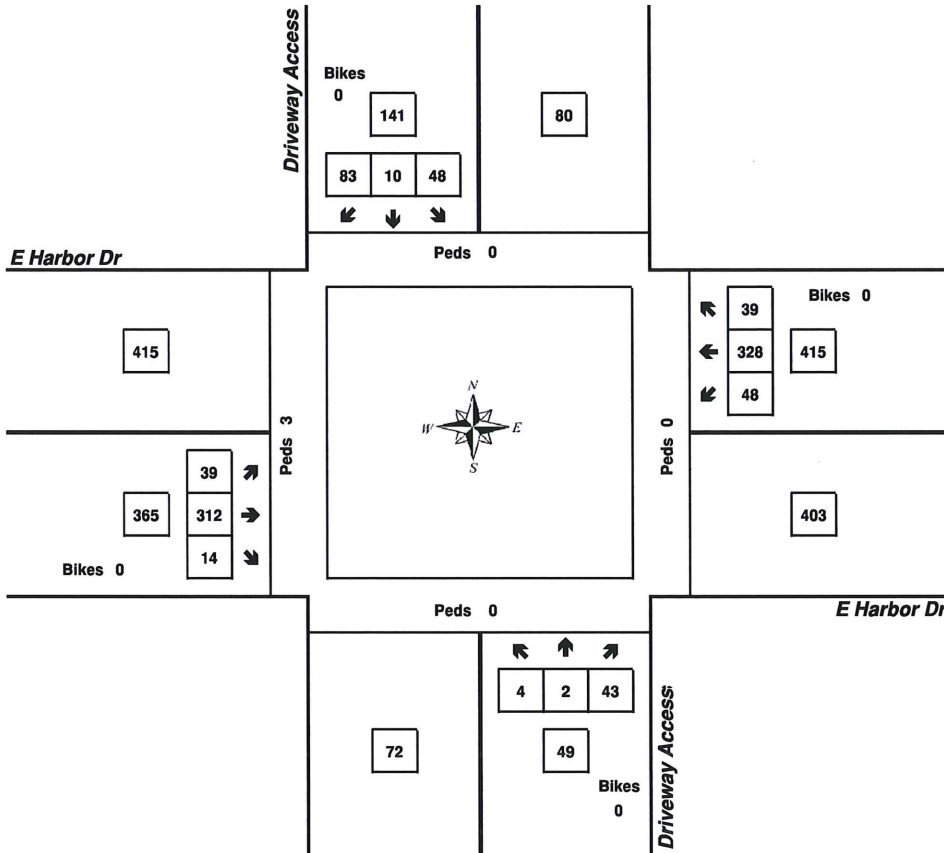
Peak Hour Summary



Clay Carney
(503) 833-2740

Driveway Access & E Harbor Dr

4:20 PM to 5:20 PM
Wednesday, November 13, 2019



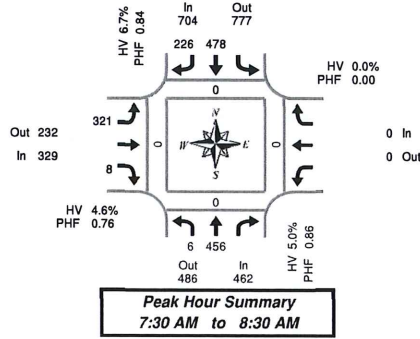
Approach	PHF	HV%	Volume
EB	0.89	0.8%	365
WB	0.86	2.4%	415
NB	0.72	0.0%	49
SB	0.80	0.7%	141
Intersection	0.95	1.4%	970

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

Total Vehicle Summary



Clay Carney
(503) 833-2740



Hwy 101 & E Harbor Dr

Wednesday, November 13, 2019
6:00 AM to 9:00 AM

Peak Hour Summary
7:30 AM to 8:30 AM

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

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Interval Total	Pedestrians Crosswalk			
	L	T	Bikes	T	R	Bikes	L	R	Bikes	L	R	Bikes		North	South	East	West
6:00 AM	0	2	0	11	6	0	6	0	0	0	0	0	25	0	0	0	0
6:05 AM	0	15	0	7	6	0	11	0	0	0	0	0	39	0	0	0	0
6:10 AM	0	9	0	18	8	0	12	0	0	0	0	0	47	0	0	0	0
6:15 AM	0	12	0	16	9	0	3	0	0	0	0	0	40	0	0	0	0
6:20 AM	0	8	0	16	8	0	6	0	0	0	0	0	36	0	0	0	0
6:25 AM	0	16	0	19	9	0	15	0	0	0	0	0	59	0	0	0	0
6:30 AM	0	17	0	18	9	0	13	0	0	0	0	0	57	0	0	0	0
6:35 AM	0	17	0	8	13	0	13	1	0	0	0	0	52	0	0	0	0
6:40 AM	0	13	0	31	17	0	14	0	0	0	0	0	75	0	0	0	0
6:45 AM	0	14	0	32	13	0	19	0	0	0	0	0	78	0	0	0	0
6:50 AM	0	25	0	30	15	0	15	0	0	0	0	0	85	0	0	0	0
6:55 AM	1	21	0	26	12	0	12	0	0	0	0	0	71	0	0	0	0
7:00 AM	0	15	0	41	12	0	14	1	0	0	0	0	83	0	0	0	0
7:05 AM	0	15	0	41	18	0	14	0	0	0	0	0	88	0	0	0	0
7:10 AM	0	29	0	32	16	0	23	0	0	0	0	0	86	0	0	0	0
7:15 AM	0	31	0	43	14	0	12	0	0	0	0	0	101	0	0	0	0
7:20 AM	0	38	0	38	21	0	27	0	0	0	0	0	128	0	0	0	0
7:25 AM	0	32	0	46	17	0	25	0	0	0	0	0	114	0	0	0	0
7:30 AM	0	31	0	28	21	0	32	0	0	0	0	0	112	0	0	0	0
7:35 AM	0	41	0	48	17	0	28	0	0	0	0	0	132	0	0	0	0
7:40 AM	0	47	0	51	24	0	43	0	0	0	0	0	165	0	0	0	0
7:45 AM	1	46	0	45	22	0	38	0	0	0	0	0	152	0	0	0	0
7:50 AM	0	40	0	48	20	0	27	0	0	0	0	0	135	0	0	0	0
7:55 AM	0	43	0	54	20	0	16	1	0	0	0	0	134	0	0	0	0
8:00 AM	0	42	0	31	20	0	20	0	0	0	0	0	113	0	0	0	0
8:05 AM	2	32	0	26	12	0	28	2	0	0	0	0	101	0	0	0	0
8:10 AM	1	29	0	36	17	0	27	1	0	0	0	0	110	0	0	0	0
8:15 AM	2	34	0	39	7	0	17	2	0	0	0	0	101	0	0	0	0
8:20 AM	0	34	0	37	25	0	20	1	0	0	0	0	117	0	0	0	0
8:25 AM	0	37	0	37	21	0	27	1	0	0	0	0	128	0	0	0	0
8:30 AM	0	28	0	39	12	0	8	0	0	0	0	0	92	0	0	0	0
8:35 AM	2	35	1	52	17	0	21	1	0	0	0	0	128	0	0	0	0
8:40 AM	1	30	0	41	20	0	20	1	0	0	0	0	113	0	0	0	0
8:45 AM	1	36	0	29	22	0	27	1	0	0	0	0	116	0	0	0	0
8:50 AM	0	37	0	30	15	0	22	1	0	0	0	0	105	0	0	0	0
8:55 AM	0	26	0	36	19	0	23	0	0	0	0	0	104	0	0	0	0
Total Survey	12	971	1	1,177	550	0	694	15	0	0	0	0	3,419	0	0	0	0

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

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Interval Total	Pedestrians Crosswalk			
	L	T	Bikes	T	R	Bikes	L	R	Bikes	L	R	Bikes		North	South	East	West
6:00 AM	0	26	0	36	20	0	29	0	0	0	0	0	111	0	0	0	0
6:15 AM	0	34	0	51	26	0	23	0	0	0	0	0	134	0	0	0	0
6:30 AM	0	47	0	57	39	0	40	1	0	0	0	0	184	0	0	0	0
6:45 AM	1	60	0	87	40	0	46	0	0	0	0	0	234	0	0	0	0
7:00 AM	0	59	0	114	42	0	51	1	0	0	0	0	267	0	0	0	0
7:15 AM	1	37	0	127	52	0	63	0	0	0	0	0	340	0	0	0	0
7:30 AM	0	119	0	127	52	0	101	0	0	0	0	0	409	0	0	0	0
7:45 AM	1	129	0	147	66	0	81	1	0	0	0	0	421	0	0	0	0
8:00 AM	3	103	0	91	49	0	75	3	0	0	0	0	324	0	0	0	0
8:15 AM	2	105	0	113	53	0	64	4	0	0	0	0	341	0	0	0	0
8:30 AM	3	93	1	132	49	0	49	3	0	0	0	0	329	0	0	0	0
8:45 AM	1	99	0	95	56	0	72	2	0	0	0	0	325	0	0	0	0
Total Survey	12	971	1	1,177	550	0	694	15	0	0	0	0	3,419	0	0	0	0

Peak Hour Summary
7:30 AM to 8:30 AM

By Approach	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Total	Pedestrians Crosswalk				
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West	
Volume	462	486	948	0	704	777	1,481	0	329	232	561	0	0	0	0	0	0	1,495
%HV	5.0%	5.0%	5.0%	0	6.7%	6.7%	6.7%	0	4.7%	4.7%	4.6%	0	0.0%	0.0%	0.0%	0.0%	0.0%	5.7%
PHF	0.86	0.86	0.86	0	0.84	0.84	0.84	0	0.76	0.76	0.76	0	0.00	0.00	0.00	0.00	0.00	0.83

By Movement	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Total
	L	T	Total	T	R	Total	L	R	Total	L	R	Total	
Volume	6	456	462	478	226	704	321	0	329	0	0	0	1,495
%HV	16.7%	4.8%	NA	5.0%	NA	6.7%	6.6%	6.7%	4.7%	NA	0.0%	4.6%	5.7%
PHF	0.30	0.85	0.86	0.81	0.86	0.84	0.74	0.40	0.76	0.00	0.00	0.00	0.83

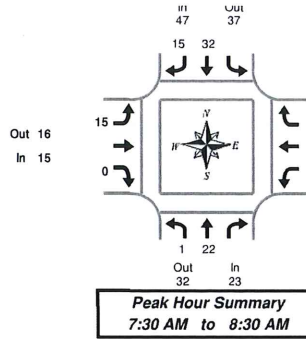
Rolling Hour Summary
6:00 AM to 9:00 AM

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Interval Total	Pedestrians Crosswalk			
	L	T	Bikes	T	R	Bikes	L	R	Bikes	L	R	Bikes		North	South	East	West
6:00 AM	1	167	0	231	125	0	138	2	0	0	0	0	563	0	0	0	0
6:15 AM	1	200	0	309	147	0	160	2	0	0	0	0	819	0	0	0	0
6:30 AM	2	263	0	385	173	0	200	2	0	0	0	0	1,025	0	0	0	0
6:45 AM	2	335	0	455	196	0	261	1	0	0	0	0	1,250	0	0	0	0
7:00 AM	2	404	0	515	218	0	296	2	0	0	0	0	1,437	0	0	0	0
7:15 AM	5	448	0	492	225	0	320	4	0	0	0	0	1,494	0	0	0	0
7:30 AM	6	456	0	478	226	0	321	8	0	0	0	0	1,495	0	0	0	0
7:45 AM	9	430	1	483	213	0	269	11	0	0	0	0	1,415	0	0	0	0
8:00 AM	9	400	1	431	207	0	260	12	0	0	0	0	1,319	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Hwy 101 & E Harbor Dr

Wednesday, November 13, 2019

6:00 AM to 9:00 AM

Peak Hour Summary
7:30 AM to 8:30 AM

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

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr.			Westbound E Harbor Dr.			Interval Total
	L	T	Total	T	R	Total	L	R	Total	L	R	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:05 AM	0	3	3	0	1	1	0	0	0	0	0	0	4
6:10 AM	0	2	2	0	2	2	1	0	1	0	0	0	5
6:15 AM	0	3	3	0	3	3	1	0	1	0	0	0	7
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25 AM	0	4	4	0	1	1	0	0	0	0	0	0	5
6:30 AM	0	3	3	0	1	1	0	0	0	0	0	0	4
6:35 AM	0	0	0	1	2	3	3	0	3	0	0	0	6
6:40 AM	0	1	1	3	0	3	1	0	1	0	0	0	5
6:45 AM	0	0	0	0	1	1	2	0	2	0	0	0	3
6:50 AM	0	2	2	1	2	3	1	0	1	0	0	0	5
6:55 AM	0	1	1	0	0	0	2	0	2	0	0	0	3
7:00 AM	0	1	1	2	0	2	1	0	1	0	0	0	4
7:05 AM	0	0	0	5	3	8	3	0	3	0	0	0	11
7:10 AM	0	1	1	1	4	5	1	0	1	0	0	0	7
7:15 AM	0	1	1	1	1	2	0	0	0	0	0	0	3
7:20 AM	0	2	2	4	2	6	1	0	1	0	0	0	9
7:25 AM	0	3	3	3	0	3	2	0	2	0	0	0	8
7:30 AM	0	3	3	0	1	1	0	0	0	0	0	0	4
7:35 AM	0	3	3	1	1	2	2	0	2	0	0	0	7
7:40 AM	0	0	0	5	1	6	3	0	3	0	0	0	9
7:45 AM	0	2	2	5	0	5	3	0	3	0	0	0	10
7:50 AM	0	2	2	3	1	4	1	0	1	0	0	0	7
7:55 AM	0	2	2	3	2	5	2	0	2	0	0	0	9
8:00 AM	0	1	1	2	1	3	0	0	0	0	0	0	4
8:05 AM	0	2	2	1	2	3	1	0	1	0	0	0	6
8:10 AM	1	0	1	2	3	5	0	0	0	0	0	0	6
8:15 AM	0	3	3	4	1	5	1	0	1	0	0	0	9
8:20 AM	0	1	1	1	0	1	1	0	1	0	0	0	3
8:25 AM	0	3	3	5	2	7	1	0	1	0	0	0	11
8:30 AM	0	4	4	0	1	1	0	0	0	0	0	0	5
8:35 AM	0	1	1	1	4	5	2	0	2	0	0	0	8
8:40 AM	0	2	2	1	1	2	2	0	2	0	0	0	6
8:45 AM	0	4	4	2	1	3	0	1	1	0	0	0	8
8:50 AM	0	1	1	0	1	1	0	0	0	0	0	0	2
8:55 AM	0	1	1	2	1	3	0	0	0	0	0	0	4
Total Survey	1	62	63	61	46	107	40	1	41	0	0	0	211

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

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr.			Westbound E Harbor Dr.			Interval Total
	L	T	Total	T	R	Total	L	R	Total	L	R	Total	
6:00 AM	0	5	5	0	3	3	1	0	1	0	0	0	9
6:15 AM	0	7	7	2	4	6	2	0	2	0	0	0	15
6:30 AM	0	4	4	4	3	7	4	0	4	0	0	0	15
6:45 AM	0	3	3	1	2	3	5	0	5	0	0	0	11
7:00 AM	0	2	2	8	7	15	5	0	5	0	0	0	22
7:15 AM	0	6	6	7	4	11	3	0	3	0	0	0	20
7:30 AM	0	6	6	6	3	9	5	0	5	0	0	0	20
7:45 AM	0	6	6	11	3	14	6	0	6	0	0	0	26
8:00 AM	1	3	4	5	6	11	1	0	1	0	0	0	16
8:15 AM	0	7	7	10	3	13	3	0	3	0	0	0	23
8:30 AM	0	7	7	3	5	8	5	0	5	0	0	0	20
8:45 AM	0	6	6	4	3	7	0	1	1	0	0	0	14
Total Survey	1	62	63	61	46	107	40	1	41	0	0	0	211

Heavy Vehicle Peak Hour Summary 7:30 AM to 8:30 AM

By Approach	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr.			Westbound E Harbor Dr.			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	23	32	55	47	37	84	15	16	31	0	0	0	85
PHF	0.82			0.78			0.47			0.00			0.82

By Movement	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr.			Westbound E Harbor Dr.			Total
	L	T	Total	T	R	Total	L	R	Total	L	R	Total	
Volume	1	22	23	32	15	47	15	0	15	0	0	0	85
PHF	0.25	0.79	0.82	0.62	0.63	0.78	0.47	0.00	0.47	0.00	0.00	0.00	0.82

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

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr.			Westbound E Harbor Dr.			Interval Total
	L	T	Total	T	R	Total	L	R	Total	L	R	Total	
6:00 AM	0	19	19	7	12	19	12	0	12	0	0	0	50
6:15 AM	0	16	16	15	16	31	16	0	16	0	0	0	63
6:30 AM	0	15	15	20	18	38	17	0	17	0	0	0	68
6:45 AM	0	17	17	22	16	38	18	0	18	0	0	0	73
7:00 AM	0	20	20	32	17	49	19	0	19	0	0	0	88
7:15 AM	1	21	22	29	18	45	15	0	15	0	0	0	82
7:30 AM	1	22	23	32	15	47	15	0	15	0	0	0	85
7:45 AM	1	23	24	29	17	46	15	0	15	0	0	0	85
8:00 AM	1	23	24	22	17	39	9	1	10	0	0	0	73

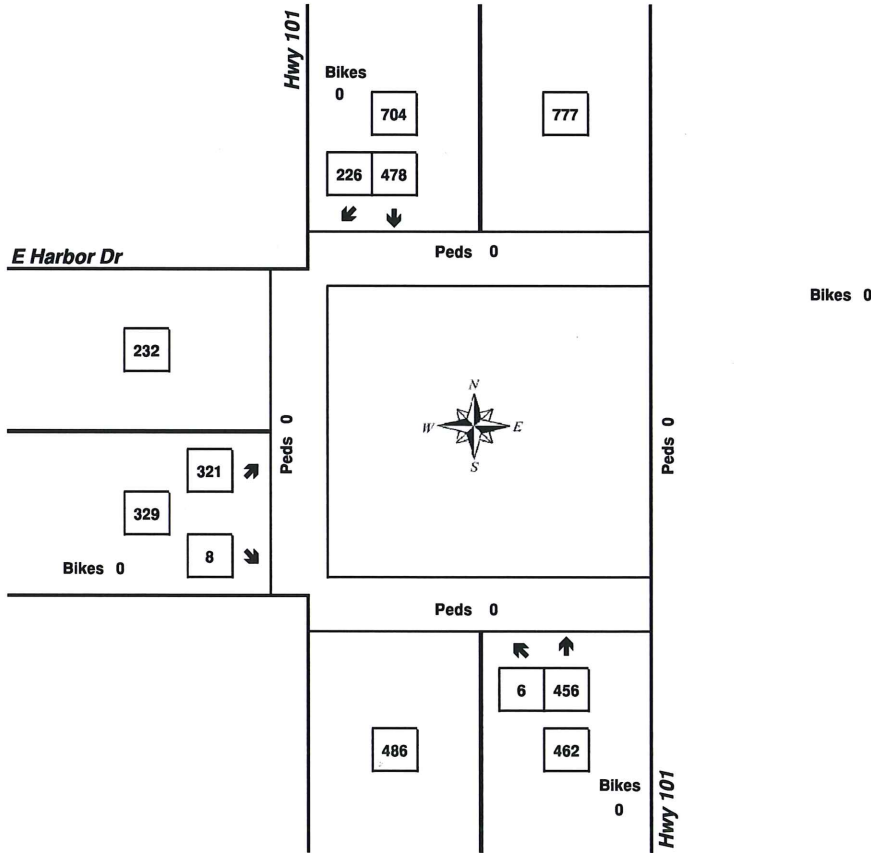
Peak Hour Summary



Clay Carney
(503) 833-2740

Hwy 101 & E Harbor Dr

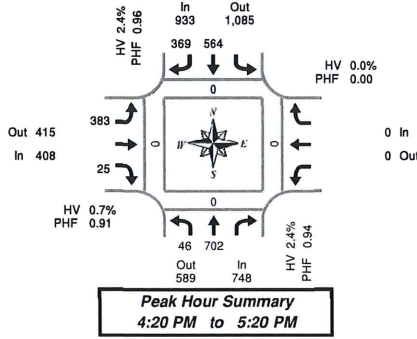
7:30 AM to 8:30 AM
Wednesday, November 13, 2019



Approach	PHF	HV%	Volume
EB	0.76	4.6%	329
WB	0.00	0.0%	0
NB	0.86	5.0%	462
SB	0.84	6.7%	704
Intersection	0.83	5.7%	1,495

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

Total Vehicle Summary



Hwy 101 & E Harbor Dr
Wednesday, November 13, 2019
3:00 PM to 6:00 PM

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

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

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Interval Total	Pedestrians Crosswalk			
	L	T	Bikes	T	R	Bikes	L	R	Bikes	L	R	Bikes		North	South	East	West
3:00 PM	1	65	0	49	25	0	28	2	0			0	170	0	0	0	0
3:05 PM	0	49	0	53	19	0	35	2	0			0	158	0	0	0	0
3:10 PM	4	60	0	50	33	0	30	4	0			0	181	0	0	0	0
3:15 PM	0	51	0	47	33	0	33	3	0			0	157	0	0	0	0
3:20 PM	2	59	0	48	31	0	28	1	0			0	179	0	0	0	0
3:25 PM	3	49	0	62	36	0	25	1	0			0	175	0	0	0	0
3:30 PM	2	64	0	49	33	0	24	2	0			0	174	0	0	0	0
3:35 PM	3	52	0	43	30	0	43	0	0			0	171	0	0	0	0
3:40 PM	0	80	0	44	31	0	26	1	0			0	182	0	0	0	0
3:45 PM	4	55	0	47	33	0	37	1	0			0	177	0	0	0	0
3:50 PM	0	70	0	47	34	0	30	5	0			0	186	0	0	0	0
3:55 PM	3	40	0	43	34	0	16	2	0			0	138	0	0	0	0
4:00 PM	1	56	0	49	27	0	20	3	0			0	156	0	0	0	0
4:05 PM	3	60	0	47	35	0	37	1	0			0	183	0	0	0	0
4:10 PM	0	74	0	40	35	0	43	2	0			0	194	0	0	0	0
4:15 PM	6	52	0	44	33	0	15	1	0			0	151	0	0	0	0
4:20 PM	2	68	0	48	37	0	34	1	0			0	191	0	0	0	0
4:25 PM	2	59	0	38	31	0	36	3	0			0	173	0	0	0	0
4:30 PM	2	59	0	45	26	0	25	3	0			0	160	0	0	0	0
4:35 PM	4	68	0	52	33	0	29	2	0			0	188	0	0	0	0
4:40 PM	1	60	1	44	18	0	34	2	0			0	159	0	0	0	0
4:45 PM	5	47	0	47	41	0	36	0	0			0	176	0	0	0	0
4:50 PM	9	44	0	48	33	0	33	1	0			0	168	0	0	0	0
4:55 PM	5	56	0	46	28	0	28	3	0			0	164	0	0	0	0
5:00 PM	3	56	0	45	30	0	28	0	0			0	162	0	0	0	0
5:05 PM	2	49	0	39	29	0	25	3	0			0	147	0	0	0	0
5:10 PM	6	68	0	47	25	0	41	4	1			0	191	0	0	0	0
5:15 PM	5	63	0	65	38	0	36	3	0			0	210	0	0	0	0
5:20 PM	2	64	0	49	30	0	24	1	0			0	170	0	0	0	0
5:25 PM	2	64	0	27	39	0	24	2	0			0	145	0	0	0	0
5:30 PM	2	54	0	39	19	0	33	2	0			0	149	0	0	0	0
5:35 PM	1	57	0	58	20	0	20	3	0			0	159	0	0	0	0
5:40 PM	3	47	0	56	22	0	29	3	0			0	160	0	0	0	0
5:45 PM	2	45	0	36	16	0	18	1	0			0	118	0	0	0	0
5:50 PM	0	46	0	28	25	0	20	0	0			0	119	0	0	0	0
5:55 PM	3	48	0	38	18	0	21	3	0			0	131	0	0	0	0
Total Survey	90	2,072	1	1,657	1,031	0	1,043	69	1			0	5,962	0	0	0	0

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

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Interval Total	Pedestrians Crosswalk			
	L	T	Bikes	T	R	Bikes	L	R	Bikes	L	R	Bikes		North	South	East	West
3:00 PM	5	174	0	152	77	0	93	8	0			0	509	0	0	0	0
3:15 PM	3	169	0	157	90	0	87	5	0			0	511	0	0	0	0
3:30 PM	5	196	0	136	94	0	93	3	0			0	527	0	0	0	0
3:45 PM	7	165	0	137	101	0	83	8	0			0	501	0	0	0	0
4:00 PM	4	190	0	136	97	0	100	6	0			0	533	0	0	0	0
4:15 PM	10	184	0	139	101	0	85	5	0			0	515	0	0	0	0
4:30 PM	7	187	1	141	77	0	88	7	0			0	507	0	0	0	0
4:45 PM	19	147	0	141	102	0	95	4	0			0	508	0	0	0	0
5:00 PM	11	173	0	131	84	0	94	4	0			0	505	0	0	0	0
5:15 PM	6	190	0	141	88	0	84	4	0			0	515	0	0	0	0
5:30 PM	6	158	0	153	61	0	82	8	0			0	468	0	0	0	0
5:45 PM	5	139	0	102	59	0	59	4	0			0	368	0	0	0	0
Total Survey	90	2,072	1	1,657	1,031	0	1,043	69	1			0	5,962	0	0	0	0

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

By Approach	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	748	589	1,337	933	1,085	2,018	0	408	415	823	1	0	0	0	0	0	0
%HV	2.4%	2.4%		2.4%	0.7%			0.7%	0.0%			0.0%	2.1%				
PHF	0.94			0.96				0.91				0.00	0.95				

By Movement	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Total
	L	T	Total	T	R	Total	L	R	Total	L	R	Total	
Volume	46	702	748	564	369	933	363	25	408	0	0	0	2,089
%HV	0.0%	2.6%	NA	2.4%	2.3%	2.4%	0.8%	NA	0.0%	0.7%	NA	NA	2.1%
PHF	0.61	0.92	0.94	0.93	0.90	0.96	0.93	0.63	0.91	0.00		0.95	

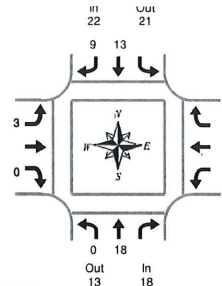
Rolling Hour Summary
3:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Interval Total	Pedestrians Crosswalk			
	L	T	Bikes	T	R	Bikes	L	R	Bikes	L	R	Bikes		North	South	East	West
3:00 PM	20	704	0	582	362	0	356	24	0			0	2,048	0	0	0	0
3:15 PM	19	720	0	566	382	0	363	22	0			0	2,072	0	0	0	0
3:30 PM	26	735	0	539	393	0	361	22	0			0	2,076	0	0	0	0
3:45 PM	28	726	1	544	376	0	356	26	0			0	2,056	0	0	0	0
4:00 PM	40	708	1	548	377	0	368	22	0			0	2,063	0	0	0	0
4:15 PM	47	691	1	543	364	0	362	23	1			0	2,030	0	0	0	0
4:30 PM	45	697	1	554	351	0	361	22	1			0	2,030	0	0	0	0
4:45 PM	44	668	0	566	335	0	355	23	1			0	1,991	0	0	0	0
5:00 PM	30	660	0	527	292	0	319	23	1			0	1,851	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Hwy 101 & E Harbor Dr

Wednesday, November 13, 2019

3:00 PM to 6:00 PM

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

Heavy Vehicle 5-Minute Interval Summary

3:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Interval Total
	L	T	Total	T	R	Total	L	R	Total	L	R	Total	
3:00 PM	0	5	5	7	1	8	0	0	0	0	0	0	13
3:05 PM	0	0	0	0	2	2	1	0	1	0	0	0	3
3:10 PM	0	4	4	1	2	3	2	0	2	0	0	0	9
3:15 PM	0	0	0	0	1	1	0	1	0	1	0	0	2
3:20 PM	0	1	1	1	0	1	0	1	0	0	0	0	2
3:25 PM	0	1	1	1	1	2	0	0	0	0	0	0	3
3:30 PM	0	1	1	0	0	0	2	0	2	0	0	0	3
3:35 PM	0	2	2	0	0	0	0	0	0	0	0	0	2
3:40 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	1	1	2	0	2	0	0	0	3
3:50 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
3:55 PM	0	1	1	1	2	3	0	0	0	0	0	0	4
4:00 PM	0	2	2	1	0	1	0	1	0	0	0	0	3
4:05 PM	0	1	1	4	0	4	1	0	1	0	0	0	6
4:10 PM	0	0	0	0	2	2	0	0	0	0	0	0	2
4:15 PM	0	1	1	1	1	2	0	0	0	0	0	0	3
4:20 PM	0	1	1	2	2	4	1	0	1	0	0	0	5
4:25 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	2
4:35 PM	0	1	1	1	0	1	0	0	0	0	0	0	2
4:40 PM	0	1	1	3	1	4	0	0	0	0	0	0	5
4:45 PM	0	2	2	1	1	2	0	0	0	0	0	0	4
4:50 PM	0	0	0	2	1	3	1	0	1	0	0	0	4
4:55 PM	0	3	3	1	0	1	0	0	0	0	0	0	4
5:00 PM	0	1	1	1	1	2	1	0	1	0	0	0	4
5:05 PM	0	2	2	1	0	1	0	0	0	0	0	0	3
5:10 PM	0	2	2	1	2	3	0	0	0	0	0	0	5
5:15 PM	0	3	3	0	1	1	0	0	0	0	0	0	4
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	2	2	2	0	2	0	0	0	0	0	0	4
5:30 PM	0	0	0	3	0	3	1	0	1	0	0	0	4
5:35 PM	0	2	2	1	0	1	0	0	0	0	0	0	3
5:40 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	3	3	1	0	1	0	0	0	0	0	0	4
5:50 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
5:55 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total Survey	0	47	47	35	22	57	15	0	15	0	0	0	119

Heavy Vehicle 15-Minute Interval Summary

3:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Interval Total
	L	T	Total	T	R	Total	L	R	Total	L	R	Total	
3:00 PM	0	9	9	8	5	13	3	0	3	0	0	0	25
3:15 PM	0	2	2	2	2	4	1	0	1	0	0	0	7
3:30 PM	0	4	4	0	0	0	2	0	2	0	0	0	6
3:45 PM	0	2	2	1	3	4	2	0	2	0	0	0	8
4:00 PM	0	3	3	5	2	7	1	0	1	0	0	0	11
4:15 PM	0	2	2	3	3	6	1	0	1	0	0	0	9
4:30 PM	0	4	4	4	1	5	0	0	0	0	0	0	9
4:45 PM	0	5	5	4	2	6	1	0	1	0	0	0	12
5:00 PM	0	5	5	3	3	6	3	0	3	0	0	0	12
5:15 PM	0	5	5	0	1	1	0	0	0	0	0	0	6
5:30 PM	0	3	3	4	0	4	1	0	1	0	0	0	8
5:45 PM	0	3	3	1	0	1	2	0	2	0	0	0	6
Total Survey	0	47	47	35	22	57	15	0	15	0	0	0	119

Heavy Vehicle Peak Hour Summary

4:20 PM to 5:20 PM

By Approach	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	18	13	31	22	21	43	3	9	12	0	0	0	43
PHF	0.64			0.61			0.38			0.00			0.83

By Movement	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Total
	L	T	Total	T	R	Total	L	R	Total	L	R	Total	
Volume	0	18	18	13	9	22	3	0	3	0	0	0	43
PHF	0.00	0.64	0.64	0.54	0.75	0.61	0.38	0.00	0.38	0.00	0.00	0.00	0.83

Heavy Vehicle Rolling Hour Summary

3:00 PM to 6:00 PM

Interval Start Time	Northbound Hwy 101			Southbound Hwy 101			Eastbound E Harbor Dr			Westbound E Harbor Dr			Interval Total
	L	T	Total	T	R	Total	L	R	Total	L	R	Total	
3:00 PM	0	17	17	11	10	21	8	0	8	0	0	0	46
3:15 PM	0	11	11	8	7	15	6	0	6	0	0	0	32
3:30 PM	0	11	11	2	8	17	6	0	6	0	0	0	34
3:45 PM	0	11	11	13	9	22	4	0	4	0	0	0	37
4:00 PM	0	14	14	16	8	24	3	0	3	0	0	0	41
4:15 PM	0	16	16	14	9	23	3	0	3	0	0	0	42
4:30 PM	0	19	19	11	7	18	2	0	2	0	0	0	39
4:45 PM	0	18	18	11	6	17	3	0	3	0	0	0	38
5:00 PM	0	16	16	8	4	12	4	0	4	0	0	0	32

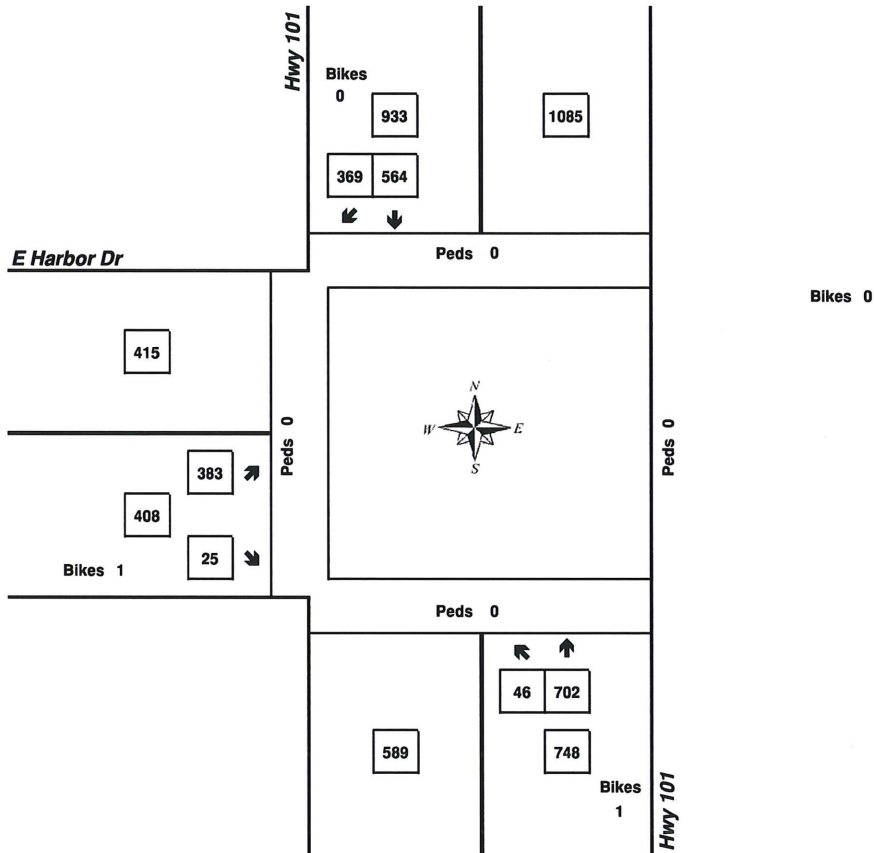
Peak Hour Summary



Clay Carney
(503) 833-2740

Hwy 101 & E Harbor Dr

4:20 PM to 5:20 PM
Wednesday, November 13, 2019



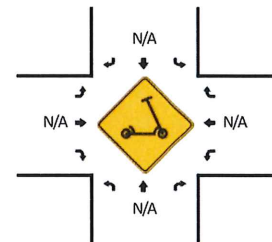
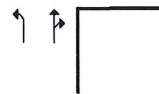
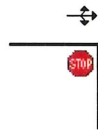
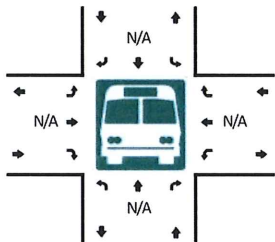
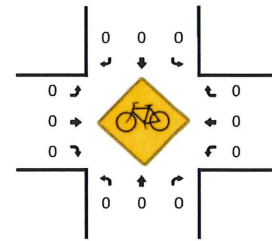
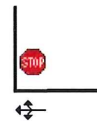
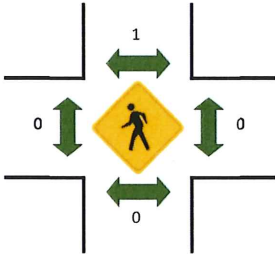
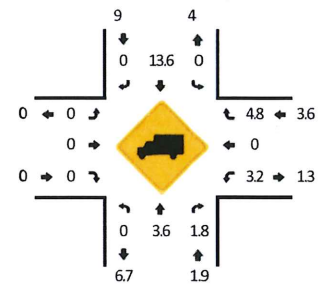
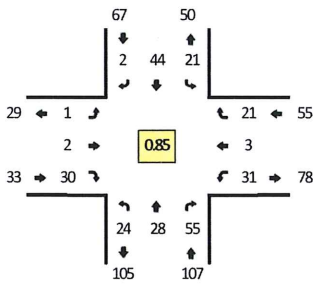
Approach	PHF	HV%	Volume
EB	0.91	0.7%	408
WB	0.00	0.0%	0
NB	0.94	2.4%	748
SB	0.96	2.4%	933
Intersection	0.95	2.1%	2,089

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

LOCATION: SE Neptune Dr -- Youngs Bay Plaza West Dwy
 CITY/STATE: Warrenton, OR

QC JOB #: 15213103
 DATE: Tue, Mar 17 2020

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



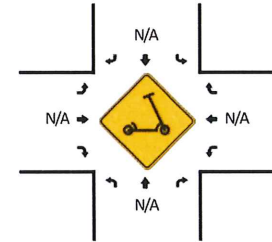
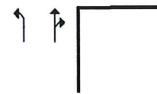
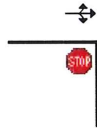
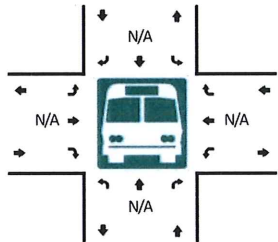
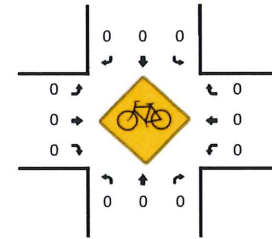
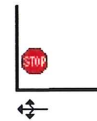
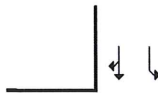
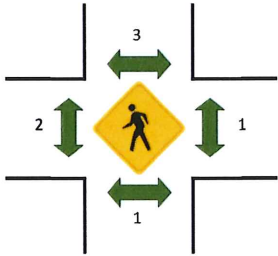
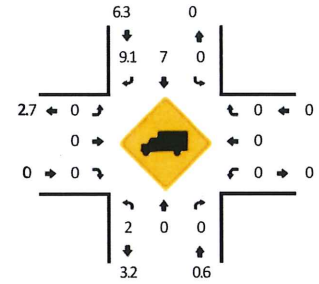
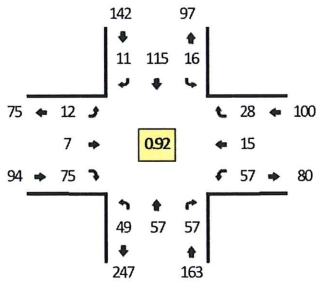
5-Min Count Period Beginning At	SE Neptune Dr (Northbound)				SE Neptune Dr (Southbound)				Youngs Bay Plaza West Dwy (Eastbound)				Youngs Bay Plaza West Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	0	1	0	1	1	0	0	0	0	1	0	0	0	1	0	10	
7:05 AM	0	0	2	0	2	5	0	0	0	0	1	0	0	1	0	0	11	
7:10 AM	2	1	3	0	0	1	0	0	0	0	2	0	2	0	0	0	11	
7:15 AM	1	4	1	0	0	3	0	0	0	0	1	3	0	3	0	0	16	
7:20 AM	2	1	3	0	0	2	0	0	0	0	0	1	0	1	1	0	12	
7:25 AM	2	5	5	0	2	2	0	0	0	0	0	2	0	2	0	1	21	
7:30 AM	3	4	7	0	1	5	0	0	0	0	0	3	0	2	0	2	27	
7:35 AM	4	1	6	0	3	6	0	0	0	0	0	1	0	3	1	1	26	
7:40 AM	1	2	0	0	3	3	0	0	0	0	0	0	0	5	0	0	14	
7:45 AM	0	3	4	0	2	5	0	0	0	0	0	2	0	2	0	0	18	
7:50 AM	0	1	3	0	2	4	0	0	0	0	0	2	0	4	1	3	20	
7:55 AM	1	3	9	0	4	4	0	0	0	0	0	3	0	2	0	0	26	212
8:00 AM	1	1	4	0	3	3	0	0	0	0	0	7	0	2	0	2	23	225
8:05 AM	2	2	7	0	1	1	0	0	0	0	0	0	0	4	0	2	19	233
8:10 AM	1	1	5	0	1	1	0	0	0	0	1	0	0	4	1	2	17	239
8:15 AM	4	4	2	0	4	1	0	0	0	0	0	3	0	2	0	1	21	244
8:20 AM	3	0	5	0	3	5	0	0	0	0	0	0	0	2	0	2	20	252
8:25 AM	2	3	1	0	0	2	0	0	0	0	0	3	0	4	1	3	19	250
8:30 AM	1	0	6	0	1	2	0	0	0	0	0	3	0	1	1	2	17	240
8:35 AM	3	1	6	0	1	7	0	0	0	1	0	3	0	0	0	1	23	237
8:40 AM	0	6	3	0	0	7	0	0	0	0	0	3	0	3	0	1	23	246
8:45 AM	3	3	4	0	1	5	1	0	0	0	1	4	0	5	0	2	29	257
8:50 AM	3	4	3	0	2	6	1	0	0	0	0	1	0	2	0	3	25	262
8:55 AM	2	4	3	0	1	3	0	0	0	0	0	2	0	1	1	0	17	253
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	52	40	0	12	72	8	0	0	4	32	0	40	0	24	0	308	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0	
Buses																	0	
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																	0	

Comments:

LOCATION: SE Neptune Dr -- Youngs Bay Plaza West Dwy
 CITY/STATE: Warrenton, OR

QC JOB #: 15213104
 DATE: Tue, Mar 17 2020

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



5-Min Count Period Beginning At	SE Neptune Dr (Northbound)				SE Neptune Dr (Southbound)				Youngs Bay Plaza West Dwy (Eastbound)				Youngs Bay Plaza West Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	5	3	0	0	16	4	0	1	1	12	0	6	0	3	0	58	
4:05 PM	3	3	5	0	2	8	0	0	1	0	5	0	1	3	5	0	36	
4:10 PM	3	4	5	0	1	10	1	0	3	0	4	0	5	3	2	0	41	
4:15 PM	3	4	6	0	0	10	0	0	2	0	6	0	4	2	1	0	38	
4:20 PM	4	5	7	0	4	12	0	0	1	0	10	0	4	2	2	0	51	
4:25 PM	6	5	6	0	2	7	1	0	0	1	8	0	6	0	1	0	43	
4:30 PM	5	5	4	0	3	5	1	0	1	2	3	0	3	1	3	0	36	
4:35 PM	7	3	5	0	0	10	0	0	1	1	7	0	4	0	5	0	43	
4:40 PM	3	7	3	0	1	11	1	0	1	1	7	0	7	1	3	0	46	
4:45 PM	1	4	4	0	0	8	1	0	0	0	2	0	9	1	1	0	31	
4:50 PM	3	6	6	0	3	6	1	0	0	1	8	0	5	1	1	0	41	
4:55 PM	4	6	3	0	0	12	1	0	1	0	3	0	3	1	1	0	35	499
5:00 PM	3	4	6	0	2	8	0	0	0	1	6	0	3	3	2	0	38	479
5:05 PM	6	5	5	0	1	6	1	0	1	0	3	0	9	1	2	0	40	483
5:10 PM	5	2	1	0	2	9	1	0	1	1	3	0	6	0	1	0	32	474
5:15 PM	4	3	7	0	2	4	1	0	0	0	3	0	3	0	1	0	28	464
5:20 PM	6	3	3	0	1	13	0	0	3	0	7	0	2	0	2	0	40	453
5:25 PM	2	6	2	0	1	10	1	1	0	0	2	0	5	1	5	0	36	446
5:30 PM	4	0	2	0	0	7	2	0	0	0	5	0	0	1	0	0	21	431
5:35 PM	2	5	6	0	2	6	0	0	0	0	4	0	5	1	3	0	34	422
5:40 PM	3	4	4	0	2	7	1	0	0	1	5	0	4	2	2	0	35	411
5:45 PM	6	3	4	0	2	6	1	0	0	0	5	0	6	0	4	0	37	417
5:50 PM	4	2	3	0	3	2	0	0	0	0	11	0	4	0	2	0	31	407
5:55 PM	6	4	4	0	2	8	0	0	2	0	4	0	3	1	4	0	38	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	52	48	52	0	12	136	20	0	20	4	84	0	48	24	40	0	540	
Heavy Trucks	0	0	0		0	8	4		0	0	0		0	0	0		12	
Buses																		
Pedestrians		0								4				4			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

NEPTUNE DR at E HARBOR ST ALT, City of Warrenton, Clatsop County, 01/01/2013 to 12/31/2017

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR 2017 TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR: 2016														
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR 2016 TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR: 2015														
TURNING MOVEMENTS	0	1	2	3	0	2	0	2	1	1	2	3	0	0
YEAR 2015 TOTAL	0	1	2	3	0	2	0	2	1	1	2	3	0	0
FINAL TOTAL	0	3	2	5	0	6	0	4	1	3	2	5	0	0

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

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

NEPTUNE DR at E HARBOR ST ALT, City of Warrenton, Clatsop County, 01/01/2013 to 12/31/2017
 1 - 5 of 5 Crash records shown.

CITY OF WARRENTON, CLATSOP COUNTY

SER#	P R J S W DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPL USE	MOVE	FROM	INJ	SVRTY	E X RES	LOC	ERROR	ACT EVENT	CRUISE		
			FIRST STREET	DIRECT	(MEDIAN)	TRAF-	RNDPT	SURF	COLL	TRLR QTY	FROM	TO	PRTC	INJ	G E LICNS	PED					
			SECOND STREET	LOCNTN	(#LANES)	CONTL	DRWVY	LIGHT	SVRTY	WH TYPE	TO	PH TYPE	SVRTY	E X RES	LOC						
			LRS	INTER	3-LEG	N	CLR	ANGL-STP	01 NONE	0	TURN-L										
00673	Y N N N 12/31/2015	17	E HARBOR ST ALT	S	STOP SIGN	N	CLR	TURN	PRVTE	0	E -S	01 DRVR	INJC	30 F	OR-Y	OR<25	052,002,047	000	00	00	
N	TH		NEPTUNE DR	06	0	N	DLIT	INJ	PSNGR CAR											32,08,01	
N	6P	-123 54	0105AA100S00																		00
N	46 9 47.42	3.96							02 NONE	0	STOP										012
									PRVTE	S -N											000
									PSNGR CAR												000
00240	N N Y N 05/03/2017	17	E HARBOR ST ALT	INTER	CROSS	N	CLR	S-1STOP	01 NONE	0	STRGHT										073,053
CITY	WE		NEPTUNE DR	W	R-GRN-SIG	N	DRY	REAR	PRVTE	W -E											000 053
N	5P	-123 54	0105AA100S00																		088
N	46 9 47.42	3.96							01 DRVR	INJC	39 F	SUSP									026,081
									PSNGR CAR												OR<25
									02 NONE	0	STOP										011
									PRVTE	W -E											000
									PSNGR CAR												000
00425	N N N N 08/23/2015	17	E HARBOR ST ALT	INTER	3-LEG	N	CLR	ANGL-OTH	01 NONE	0	TURN-L										082
CITY	SU		NEPTUNE DR	CN	STOP SIGN	N	DRY	TURN	PRVTE	S -W											015
N	3P	-123 54	0105AA100S00																		000 082
N	46 9 47.42	3.96							01 DRVR	NONE	25 M	OR-Y									028
									PSNGR CAR												OR<25
									02 NONE	0	STRGHT										000
									PRVTE	E -W											000
									PSNGR CAR												000
00662	N N N N 12/27/2015	17	E HARBOR ST ALT	INTER	3-LEG	N	RAIN	ANGL-OTH	01 NONE	0	TURN-L										02
CITY	SU		NEPTUNE DR	CN	STOP SIGN	N	WET	TURN	PRVTE	S -W											015
N	4P	-123 54	0105AA100S00																		000
N	46 9 47.42	3.96							01 DRVR	NONE	86 F	OR-Y									028
									PSNGR CAR												OR<25
									02 NONE	0	TURN-L										000
									PRVTE	E -S											000
									PSNGR CAR												000
00163	N N N N 04/07/2016	17	E HARBOR ST ALT	INTER	3-LEG	N	CLR	O-1 L-TURN	01 NONE	0	TURN-L										079
CITY	TH		NEPTUNE DR	CN	L-GRN-SIG	N	DRY	TURN	PRVTE	E -S											000
N	4P	-123 54	0105AA100S00																		052,004,028
N	46 9 47.42	3.96							01 DRVR	INJB	23 M	OR-Y									088
									PSNGR CAR												OR<25
									02 NONE	0	STRGHT										000
									PRVTE	W -E											000
									PSNGR CAR												000

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

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

Highway 105 ALL ROAD TYPES, ME 0.00 to 7.25 01/01/2013 to 12/31/2017, Both Add and Non-Add mileage

1 - 128 of 128 Crash records shown (27 intersection related crashes).

SER#	P R J S W DATE	COUNTY	RD# FC	CONN#	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SECL USE	TRLR QTY	MOVE	A S	PRTC	INJ	G E	LICNS	PED	F# TYPE	SVRTY	E X	RES	LOC	ERROR	ACT EVENT	CAUSE			
INVEST	E A U I C O DAY	CITY	COMMENT	FIRST STREET	DIRECT	(MEDIAN)	STOP SIGN	DRY	ANGL	CRASH			FROM																	
RD DPT	E L G N H R TIME	URBAN AREA	MLG TYP	SECOND STREET	LOC TN	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FRM																		
UNLOC?	D C S V L K LAT	LONG	MILEPNT	LR	CONVL	(PLANES)	SVRTY	DRVWY	LIGHT	SVRTY	V# TYPE	TO																		
00379	N N N N N 07/29/2016	CLATSOP	1	17	1	ALLEY	N	N	CLR	ANGL-OTH	01 NONE	9	STRGHT														082	02,40		
CITY	FR	WARRENTON	CN	0	E HARBOR ST ALT	UN	STOP SIGN	N	DRY	ANGL	N/A	SE-NW															000	00		
N	2P	ASTORIA UA	1.26	OREGON COAST HY	04			N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	Unk									000	00		
N	46 9 46.57	-123 53 52.54	0105AA100S00			(03)																								
00271	N N N N N 06/17/2015	CLATSOP	1	17	1	ALLEY	N	N	CLR	ANGL-OTH	01 NONE	0	STRGHT																03	
CITY	WE	WARRENTON	CN	0	E HARBOR ST ALT	W	STOP SIGN	N	DRY	ANGL	PRVTE	S-N																018	00	
N	1P	ASTORIA UA	1.26	NE PACIFIC AVE	03			N	DAY	INJ	PSNGR CAR		01	DRVR	NONE	24	M	OTH-Y										000	03	
N	46 9 46.57	-123 53 52.54	0105AA100S00			(03)																								
00297	N N N N N 06/25/2015	CLATSOP	1	17	1	ALLEY	N	N	CLR	ANGL-OTH	01 NONE	0	STRGHT																00	
CITY	TH	WARRENTON	CN	0	E HARBOR ST ALT	W	STOP SIGN	N	DRY	ANGL	PRVTE	N-S																	019	00
N	3P	ASTORIA UA	1.26	NE PACIFIC AVE	05			N	DAY	INJ	PSNGR CAR		01	DRVR	INJC	20	F	OTH-Y										000	02	
N	46 9 46.57	-123 53 52.54	0105AA100S00			(03)																								028
N																														OR<25

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is

105: WARRENTON-ASTORIA

Highway 105 ALL ROAD TYPES, ME 0.00 to 7.25 01/01/2013 to 12/31/2017, Both Add and Non-Add mileage

1 - 128 of 128 Crash records shown (27 intersection related crashes).

00450		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N				
CITY	CH	DATE	TIME	CLAS	LOC	ST	ALN	CL	DRY	STOP	SIGN	ANG	OTH	CL	DRY	STOP	SIGN	ANG	OTH	CL	DRY	STOP	SIGN			
WARRENTON	4P	08/25/2016	46 9 46.57	CLATSOP	0	E	HARBOR ST ALT	NW	N	N	01	NONE	0	TURN-L	N	N/A	N	-SE	0	STRGHT	02	NONE	0	SW-NE		
ASTORIA	4P			OREGON COAST HY	1.26			03	N	N	01	DRVR	NONE	00	Unk	UNK	000	000	000	000	000	000	000	000	015 013,010 00	
																									000 000 000	
																										000 000 000
																										011 000 000
																										000 000 000
																										000 000 000

00387		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N			
CITY	CH	DATE	TIME	CLAS	LOC	ST	ALN	CL	DRY	STOP	SIGN	ANG	OTH	CL	DRY	STOP	SIGN	ANG	OTH	CL	DRY	STOP	SIGN	ANG	OTH	CL	
WARRENTON	4P	08/01/2016	46 9 46.57	CLATSOP	1	17	1	ALLEY	N	N	01	DRVR	NONE	00	Unk	UNK	000	000	000	000	000	000	000	000	000	000	018 000 000
ASTORIA	4P			OREGON COAST HY	1.26			04	N	N	01	DRVR	NONE	00	Unk	UNK	000	000	000	000	000	000	000	000	000	000	000 000 000
																											000 000 000
																											000 000 000
																											000 000 000

00506		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N		N N N N	
CITY	CH	DATE	TIME	CLAS	LOC	ST	ALN	CL	DRY	STOP	SIGN	ANG	OTH	CL	DRY	STOP	SIGN	ANG	OTH	CL	DRY	STOP	SIGN	ANG	OTH	CL	
WARRENTON	4P	12/11/2013	46 9 46.57	CLATSOP	1	07	1	ALLEY	N	N	01	DRVR	NONE	00	Unk	UNK	000	000	000	000	000	000	000	000	000	000	000 000 000
ASTORIA	4P			OREGON COAST HY	1.26			05	N	N	01	DRVR	NONE	00	Unk	UNK	000	000	000	000	000	000	000	000	000	000	000 000 000
																											000 000 000
																											000 000 000
																											000 000 000
																											000 000 000

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

105: WARRENTON-ASTORIA

Highway 105 ALL ROAD TYPES, MP 0.00 to 7.25 01/01/2013 to 12/31/2017, Both Add and Non-Add mileage

1 - 128 of 128 Crash records shown (27 intersection related crashes).

CITY	TU	WARRENTON	CN 0 E HARBOR ST ALT	CN	STOP SIGN	N	DRY	ANGL	N/A	S -N	01 DRVR	NONE	00	Unk	UNK	000	00	00
N	SP	ASTORIA UA	1.27 NE PACIFIC AVE	02		Y	DLIT	PDO	PSNGR CAR								000	00
N	46 9 46.49	-123 53 51.79	0105AA100S00						02 NONE 9	STRGHT								

00689	N	N	N	N	11/10/2017	CIATSOP	1 17 1	INVER	3-LEG	N	N	RAIN	ANGL-OTH	01 NONE 0	STRGHT			02
CITY	FR	WARRENTON	CN 0 E HARBOR ST ALT	CN	STOP SIGN	N	WET	ANGL	PRVTE	S -N	01 DRVR	NONE	55	F	OTH-Y	028	015	00
N	12P	ASTORIA UA	1.27 NE PACIFIC AVE	02		N	DAY	INJ	PSNGR CAR								000	02
N	46 9 46.49	-123 53 51.79	0105AA100S00						02 NONE 0	STRGHT								
									PRVTE	E -W								
									PSNGR CAR		01 DRVR	INJC	44	F	OR-Y	000	000	00

00363	N	N	N	N	07/07/2017	CIATSOP	1 17 1	INVER	3-LEG	N	N	CLR	ANGL-OTH	01 NONE 0	STRGHT			03
CITY	FR	WARRENTON	CN 0 E HARBOR ST ALT	CN	STOP SIGN	N	DRY	ANGL	PRVTE	N -S	01 DRVR	NONE	74	M	OTH-Y	021	019	00
N	1.1A	ASTORIA UA	1.27 NE PACIFIC AVE	03		Y	DAY	INJ	PSNGR CAR								000	03
N	46 9 46.49	-123 53 51.79	0105AA100S00						02 NONE 0	STRGHT								
									PRVTE	W -E								
									PSNGR CAR		01 DRVR	INJB	85	F	OTH-Y	000	006	00

00021	N	N	N	N	01/06/2017	CIATSOP	1 17 1	INVER	3-LEG	N	N	CLR	S-OTHER	01 NONE 9	TURN-R			05
CITY	FR	WARRENTON	CN 0 E HARBOR ST ALT	CN	STOP SIGN	N	DRY	TURN	N/A	S -E	01 DRVR	NONE	00	Unk	UNK	000	000	00
N	1.1A	ASTORIA UA	1.27 NE PACIFIC AVE	04		Y	DAY	PDO	PSNGR CAR								000	00
N	46 9 46.49	-123 53 51.79	0105AA100S00						02 NONE 9	TURN-L								
									N/A	S -W								
									PSNGR CAR		01 DRVR	NONE	00	Unk	UNK	000	015	00

OREGON COAST HY at E HARBOR ST ALT, City of Warrenton, Clatsop County, 01/01/2013 to 12/31/2017

COLLISION TYPE	FATAL CRASHES	NON-PROPERTY		TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
		FATAL CRASHES	PROPERTY DAMAGE ONLY											
YEAR: 2017														
REAR-END	0	0	2	2	0	0	0	1	1	1	1	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2017 TOTAL	0	0	3	3	0	0	0	2	1	2	1	3	0	0
YEAR: 2016														
NON-COLLISION	0	1	0	1	0	1	0	1	0	1	0	1	0	0
REAR-END	0	1	2	3	0	1	0	2	1	2	1	3	0	0
TURNING MOVEMENTS	0	1	0	1	0	2	0	0	1	0	1	1	0	0
YEAR 2016 TOTAL	0	3	2	5	0	4	0	3	2	3	2	5	0	0
YEAR: 2015														
REAR-END	0	3	3	6	0	4	0	5	1	5	1	6	0	0
YEAR 2015 TOTAL	0	3	3	6	0	4	0	5	1	5	1	6	0	0
YEAR: 2014														
REAR-END	0	0	2	2	0	0	0	2	0	2	0	2	0	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2014 TOTAL	0	0	3	3	0	0	0	3	0	3	0	3	0	0
YEAR: 2013														
REAR-END	0	1	1	2	0	1	0	1	1	2	0	2	0	0

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OREGON COAST HY at E HARBOR ST ALT, City of Warrenton, Clatsop County, 01/01/2013 to 12/31/2017

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY			TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
			FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY											
TURNING MOVEMENTS	0	1	1	0	2	0	1	0	2	0	2	0	0	2	0	0
YEAR 2013 TOTAL	0	2	2	0	4	0	2	0	3	1	4	0	0	4	0	0
FINAL TOTAL	0	8	13	0	21	0	10	0	16	5	17	4	4	21	0	0

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

OREGON... DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING
OREGON COAST HY at E HARBOR ST ALT, City of Warrenton, Clatsop County, 01/01/2013 to 12/31/2017

1 - 3 of 21 Crash records shown.

CITY OF WARRENTON, CLATSOP COUNTY

SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	PRTC	INJ	A	S	ACT_EVENT	CAUSE		
	INVEST	E	A	I	C	O	DAY	FIRST STREET	DIRECT	TRAF-	TRAF-	RNDPT	SURF	COLL	OWNER	FROM	INJ	G	E	L	PED			
	RD DPT	E	L	G	N	H	R	SECOND STREET	LOC	LEG	CONT	DRVWY	LIGHT	SVRY	# TYPE	SVRY	E	X	RES	LOC	ERROR			
	UNLOC?	D	C	S	V	L	K	LAT	LOC	3-LEG	N	CLR	S-1STOP	0	STRGHT	TO	PH	TYPE	SVRY	E	X	RES	LOC	
00347	N	N	N	N	N	08/06/2013	02	E HARBOR ST ALT	INTER	3-LEG	N	N	CLR	S-1STOP	0	STRGHT	01	DRVR	NONE	26	M	OR-Y	07	
	NO RPT	TU						OREGON COAST HY	NE	0	TRF SIGNAL	N	DRY	REAR	PRVTE	NE-SW	01	DRVR	NONE	26	M	OR-Y	07	
N		3P				46 9	-123 53		06	0		N	DAY	PDO	PSNGR CAR									
N		45.274896				47.239728																		
00427	Y	N	N	N	N	09/15/2013	02	E HARBOR ST ALT	INTER	3-LEG	N	N	RAIN	S-1STOP	0	STRGHT	01	DRVR	NONE	20	M	OR-Y	07, 01	
	CITY	SU						OREGON COAST HY	NE	0	TRF SIGNAL	N	WET	REAR	PRVTE	NE-SW	01	DRVR	NONE	20	M	OR-Y	07, 01	
N		3P				46 9	-123 53		06	0		N	DAY	INJ	PSNGR CAR									
N		45.274896				47.239728																		
00665	N	N	N	N	N	02/20/2015	14	E HARBOR ST ALT	INTER	CROSS	N	N	CLR	S-1STOP	0	STRGHT	01	DRVR	NONE	00	M	UNK	29	
	CITY	FR						OREGON COAST HY	NE	0	TRF SIGNAL	N	DRY	REAR	UNKN	NE-SW	01	DRVR	NONE	00	M	UNK	29	
N		1P				46 9 45.28	-123 53		06	0		N	DAY	INJ	PSNGR CAR									
N		47.24																						
00335	N	N	N	N	N	07/08/2015	14	E HARBOR ST ALT	INTER	3-LEG	N	N	CLR	S-1STOP	1	STRGHT	01	DRVR	NONE	82	M	OR-Y	07	
	CITY	WE						OREGON COAST HY	NE	0	TRF SIGNAL	N	DRY	REAR	PRVTE	NE-SW	01	DRVR	NONE	82	M	OR-Y	07	
N		10A				46 9 45.28	-123 53		06	0		N	DAY	INJ	PSNGR CAR									
N		47.24																						

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 814.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver or the crash reporting agency, the Oregon Department of Transportation cannot guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 URBAN NON-SYSTEM CRASH LISTING
 OREGON COAST HY at E HARBOR ST ALT, City of Warrenton, Clatsop County, 01/01/2013 to 12/31/2017
 4 - 8 of 21 Crash records shown.

CITY OF WARRENTON, CLATSOP COUNTY

SER#	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SECL USE	SPCL USE	TRLR QTY	MOVE	FROM	TO	PH TYPE	INJ	SVRTY	E X RES	LOC	ERROR	ACT EVENT	CAUSE
N	N	N	LONG	DIST	LEGS	TRAF-	DRWY	LIGHT	SVRTY	PRVTE	PRVTE	OWNER	FROM	TO	02 NONE	01 DRVR	INJC	20 F	OR-Y	OR-25			
00373	N N N N	N N 07/28/2015	14 E HARBOR ST ALT	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	0	STRGHT	SW-NE	STRGHT	01 DRVR	NONE	32 F	OR-Y	OR-25	000	011	000	00
STATE	TU			NE		NONE	N	DRY	REAR	PRVTE			SW-NE							000	000	00	07
N	4P			05	0		N	DAY	PDO	PSNGR CAR			PSNGR CAR		01 DRVR	NONE	32 F	OR-Y	OR-25	043	000	000	07
N	46 9 45.28	-123 53	000900100800																				
N	47.24																						
00623	N N N N	N N 12/04/2015	14 E HARBOR ST ALT	INTER	3-LEG	N	N	RAIN	S-1STOP	01 NONE	0	STRGHT	SW-NE	STRGHT	01 DRVR	NONE	63 M	OR-Y	OR-25	000	011	052	00
CITY	FR			NE		TRF SIGNAL	N	WET	REAR	PRVTE			NE-SW							000	000	00	00
N	5P			06	0		N	DLIT	PDO	PSNGR CAR			PSNGR CAR		01 DRVR	NONE	33 M	OTH-Y	N-RES	026	000	000	29
N	46 9 45.28	-123 53	000900100800																				
N	47.24																						
00664	N N N N	N N 12/01/2016	14 E HARBOR ST ALT	INTER	3-LEG	N	N	RAIN	S-1STOP	01 NONE	0	STRGHT	SW-NE	STRGHT	01 DRVR	NONE	25 M	OTH-Y	N-RES	043	000	000	07
CITY	TH			NE		TRF SIGNAL	N	WET	REAR	PRVTE			NE-SW							000	000	00	00
N	4P			06	0		N	DUSK	INJ	PSNGR CAR			PSNGR CAR		01 DRVR	NONE	25 M	OTH-Y	N-RES	043	000	000	07
N	46 9 45.28	-123 53	000900100800																				
N	47.24																						
00145	N N N N	N N 03/23/2016	14 E HARBOR ST ALT	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	9	STRGHT	SW-NE	STRGHT	01 DRVR	NONE	00 Utk	UNK	UNK	000	000	000	07
CITY	WE			NE		TRF SIGNAL	N	DRY	REAR	N/A			SW-NE							000	000	00	00
N	2P			05	0		N	DAY	PDO	PSNGR CAR			PSNGR CAR		01 DRVR	NONE	00 Utk	UNK	UNK	000	000	000	00
N	46 9 45.28	-123 53	000900100800																				
N	47.24																						

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

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

OREGON COAST HY at E HARBOR ST ALT, City of Warrenton, Clatsop County, 01/01/2013 to 12/31/2017
9 - 12 of 21 Crash records shown.

CITY OF WARRENTON, CLATSOP COUNTY

SER#	P R J S W DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	FROM	PH TYPE	SVFTY	RES	LOC	CAUSE	
INVEST	E A U I C O DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDFT	SURF	COLL	OWNER	TRF QTY	TO	INJ	E X RES	E L I C N S	P E D	ACT EVENT	
RD DPT	E L G N H R TIME	FROM	SECOND STREET	LOCN	(#LANES)	CONTL	DRVRY	LIGHT	SVRY	V# TYPE	01 NONE	9	STRGHT	01 NONE	9	STRGHT	07	
UNLOC?	D C S V L K LAT	LONG	E HARBOR ST ALT	INTER	3-LEG	N	RAIN	S-1STOP	01 NONE	9	STRGHT	NE-SW	01 DRVR	NONE	00	Unk	Unk	
00116	N N N N N 03/03/2017	14	E HARBOR ST ALT	NE	0	TRF SIGNAL	N	WET	REAR	N/A	0	NE-SW	01 DRVR	NONE	00	Unk	Unk	00
CITY	FR		OREGON COAST HY	06	0		N	DAWN	PDO	PSNGR CAR		NE-SW	01 DRVR	NONE	00	Unk	Unk	00
N	6A	-123 53	000900100S00				N					NE-SW	01 DRVR	NONE	00	Unk	Unk	00
N	46 9 45.28	47.24					N					NE-SW	01 DRVR	NONE	00	Unk	Unk	00
N	46 9 45.28	47.24					N					NE-SW	01 DRVR	NONE	00	Unk	Unk	00
00400	N N N N N 08/22/2014	02	E HARBOR ST ALT	INTER	3-LEG	N	CLD	S-1STOP	01 NONE	0	STRGHT	STRGHT	01 DRVR	NONE	00	Unk	Unk	27,14
CITY	FR		OREGON COAST HY	SW	0	L-GRN-SIG	N	DRY	REAR	PRVTE		SW-NE	01 DRVR	NONE	00	Unk	Unk	00
N	6A	-123 53	000900100S00	06	0		N	DAY	PDO	PSNGR CAR		SW-NE	01 DRVR	NONE	26	F	OR-Y	27,14
N	46 9 45.28	47.24					N					SW-NE	01 DRVR	NONE	00	Unk	Unk	00
N	46 9 45.28	47.24					N					SW-NE	01 DRVR	NONE	00	Unk	Unk	00
00330	N N N N N 07/05/2015	14	E HARBOR ST ALT	INTER	3-LEG	N	CLR	S-1STOP	01 NONE	0	STRGHT	STRGHT	01 DRVR	NONE	00	Unk	Unk	27
CITY	SU		OREGON COAST HY	SW	0	TRF SIGNAL	N	DRY	REAR	PRVTE		SW-NE	01 DRVR	NONE	44	M	OR-Y	00
N	7P	-123 53	000900100S00	06	0		N	DAY	PDO	PSNGR CAR		SW-NE	01 DRVR	NONE	00	Unk	Unk	27
N	46 9 45.28	47.24					N					SW-NE	01 DRVR	NONE	00	Unk	Unk	00
N	46 9 45.28	47.24					N					SW-NE	01 DRVR	NONE	00	Unk	Unk	00
00266	N N N N N 05/30/2016	14	E HARBOR ST ALT	INTER	CROSS	N	CLR	S-1STOP	01 NONE	9	STRGHT	STRGHT	01 DRVR	NONE	00	Unk	Unk	07,27
CITY	MO		OREGON COAST HY	SW	0	TRF SIGNAL	N	DRY	REAR	N/A		SW-NE	01 DRVR	NONE	00	Unk	Unk	00
N	8A	-123 53	000900100S00	06	0		N	DAY	PDO	PSNGR CAR		SW-NE	01 DRVR	NONE	00	Unk	Unk	00
N	46 9 45.28	47.24					N					SW-NE	01 DRVR	NONE	00	Unk	Unk	00
N	46 9 45.28	47.24					N					SW-NE	01 DRVR	NONE	00	Unk	Unk	00
00604	N N N N N 10/10/2017	14	E HARBOR ST ALT	INTER	3-LEG	N	CLD	S-1STOP	01 NONE	9	STRGHT	STRGHT	01 DRVR	NONE	00	Unk	Unk	07,27
CITY	TU		OREGON COAST HY	SW	0	TRF SIGNAL	N	DRY	REAR	N/A		SW-NE	01 DRVR	NONE	00	Unk	Unk	00
N	5P	-123 53	000900100S00	06	0		N	DAY	PDO	PSNGR CAR		SW-NE	01 DRVR	NONE	00	Unk	Unk	00
N	46 9 45.28	47.24					N					SW-NE	01 DRVR	NONE	00	Unk	Unk	00
N	46 9 45.28	47.24					N					SW-NE	01 DRVR	NONE	00	Unk	Unk	00

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

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

OREGON COAST HY at E HARBOR ST ALT, City of Warrenton, Clatsop County, 01/01/2013 to 12/31/2017
13 - 17 of 21 Crash records shown.

CITY OF WARRENTON, CLATSOP COUNTY

SER#	P R J S W DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	FROM	PH TYPE	SVRTY	E X RES	LOC	ERROR	ACT EVENT	CAUSE	
RD DPT	E L G N H R TIME	FROM	FIRST STREET	DIRECT	LEGS	TRAF-	RDFT	SURF	COLL	OWNER	FRM	PH TYPE	SVRTY	E X RES	LOC	ERROR	ACT EVENT	CAUSE		
UNLOC?	D C S V L K LAT	LONG	SECOND STREET	LOCCTN	(#LANES)	CONTL	DEVRY	LIGHT	SVRTY	V# TYPE	TO	SW-NE	SW-NE	TO	SW-NE	SW-NE	SW-NE	SW-NE	SW-NE	
00564	N N N N 11/26/2013	07	E HARBOR ST ALT	INTER	3-LEG	N	N	CLR	ANGL-OTH	01 NONE	0	TURN-R	01 DRVR	NONE	00	UNK	UNK	00	00	
CITY	TU		OREGON COAST HY	NW		L-GRN-SIG	N	DRY	TURN	PRVTE	NE-NW							000	000	
N	12P			05	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	39	F	OR-Y	OR<25	000	000	
N	46 9	-123 53	0105AA100S00				N	DAY										000	000	
N	45.6654959	47.7243599					N	DAY				01 DRVR	NONE	51	M	OR-Y	OR<25	000	000	
00443	N N N N 09/24/2013	02	E HARBOR ST ALT	INTER	3-LEG	N	N	CLR	O-OTHER	01 NONE	0	TURN-L	01 DRVR	NONE	42	F	OTH-Y	N-RES	000	000
CITY	TU		OREGON COAST HY	CN		L-GRN-SIG	N	DRY	TURN	PRVTE	SW-NW							000	000	
N	10A			01	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	79	F	UNK	N-RES	000	000	
N	46 9	-123 53	000900100S00				N	DAY										000	000	
N	45.2774896	47.239728					N	DAY				01 DRVR	INJC	42	F	OTH-Y	N-RES	000	000	
00432	N N N N 09/03/2014	02	E HARBOR ST ALT	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	0	STRGHT	01 DRVR	NONE	25	F	OTH-Y	N-RES	000	000
CITY	WE		OREGON COAST HY	CN		TRF SIGNAL	N	DRY	REAR	PRVTE	SW-NE							000	000	
N	5P			01	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	25	F	OTH-Y	N-RES	000	000	
N	46 9 45.28	-123 53	000900100S00				N	DAY										000	000	
N	47.24						N	DAY				02 PSNG	NO-5	02	M			000	000	
00499	N N N N 10/06/2014	02	E HARBOR ST ALT	INTER	3-LEG	N	N	CLD	S-STRGHT	01 NONE	0	STRGHT	01 DRVR	NONE	44	M	OR-Y	OR<25	000	000
CITY	WE		OREGON COAST HY	CN		R-GRN-SIG	N	DRY	SS-O	PRVTE	NE-SW							000	000	
N	11A			01	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	27	F	OTH-Y	N-RES	000	000	
N	46 9 45.28	-123 53	000900100S00				N	DAY										000	000	
N	47.24						N	DAY				02 PSNG	NO-5	02	M			000	000	

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

CDS380 03/24/2020 OREGON... DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING NEPTUNE DR and Intersectional Crashes at NEPTUNE DR, City of Warrenton, Clatsop County, 01/01/2013 to 12/31/2017

1 - 26 of 26 Crash records shown (3 intersection related crashes).

Table with columns: SER#, CITY STREET, CLASS, DIST, FROM, LONG, LRS, CITY STREET, INT-TYPE, INT-REL, RD CHAR, OFFRD, WTHR, CRASH, MOVE, TRLR QTY, SPC USE, A S, RD DPT, E L G N H R TIME, SECOND STREET, DIRECT, TRAF, RNDPT, SURF, COLL, OWNER, FROM, FRCC, INJ, G E LICNS, PED, UNLOC? D C S V L K INT, LOCTN, DRVWY, LIGHT, SVRTY, V# TYPE, TO, PH TYPE, SVRTY, E X RES, LOC, ERROR, ACT EVENT, CRUISE

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is

HCM 6th TWSC
1: SE Neptune Drive & E Harbor Drive

03/26/2020

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	406	63	30	228	25	20
Future Vol, veh/h	406	63	30	228	25	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	130	105	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	11	11	11	11	6	6
Mvmt Flow	521	81	38	292	32	26

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	521	0	889
Stage 1	-	-	-	-	521
Stage 2	-	-	-	-	368
Critical Hdwy	-	-	4.21	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.299	-	3.554
Pot Cap-1 Maneuver	-	-	1001	-	309
Stage 1	-	-	-	-	588
Stage 2	-	-	-	-	691
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1001	-	297
Mov Cap-2 Maneuver	-	-	-	-	297
Stage 1	-	-	-	-	566
Stage 2	-	-	-	-	691

Approach	EB	WB	NB
HCM Control Delay, s	0	1	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	297	548	-	-	1001	-
HCM Lane V/C Ratio	0.108	0.047	-	-	0.038	-
HCM Control Delay (s)	18.6	11.9	-	-	8.7	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↑	↑		↑	↑	
Traffic Vol, veh/h	1	3	38	39	4	26	30	35	69	26	55	3
Future Vol, veh/h	1	3	38	39	4	26	30	35	69	26	55	3
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	45	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	4	4	4	2	2	2	9	9	9
Mvmt Flow	1	4	45	46	5	31	35	41	81	31	65	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	300	321	67	306	283	83	69	0	0	122	0	0
Stage 1	129	129	-	152	152	-	-	-	-	-	-	-
Stage 2	171	192	-	154	131	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	656	599	1002	642	623	971	1532	-	-	1423	-	-
Stage 1	880	793	-	846	768	-	-	-	-	-	-	-
Stage 2	836	745	-	844	784	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	609	573	1002	590	596	970	1532	-	-	1423	-	-
Mov Cap-2 Maneuver	609	573	-	590	596	-	-	-	-	-	-	-
Stage 1	860	776	-	827	750	-	-	-	-	-	-	-
Stage 2	785	728	-	785	767	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	10.9	1.7	2.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1532	-	-	937	693	1423	-	-
HCM Lane V/C Ratio	0.023	-	-	0.053	0.117	0.021	-	-
HCM Control Delay (s)	7.4	-	-	9.1	10.9	7.6	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0.1	-	-

HCM 6th TWSC

1: SE Neptune Drive & E Harbor Drive

03/26/2020

Intersection

Int Delay, s/veh 3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	399	97	89	404	84	45
Future Vol, veh/h	399	97	89	404	84	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	130	105	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	6	6	1	1
Mvmt Flow	424	103	95	430	89	48

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	424	0	1044
Stage 1	-	-	-	-	424
Stage 2	-	-	-	-	620
Critical Hdwy	-	-	4.16	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.254	-	3.509
Pot Cap-1 Maneuver	-	-	1114	-	255
Stage 1	-	-	-	-	662
Stage 2	-	-	-	-	538
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1114	-	233
Mov Cap-2 Maneuver	-	-	-	-	233
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	538

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	632	-	-	1114	-
HCM Lane V/C Ratio	0.384	0.076	-	-	0.085	-
HCM Control Delay (s)	29.8	11.2	-	-	8.5	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.7	0.2	-	-	0.3	-

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	15	9	94	72	19	35	61	72	72	20	144	14
Future Vol, veh/h	15	9	94	72	19	35	61	72	72	20	144	14
Conflicting Peds, #/hr	3	0	1	1	0	3	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	45	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	6	6	6
Mvmt Flow	16	10	102	78	21	38	66	78	78	22	157	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	493	500	168	516	468	121	174	0	0	157	0	0
Stage 1	211	211	-	250	250	-	-	-	-	-	-	-
Stage 2	282	289	-	266	218	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.254	-	-
Pot Cap-1 Maneuver	490	476	881	473	496	936	1409	-	-	1399	-	-
Stage 1	796	731	-	759	704	-	-	-	-	-	-	-
Stage 2	729	677	-	744	726	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	431	445	878	391	464	932	1406	-	-	1398	-	-
Mov Cap-2 Maneuver	431	445	-	391	464	-	-	-	-	-	-	-
Stage 1	757	718	-	723	670	-	-	-	-	-	-	-
Stage 2	644	645	-	638	713	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	11			15.5			2.3			0.9		
HCM LOS	B			C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1406	-	-	728	480	1398	-	-
HCM Lane V/C Ratio	0.047	-	-	0.176	0.285	0.016	-	-
HCM Control Delay (s)	7.7	-	-	11	15.5	7.6	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	1.2	0	-	-

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↕		↵	↕	↗		↕			↕	
Traffic Vol, veh/h	39	435	14	48	457	39	4	2	43	48	10	83
Future Vol, veh/h	39	435	14	48	457	39	4	2	43	48	10	83
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	145	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	1	1	1
Mvmt Flow	41	458	15	51	481	41	4	2	45	51	11	87

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	522	0	0	473
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.115	-	-	4.13
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2095	-	-	2.219
Pot Cap-1 Maneuver	1049	-	-	1087
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1049	-	-	1087
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.7	13.4	23.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	481	1049	-	-	1087	-	-	337
HCM Lane V/C Ratio	0.107	0.039	-	-	0.046	-	-	0.44
HCM Control Delay (s)	13.4	8.6	-	-	8.5	-	-	23.8
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	2.2

HCM Signalized Intersection Capacity Analysis
 3: US-101 & E Harbor Drive

03/27/2020



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	423	28	51	776	623	408
Future Volume (vph)	423	28	51	776	623	408
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1565	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1787	1565	1770	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	445	29	54	817	656	429
RTOR Reduction (vph)	0	19	0	0	0	91
Lane Group Flow (vph)	445	10	54	817	656	338
Confl. Bikes (#/hr)		1				
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	6		7	4	8	6
Permitted Phases		6				8
Actuated Green, G (s)	28.6	28.6	5.9	49.2	38.8	67.4
Effective Green, g (s)	28.6	28.6	5.9	49.2	38.8	67.4
Actuated g/C Ratio	0.33	0.33	0.07	0.57	0.45	0.78
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	588	515	120	1055	832	1311
v/s Ratio Prot	c0.25		0.03	c0.44	0.35	0.08
v/s Ratio Perm		0.01				0.13
v/c Ratio	0.76	0.02	0.45	0.77	0.79	0.26
Uniform Delay, d1	26.0	19.6	38.9	14.5	20.5	2.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.5	0.0	2.7	3.6	5.0	0.1
Delay (s)	31.5	19.6	41.6	18.1	25.5	2.8
Level of Service	C	B	D	B	C	A
Approach Delay (s)	30.8			19.6	16.5	
Approach LOS	C			B	B	

Intersection Summary

HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	86.8	Sum of lost time (s)	13.5
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 3: US-101 & E Harbor Drive

03/27/2020



Movement	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations							
Traffic Volume (veh/h)	423	28	51	776	623	408	
Future Volume (veh/h)	423	28	51	776	623	408	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No	No		
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870	
Adj Flow Rate, veh/h	445	29	54	817	656	429	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	1	1	2	2	2	2	
Cap, veh/h	523	465	87	1051	822	1158	
Arrive On Green	0.29	0.29	0.05	0.56	0.44	0.44	
Sat Flow, veh/h	1795	1598	1781	1870	1870	1585	
Grp Volume(v), veh/h	445	29	54	817	656	429	
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1870	1870	1585	
Q Serve(g_s), s	14.3	0.8	1.8	20.8	18.6	6.1	
Cycle Q Clear(g_c), s	14.3	0.8	1.8	20.8	18.6	6.1	
Prop In Lane	1.00	1.00	1.00			1.00	
Lane Grp Cap(c), veh/h	523	465	87	1051	822	1158	
V/C Ratio(X)	0.85	0.06	0.62	0.78	0.80	0.37	
Avail Cap(c_a), veh/h	1246	1108	247	2091	1695	1898	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	20.5	15.7	28.6	10.4	14.8	3.0	
Incr Delay (d2), s/veh	4.0	0.1	6.9	1.3	1.8	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.0	0.8	0.8	5.4	6.5	3.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	24.5	15.7	35.5	11.7	16.7	3.2	
LnGrp LOS	C	B	D	B	B	A	
Approach Vol, veh/h	474			871	1085		
Approach Delay, s/veh	23.9			13.2	11.4		
Approach LOS	C			B	B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				38.9	22.3	7.5	31.4
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				68.5	42.5	8.5	55.5
Max Q Clear Time (g_c+l1), s				22.8	16.3	3.8	20.6
Green Ext Time (p_c), s				5.9	1.5	0.0	6.4
Intersection Summary							
HCM 6th Ctrl Delay			14.5				
HCM 6th LOS			B				

HCM 6th TWSC
1: SE Neptune Drive & E Harbor Drive

03/26/2020

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	406	66	31	228	26	21
Future Vol, veh/h	406	66	31	228	26	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	130	105	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	11	11	11	11	6	6
Mvmt Flow	521	85	40	292	33	27

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	521	0	893
Stage 1	-	-	-	-	521
Stage 2	-	-	-	-	372
Critical Hdwy	-	-	4.21	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.299	-	3.554
Pot Cap-1 Maneuver	-	-	1001	-	307
Stage 1	-	-	-	-	588
Stage 2	-	-	-	-	688
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1001	-	295
Mov Cap-2 Maneuver	-	-	-	-	295
Stage 1	-	-	-	-	564
Stage 2	-	-	-	-	688

Approach	EB	WB	NB
HCM Control Delay, s	0	1	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	295	548	-	-	1001	-
HCM Lane V/C Ratio	0.113	0.049	-	-	0.04	-
HCM Control Delay (s)	18.8	11.9	-	-	8.7	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	3	40	41	4	27	31	36	72	27	57	3
Future Vol, veh/h	1	3	40	41	4	27	31	36	72	27	57	3
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	45	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	4	4	4	2	2	2	9	9	9
Mvmt Flow	1	4	47	48	5	32	36	42	85	32	67	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	309	332	69	316	292	86	71	0	0	127	0	0
Stage 1	133	133	-	157	157	-	-	-	-	-	-	-
Stage 2	176	199	-	159	135	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	647	591	1000	633	615	967	1529	-	-	1417	-	-
Stage 1	875	790	-	841	764	-	-	-	-	-	-	-
Stage 2	831	740	-	838	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	600	564	1000	579	587	966	1529	-	-	1417	-	-
Mov Cap-2 Maneuver	600	564	-	579	587	-	-	-	-	-	-	-
Stage 1	854	772	-	821	746	-	-	-	-	-	-	-
Stage 2	779	722	-	777	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	11	1.7	2.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1529	-	-	936	682	1417	-	-
HCM Lane V/C Ratio	0.024	-	-	0.055	0.124	0.022	-	-
HCM Control Delay (s)	7.4	-	-	9.1	11	7.6	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0.1	-	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘	↕	↗		↕			↕	
Traffic Vol, veh/h	26	436	8	19	286	5	1	3	20	3	1	8
Future Vol, veh/h	26	436	8	19	286	5	1	3	20	3	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	145	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	5	5	5	0	0	0	0	0	0
Mvmt Flow	31	519	10	23	340	6	1	4	24	4	1	10

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	346	0	0	529	0	0	981	978	265	710	977	340
Stage 1	-	-	-	-	-	-	586	586	-	386	386	-
Stage 2	-	-	-	-	-	-	395	392	-	324	591	-
Critical Hdwy	4.175	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2475	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1192	-	-	1018	-	-	218	252	739	338	253	707
Stage 1	-	-	-	-	-	-	468	500	-	641	614	-
Stage 2	-	-	-	-	-	-	634	610	-	668	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1192	-	-	1018	-	-	206	240	739	312	241	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	240	-	312	241	-
Stage 1	-	-	-	-	-	-	456	487	-	624	600	-
Stage 2	-	-	-	-	-	-	610	596	-	625	485	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0.4		0.5		12		12.8
HCM LOS					B		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	540	1192	-	-	1018	-	-	478
HCM Lane V/C Ratio	0.053	0.026	-	-	0.022	-	-	0.03
HCM Control Delay (s)	12	8.1	-	-	8.6	-	-	12.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.1

HCM Signalized Intersection Capacity Analysis

3: US-101 & E Harbor Drive

03/27/2020



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↰	↰	↰	↗	↗	↗
Traffic Volume (vph)	360	9	7	511	536	254
Future Volume (vph)	360	9	7	511	536	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1719	1538	1719	1810	1776	1509
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1719	1538	1719	1810	1776	1509
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	434	11	8	616	646	306
RTOR Reduction (vph)	0	7	0	0	0	58
Lane Group Flow (vph)	434	4	8	616	646	248
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	6		7	4	8	6
Permitted Phases		6				8
Actuated Green, G (s)	26.2	26.2	0.6	39.4	34.3	60.5
Effective Green, g (s)	26.2	26.2	0.6	39.4	34.3	60.5
Actuated g/C Ratio	0.35	0.35	0.01	0.53	0.46	0.81
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	603	540	13	955	816	1314
v/s Ratio Prot	c0.25		0.00	c0.34	c0.36	0.07
v/s Ratio Perm		0.00				0.10
v/c Ratio	0.72	0.01	0.62	0.65	0.79	0.19
Uniform Delay, d1	21.0	15.7	36.9	12.6	17.1	1.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.1	0.0	64.0	1.5	5.3	0.1
Delay (s)	25.1	15.7	100.9	14.1	22.4	1.6
Level of Service	C	B	F	B	C	A
Approach Delay (s)	24.9			15.2	15.7	
Approach LOS	C			B	B	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	74.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
 3: US-101 & E Harbor Drive

03/27/2020



Movement	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations							
Traffic Volume (veh/h)	360	9	7	511	536	254	
Future Volume (veh/h)	360	9	7	511	536	254	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No	No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1796	1796	
Adj Flow Rate, veh/h	434	11	8	616	646	306	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	
Percent Heavy Veh, %	5	5	5	5	7	7	
Cap, veh/h	515	459	18	988	807	1135	
Arrive On Green	0.30	0.30	0.01	0.54	0.45	0.45	
Sat Flow, veh/h	1739	1547	1739	1826	1796	1522	
Grp Volume(v), veh/h	434	11	8	616	646	306	
Grp Sat Flow(s),veh/h/ln	1739	1547	1739	1826	1796	1522	
Q Serve(g_s), s	12.9	0.3	0.3	12.9	17.1	3.5	
Cycle Q Clear(g_c), s	12.9	0.3	0.3	12.9	17.1	3.5	
Prop In Lane	1.00	1.00	1.00			1.00	
Lane Grp Cap(c), veh/h	515	459	18	988	807	1135	
V/C Ratio(X)	0.84	0.02	0.44	0.62	0.80	0.27	
Avail Cap(c_a), veh/h	1352	1203	157	2245	1900	2062	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	18.2	13.8	27.2	8.8	13.1	2.2	
Incr Delay (d2), s/veh	3.8	0.0	15.8	0.7	1.9	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.1	0.3	0.2	3.0	5.4	1.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	22.1	13.8	43.0	9.4	15.0	2.4	
LnGrp LOS	C	B	D	A	B	A	
Approach Vol, veh/h	445			624	952		
Approach Delay, s/veh	21.9			9.9	10.9		
Approach LOS	C			A	B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				34.4	20.9	5.1	29.3
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				68.0	43.0	5.0	58.5
Max Q Clear Time (g_c+l1), s				14.9	14.9	2.3	19.1
Green Ext Time (p_c), s				3.9	1.4	0.0	5.7
Intersection Summary							
HCM 6th Ctrl Delay			13.0				
HCM 6th LOS			B				

Intersection

Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↓	↑	↓	↑
Traffic Vol, veh/h	399	101	93	404	87	47
Future Vol, veh/h	399	101	93	404	87	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	130	105	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	6	6	1	1
Mvmt Flow	424	107	99	430	93	50

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	424
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.254
Pot Cap-1 Maneuver	-	-	1114
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1114
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	23.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	230	632	-	-	1114	-
HCM Lane V/C Ratio	0.402	0.079	-	-	0.089	-
HCM Control Delay (s)	30.8	11.2	-	-	8.5	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.8	0.3	-	-	0.3	-

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	16	9	98	75	20	36	63	75	75	21	150	15
Future Vol, veh/h	16	9	98	75	20	36	63	75	75	21	150	15
Conflicting Peds, #/hr	3	0	1	1	0	3	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	45	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	6	6	6
Mvmt Flow	17	10	107	82	22	39	68	82	82	23	163	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	512	520	174	537	487	127	181	0	0	165	0	0
Stage 1	219	219	-	260	260	-	-	-	-	-	-	-
Stage 2	293	301	-	277	227	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.254	-	-
Pot Cap-1 Maneuver	476	463	875	458	484	929	1400	-	-	1389	-	-
Stage 1	788	726	-	749	697	-	-	-	-	-	-	-
Stage 2	719	669	-	734	720	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	416	432	873	375	451	925	1397	-	-	1388	-	-
Mov Cap-2 Maneuver	416	432	-	375	451	-	-	-	-	-	-	-
Stage 1	749	712	-	712	662	-	-	-	-	-	-	-
Stage 2	632	636	-	624	706	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.2		16.2		2.3		0.9	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1397	-	-	717	462	1388	-	-
HCM Lane V/C Ratio	0.049	-	-	0.186	0.308	0.016	-	-
HCM Control Delay (s)	7.7	-	-	11.2	16.2	7.6	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	1.3	0.1	-	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↗		↕			↕	
Traffic Vol, veh/h	41	435	15	50	457	41	4	2	45	50	10	86
Future Vol, veh/h	41	435	15	50	457	41	4	2	45	50	10	86
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	145	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	1	1	1
Mvmt Flow	43	458	16	53	481	43	4	2	47	53	11	91

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	524	0	474	0	0	1215	1182	237	903	1147	484	
Stage 1	-	-	-	-	-	552	552	-	587	587	-	
Stage 2	-	-	-	-	-	663	630	-	316	560	-	
Critical Hdwy	4.115	-	4.13	-	-	7.3	6.5	6.9	7.315	6.515	6.215	
Critical Hdwy Stg 1	-	-	-	-	-	6.5	5.5	-	6.115	5.515	-	
Critical Hdwy Stg 2	-	-	-	-	-	6.1	5.5	-	6.515	5.515	-	
Follow-up Hdwy	2.2095	-	2.219	-	-	3.5	4	3.3	3.5095	4.0095	3.3095	
Pot Cap-1 Maneuver	1047	-	1086	-	-	149	191	771	246	200	584	
Stage 1	-	-	-	-	-	491	518	-	497	498	-	
Stage 2	-	-	-	-	-	454	478	-	673	512	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1047	-	1086	-	-	112	174	771	213	182	582	
Mov Cap-2 Maneuver	-	-	-	-	-	112	174	-	213	182	-	
Stage 1	-	-	-	-	-	471	497	-	477	474	-	
Stage 2	-	-	-	-	-	356	455	-	603	491	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.8	13.4	24.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	483	1047	-	-	1086	-	-	334
HCM Lane V/C Ratio	0.111	0.041	-	-	0.048	-	-	0.46
HCM Control Delay (s)	13.4	8.6	-	-	8.5	-	-	24.6
HCM Lane LOS		B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.2	-	-	2.3

HCM Signalized Intersection Capacity Analysis

3: US-101 & E Harbor Drive

03/27/2020



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	429	28	52	787	632	414
Future Volume (vph)	429	28	52	787	632	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1565	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1787	1565	1770	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	452	29	55	828	665	436
RTOR Reduction (vph)	0	19	0	0	0	88
Lane Group Flow (vph)	452	10	55	828	665	348
Confl. Bikes (#/hr)		1				
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	6		7	4	8	6
Permitted Phases		6				8
Actuated Green, G (s)	29.2	29.2	5.9	50.0	39.6	68.8
Effective Green, g (s)	29.2	29.2	5.9	50.0	39.6	68.8
Actuated g/C Ratio	0.33	0.33	0.07	0.57	0.45	0.78
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	591	518	118	1056	836	1315
v/s Ratio Prot	c0.25		0.03	c0.44	0.36	0.09
v/s Ratio Perm		0.01				0.13
v/c Ratio	0.76	0.02	0.47	0.78	0.80	0.26
Uniform Delay, d1	26.4	19.9	39.6	14.9	20.8	2.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.9	0.0	2.9	3.9	5.3	0.1
Delay (s)	32.3	19.9	42.5	18.8	26.1	2.8
Level of Service	C	B	D	B	C	A
Approach Delay (s)	31.5			20.3	16.9	
Approach LOS	C			C	B	

Intersection Summary

HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	88.2	Sum of lost time (s)	13.5
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary

3: US-101 & E Harbor Drive

03/27/2020



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↰	↰	↰	↱	↱	↱
Traffic Volume (veh/h)	429	28	52	787	632	414
Future Volume (veh/h)	429	28	52	787	632	414
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	452	29	55	828	665	436
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	528	470	87	1053	827	1167
Arrive On Green	0.29	0.29	0.05	0.56	0.44	0.44
Sat Flow, veh/h	1795	1598	1781	1870	1870	1585
Grp Volume(v), veh/h	452	29	55	828	665	436
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1870	1870	1585
Q Serve(g_s), s	14.9	0.8	1.9	21.8	19.4	6.3
Cycle Q Clear(g_c), s	14.9	0.8	1.9	21.8	19.4	6.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	528	470	87	1053	827	1167
V/C Ratio(X)	0.86	0.06	0.63	0.79	0.80	0.37
Avail Cap(c_a), veh/h	1212	1079	241	2036	1649	1864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	16.0	29.4	10.8	15.2	3.0
Incr Delay (d2), s/veh	4.1	0.1	7.2	1.3	1.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	0.9	5.8	6.8	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.1	16.0	36.6	12.1	17.1	3.2
LnGrp LOS	C	B	D	B	B	A
Approach Vol, veh/h	481			883	1101	
Approach Delay, s/veh	24.5			13.6	11.6	
Approach LOS	C			B	B	
Timer - Assigned Phs				4	6	7
Phs Duration (G+Y+Rc), s				39.9	23.0	32.3
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				68.5	42.5	55.5
Max Q Clear Time (g_c+l1), s				23.8	16.9	21.4
Green Ext Time (p_c), s				6.0	1.6	0.0
Intersection Summary						
HCM 6th Ctrl Delay			14.8			
HCM 6th LOS			B			

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘	↕	↗		↕			↕	
Traffic Vol, veh/h	26	426	28	40	276	5	20	3	41	3	1	8
Future Vol, veh/h	26	426	28	40	276	5	20	3	41	3	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	145	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	5	5	5	0	0	0	0	0	0
Mvmt Flow	31	507	33	48	329	6	24	4	49	4	1	10

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	335	0	0	540	0	0	1020	1017	270	743	1027	329
Stage 1	-	-	-	-	-	-	586	586	-	425	425	-
Stage 2	-	-	-	-	-	-	434	431	-	318	602	-
Critical Hdwy	4.175	-	-	4.175	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2475	-	-	2.2475	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1204	-	-	1009	-	-	205	239	734	320	236	717
Stage 1	-	-	-	-	-	-	468	500	-	611	590	-
Stage 2	-	-	-	-	-	-	604	586	-	673	492	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1204	-	-	1009	-	-	190	222	734	279	219	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	222	-	279	219	-
Stage 1	-	-	-	-	-	-	456	487	-	595	562	-
Stage 2	-	-	-	-	-	-	566	558	-	608	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.1	17.4	13.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	1204	-	-	1009	-	-	453
HCM Lane V/C Ratio	0.208	0.026	-	-	0.047	-	-	0.032
HCM Control Delay (s)	17.4	8.1	-	-	8.7	-	-	13.2
HCM Lane LOS		C	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	0.1

HCM Signalized Intersection Capacity Analysis

3: US-101 & E Harbor Drive

03/27/2020



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	371	9	7	511	536	265
Future Volume (vph)	371	9	7	511	536	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1719	1538	1719	1810	1776	1509
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1719	1538	1719	1810	1776	1509
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	447	11	8	616	646	319
RTOR Reduction (vph)	0	7	0	0	0	60
Lane Group Flow (vph)	447	4	8	616	646	259
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	6		7	4	8	6
Permitted Phases		6				8
Actuated Green, G (s)	27.0	27.0	0.6	39.5	34.4	61.4
Effective Green, g (s)	27.0	27.0	0.6	39.5	34.4	61.4
Actuated g/C Ratio	0.36	0.36	0.01	0.52	0.46	0.81
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	614	550	13	946	809	1317
v/s Ratio Prot	c0.26		0.00	c0.34	c0.36	0.07
v/s Ratio Perm		0.00				0.10
v/c Ratio	0.73	0.01	0.62	0.65	0.80	0.20
Uniform Delay, d1	21.1	15.6	37.3	13.0	17.6	1.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	0.0	64.0	1.6	5.5	0.1
Delay (s)	25.4	15.6	101.4	14.6	23.1	1.6
Level of Service	C	B	F	B	C	A
Approach Delay (s)	25.1			15.7	16.0	
Approach LOS	C			B	B	

Intersection Summary

HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	75.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary

3: US-101 & E Harbor Drive

03/27/2020



Movement	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations	↘	↗	↘	↗	↗	↗	
Traffic Volume (veh/h)	371	9	7	511	536	265	
Future Volume (veh/h)	371	9	7	511	536	265	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No	No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1796	1796	
Adj Flow Rate, veh/h	447	11	8	616	646	319	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	
Percent Heavy Veh, %	5	5	5	5	7	7	
Cap, veh/h	527	469	18	982	804	1143	
Arrive On Green	0.30	0.30	0.01	0.54	0.45	0.45	
Sat Flow, veh/h	1739	1547	1739	1826	1796	1522	
Grp Volume(v), veh/h	447	11	8	616	646	319	
Grp Sat Flow(s), veh/h/ln	1739	1547	1739	1826	1796	1522	
Q Serve(g_s), s	13.6	0.3	0.3	13.3	17.5	3.7	
Cycle Q Clear(g_c), s	13.6	0.3	0.3	13.3	17.5	3.7	
Prop In Lane	1.00	1.00	1.00			1.00	
Lane Grp Cap(c), veh/h	527	469	18	982	804	1143	
V/C Ratio(X)	0.85	0.02	0.44	0.63	0.80	0.28	
Avail Cap(c_a), veh/h	1354	1205	154	2164	1827	2010	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	18.5	13.8	27.8	9.1	13.5	2.2	
Incr Delay (d2), s/veh	3.9	0.0	15.9	0.7	1.9	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.4	0.0	0.2	3.2	5.6	2.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	22.4	13.8	43.7	9.8	15.4	2.4	
LnGrp LOS	C	B	D	A	B	A	
Approach Vol, veh/h	458			624	965		
Approach Delay, s/veh	22.2			10.2	11.1		
Approach LOS	C			B	B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				34.9	21.6	5.1	29.8
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				67.0	44.0	5.0	57.5
Max Q Clear Time (g_c+I1), s				15.3	15.6	2.3	19.5
Green Ext Time (p_c), s				3.9	1.5	0.0	5.8
Intersection Summary							
HCM 6th Ctrl Delay			13.3				
HCM 6th LOS			B				

HCM 6th TWSC

1: SE Neptune Drive & E Harbor Drive

03/26/2020

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	416	66	31	237	26	21
Future Vol, veh/h	416	66	31	237	26	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	130	105	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	11	11	11	11	6	6
Mvmt Flow	533	85	40	304	33	27

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	533	0	917 533
Stage 1	-	-	-	-	533 -
Stage 2	-	-	-	-	384 -
Critical Hdwy	-	-	4.21	-	6.46 6.26
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	-	-	2.299	-	3.554 3.354
Pot Cap-1 Maneuver	-	-	991	-	297 539
Stage 1	-	-	-	-	580 -
Stage 2	-	-	-	-	680 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	991	-	285 539
Mov Cap-2 Maneuver	-	-	-	-	285 -
Stage 1	-	-	-	-	557 -
Stage 2	-	-	-	-	680 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	285	539	-	-	991	-
HCM Lane V/C Ratio	0.117	0.05	-	-	0.04	-
HCM Control Delay (s)	19.3	12	-	-	8.8	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↑	↑		↑	↑	
Traffic Vol, veh/h	1	3	40	42	4	27	31	36	73	27	57	3
Future Vol, veh/h	1	3	40	42	4	27	31	36	73	27	57	3
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	45	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	4	4	4	2	2	2	9	9	9
Mvmt Flow	1	4	47	49	5	32	36	42	86	32	67	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	310	333	69	316	292	86	71	0	0	128	0	0
Stage 1	133	133	-	157	157	-	-	-	-	-	-	-
Stage 2	177	200	-	159	135	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.12	-	-	4.19	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.218	-	-	2.281	-	-
Pot Cap-1 Maneuver	646	590	1000	633	615	967	1529	-	-	1416	-	-
Stage 1	875	790	-	841	764	-	-	-	-	-	-	-
Stage 2	829	739	-	838	781	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	599	563	1000	579	587	966	1529	-	-	1416	-	-
Mov Cap-2 Maneuver	599	563	-	579	587	-	-	-	-	-	-	-
Stage 1	854	772	-	821	746	-	-	-	-	-	-	-
Stage 2	777	721	-	777	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	11.1	1.6	2.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1529	-	-	936	680	1416	-	-
HCM Lane V/C Ratio	0.024	-	-	0.055	0.126	0.022	-	-
HCM Control Delay (s)	7.4	-	-	9.1	11.1	7.6	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0.1	-	-

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘	↕	↗		↕			↕	
Traffic Vol, veh/h	41	426	32	68	449	41	19	2	61	50	10	86
Future Vol, veh/h	41	426	32	68	449	41	19	2	61	50	10	86
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	145	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	1	1	1
Mvmt Flow	43	448	34	72	473	43	20	2	64	53	11	91

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	516	0	0	482
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.115	-	-	4.13
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2095	-	-	2.219
Pot Cap-1 Maneuver	1054	-	-	1079
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1054	-	-	1079
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1	21.7	26.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	301	1054	-	-	1079	-	-	319
HCM Lane V/C Ratio	0.287	0.041	-	-	0.066	-	-	0.482
HCM Control Delay (s)	21.7	8.6	-	-	8.6	-	-	26.3
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.2	-	-	2.5

HCM Signalized Intersection Capacity Analysis

3: US-101 & E Harbor Drive

03/27/2020



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↶	↶	↶	↷	↷	↶
Traffic Volume (vph)	436	28	52	787	632	424
Future Volume (vph)	436	28	52	787	632	424
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1565	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1787	1565	1770	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	459	29	55	828	665	446
RTOR Reduction (vph)	0	19	0	0	0	75
Lane Group Flow (vph)	459	10	55	828	665	371
Confl. Bikes (#/hr)		1				
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	6		7	4	8	6
Permitted Phases		6				8
Actuated Green, G (s)	29.5	29.5	5.5	49.4	39.4	68.9
Effective Green, g (s)	29.5	29.5	5.5	49.4	39.4	68.9
Actuated g/C Ratio	0.34	0.34	0.06	0.56	0.45	0.78
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	599	525	110	1047	835	1321
v/s Ratio Prot	c0.26		0.03	c0.44	0.36	0.09
v/s Ratio Perm		0.01				0.14
v/c Ratio	0.77	0.02	0.50	0.79	0.80	0.28
Uniform Delay, d1	26.1	19.5	39.9	15.2	20.8	2.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.8	0.0	3.5	4.1	5.3	0.1
Delay (s)	31.9	19.5	43.4	19.3	26.1	2.8
Level of Service	C	B	D	B	C	A
Approach Delay (s)	31.2			20.8	16.7	
Approach LOS	C			C	B	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	87.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 3: US-101 & E Harbor Drive

03/27/2020



Movement	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations	↘	↗	↘	↗	↗	↗	
Traffic Volume (veh/h)	436	28	52	787	632	424	
Future Volume (veh/h)	436	28	52	787	632	424	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No	No		
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870	
Adj Flow Rate, veh/h	459	29	55	828	665	446	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	1	1	2	2	2	2	
Cap, veh/h	534	475	87	1050	826	1172	
Arrive On Green	0.30	0.30	0.05	0.56	0.44	0.44	
Sat Flow, veh/h	1795	1598	1781	1870	1870	1585	
Grp Volume(v), veh/h	459	29	55	828	665	446	
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1870	1870	1585	
Q Serve(g_s), s	15.4	0.8	1.9	22.2	19.6	6.5	
Cycle Q Clear(g_c), s	15.4	0.8	1.9	22.2	19.6	6.5	
Prop In Lane	1.00	1.00	1.00			1.00	
Lane Grp Cap(c), veh/h	534	475	87	1050	826	1172	
V/C Ratio(X)	0.86	0.06	0.63	0.79	0.80	0.38	
Avail Cap(c_a), veh/h	1225	1090	210	1981	1629	1852	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	21.1	16.0	29.7	11.0	15.4	3.0	
Incr Delay (d2), s/veh	4.2	0.1	7.4	1.4	1.9	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.5	0.0	0.9	6.0	6.9	4.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	25.3	16.1	37.1	12.4	17.3	3.2	
LnGrp LOS	C	B	D	B	B	A	
Approach Vol, veh/h	488			883	1111		
Approach Delay, s/veh	24.7			13.9	11.6		
Approach LOS	C			B	B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				40.3	23.5	7.6	32.7
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				67.5	43.5	7.5	55.5
Max Q Clear Time (g_c+l1), s				24.2	17.4	3.9	21.6
Green Ext Time (p_c), s				6.0	1.6	0.0	6.5
Intersection Summary							
HCM 6th Ctrl Delay			15.0				
HCM 6th LOS			B				

HCM 6th TWSC
 1: SE Neptune Drive & E Harbor Drive

03/26/2020

Intersection

Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	407	101	93	411	87	47
Future Vol, veh/h	407	101	93	411	87	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	130	105	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	6	6	1	1
Mvmt Flow	433	107	99	437	93	50

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	433	0	1068 433
Stage 1	-	-	-	-	433 -
Stage 2	-	-	-	-	635 -
Critical Hdwy	-	-	4.16	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.254	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	1106	-	247 625
Stage 1	-	-	-	-	656 -
Stage 2	-	-	-	-	530 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1106	-	225 625
Mov Cap-2 Maneuver	-	-	-	-	225 -
Stage 1	-	-	-	-	597 -
Stage 2	-	-	-	-	530 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	24.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	225	625	-	-	1106	-
HCM Lane V/C Ratio	0.411	0.08	-	-	0.089	-
HCM Control Delay (s)	31.7	11.3	-	-	8.6	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.9	0.3	-	-	0.3	-

Intersection

Int Delay, s/veh 6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	16	9	98	76	20	36	63	75	76	21	150	15
Future Vol, veh/h	16	9	98	76	20	36	63	75	76	21	150	15
Conflicting Peds, #/hr	3	0	1	1	0	3	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	45	-	-	85	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	6	6	6
Mvmt Flow	17	10	107	83	22	39	68	82	83	23	163	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	512	521	174	538	488	128	181	0	0	166	0	0
Stage 1	219	219	-	261	261	-	-	-	-	-	-	-
Stage 2	293	302	-	277	227	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.254	-	-
Pot Cap-1 Maneuver	476	463	875	457	483	927	1400	-	-	1388	-	-
Stage 1	788	726	-	748	696	-	-	-	-	-	-	-
Stage 2	719	668	-	734	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	416	432	873	374	450	923	1397	-	-	1387	-	-
Mov Cap-2 Maneuver	416	432	-	374	450	-	-	-	-	-	-	-
Stage 1	749	712	-	711	661	-	-	-	-	-	-	-
Stage 2	632	635	-	624	706	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.2		16.3		2.3		0.9	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1397	-	-	717	460	1387	-	-
HCM Lane V/C Ratio	0.049	-	-	0.186	0.312	0.016	-	-
HCM Control Delay (s)	7.7	-	-	11.2	16.3	7.6	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	1.3	0.1	-	-

Intersection: 2: Shopping Center Access/Shilo Inn Access & E Harbor Drive

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	33	30	56	32
Average Queue (ft)	5	6	17	8
95th Queue (ft)	24	25	45	29
Link Distance (ft)			114	100
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	160	145		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: US-101 & E Harbor Drive

Movement	SE	SE	NE	NE	SW	SW
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	257	29	36	285	312	66
Average Queue (ft)	122	3	7	106	135	20
95th Queue (ft)	208	16	27	206	249	50
Link Distance (ft)	303	303		1500	1008	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			265			360
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				0	0	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 2: Shopping Center Access/Shilo Inn Access & E Harbor Drive

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	R	LTR	LTR
Maximum Queue (ft)	43	41	4	60	25	4	75	122
Average Queue (ft)	11	3	0	17	1	0	30	65
95th Queue (ft)	36	23	3	47	13	3	57	119
Link Distance (ft)		411	411		303		114	100
Upstream Blk Time (%)								11
Queuing Penalty (veh)								0
Storage Bay Dist (ft)	160			145		50		
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

Intersection: 3: US-101 & E Harbor Drive

Movement	SE	SE	NE	NE	SW	SW
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	308	43	250	366	513	385
Average Queue (ft)	189	10	55	197	221	59
95th Queue (ft)	295	31	145	327	390	216
Link Distance (ft)	303	303		1500	1008	
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	2					
Storage Bay Dist (ft)			265			360
Storage Blk Time (%)			0	3	1	0
Queuing Penalty (veh)			0	1	4	0

Network Summary

Network wide Queuing Penalty: 7

Intersection: 2: Shopping Center Access/Shilo Inn Access & E Harbor Drive

Movement	EB	EB	WB	NB	SB
Directions Served	L	T	L	LTR	LTR
Maximum Queue (ft)	38	10	34	50	28
Average Queue (ft)	6	0	6	19	9
95th Queue (ft)	26	0	25	47	30
Link Distance (ft)		411		114	100
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	160		145		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: US-101 & E Harbor Drive

Movement	SE	SE	NE	NE	SW	SW
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	266	21	40	263	291	52
Average Queue (ft)	118	2	7	103	125	15
95th Queue (ft)	213	13	27	192	232	43
Link Distance (ft)	303	303		1500	1008	
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)			265			360
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				0	0	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 2: Shopping Center Access/Shilo Inn Access & E Harbor Drive

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	L	T	R	LTR	LTR
Maximum Queue (ft)	39	72	38	38	31	58	115
Average Queue (ft)	15	6	18	1	1	26	61
95th Queue (ft)	39	35	44	15	15	52	107
Link Distance (ft)		411		303		114	100
Upstream Blk Time (%)							5
Queuing Penalty (veh)							0
Storage Bay Dist (ft)	160		145		50		
Storage Blk Time (%)				0	0		
Queuing Penalty (veh)				0	0		

Intersection: 3: US-101 & E Harbor Drive

Movement	SE	SE	NE	NE	SW	SW
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	310	59	177	531	404	259
Average Queue (ft)	194	14	50	215	235	61
95th Queue (ft)	310	40	128	390	393	224
Link Distance (ft)	303	303		1500	1008	
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	4					
Storage Bay Dist (ft)			265			360
Storage Blk Time (%)				4	1	0
Queuing Penalty (veh)				2	4	0

Network Summary

Network wide Queuing Penalty: 10

Intersection: 2: Shopping Center Access/Shilo Inn Access & E Harbor Drive

Movement	EB	EB	WB	NB	SB
Directions Served	L	T	L	LTR	LTR
Maximum Queue (ft)	34	34	53	67	32
Average Queue (ft)	6	1	15	33	9
95th Queue (ft)	25	17	43	55	30
Link Distance (ft)		411		114	100
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	160		145		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: US-101 & E Harbor Drive

Movement	SE	SE	NE	NE	SW	SW
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	288	25	48	264	337	127
Average Queue (ft)	129	4	8	108	135	19
95th Queue (ft)	240	17	32	214	261	76
Link Distance (ft)	303	303		1500	1008	
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	1					
Storage Bay Dist (ft)			265			360
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				0	0	

Network Summary

Network wide Queuing Penalty: 1

Intersection: 2: Shopping Center Access/Shilo Inn Access & E Harbor Drive

Movement	EB	EB	EB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	LTR	LTR
Maximum Queue (ft)	43	87	16	59	25	82	124
Average Queue (ft)	15	8	1	23	1	40	64
95th Queue (ft)	40	45	8	52	14	72	114
Link Distance (ft)		411	411		303	114	100
Upstream Blk Time (%)						0	5
Queuing Penalty (veh)						0	0
Storage Bay Dist (ft)	160			145			
Storage Blk Time (%)		0			0		
Queuing Penalty (veh)		0			0		

Intersection: 3: US-101 & E Harbor Drive

Movement	SE	SE	NE	NE	SW	SW
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	313	47	143	434	477	384
Average Queue (ft)	203	12	49	211	233	60
95th Queue (ft)	314	35	107	371	387	217
Link Distance (ft)	303	303		1500	1008	
Upstream Blk Time (%)	2					
Queuing Penalty (veh)	4					
Storage Bay Dist (ft)			265			360
Storage Blk Time (%)				4	1	0
Queuing Penalty (veh)				2	5	0

Network Summary

Network wide Queuing Penalty: 12