

OR62 Expressway at Vilas Road: Interchange Area Management Plan

Traffic Analysis Appendices

APPENDIX A:
MODIFICATIONS APPLIED TO THE NO BUILD / NO MITIGATION SYNCHRO FILE
TO CREATE
NO BUILD - TIER 1 AND TIER 2 PROJECTS

Synchro File Modification Summary

The following sections summarize the modifications made to the No Build/No Mitigation (NBNM) Scenario using available mitigations in an attempt to meet the v/c and LOS standards/targets. The changes are listed by intersection in Tables A-1 and A-2.

Table A-1: Mitigations to No Build/No Mitigation (S0NM) to create S0T1 and meet v/c and LOS standards.

Intersection	Mitigation
Pine St/Biddle Rd & Hamrick Rd ¹	Change from 2 to 3EB and WB through lanes
Table Rock Rd & Biddle Rd	Change from 2 to 3 EBT lanes
	South leg change from 1 through lane each direction to 2.
Vilas Rd & Table Rock Rd	Add dual WBL turn lane due to high volume
	WBT on east leg added
Vilas Rd & Airway Dr / Peace Ln	Peace Ln is realigned to intersect at Vilas Rd with Airway Dr.
	Add left turn and right turn storage bays on Vilas
	Add NB left turn lane
	Intersection is signalized
	SB left turn storage lane added
Vilas Rd & Lear Wy	Intersection is signalized
	WB left storage lane added
Vilas Rd & CLH	NB dual left turn lane added
	EB dual left turn lane added
	West leg additional WB through lane temporarily added, decreased to 1 through lane in 700'
Vilas Rd & CLA	Intersection is realigned 1000' to the east by Tier 2 project
	Left turn storage lane added EB, NB, and WB
	EB right turn storage lane added
	TWSC changed to AWSC

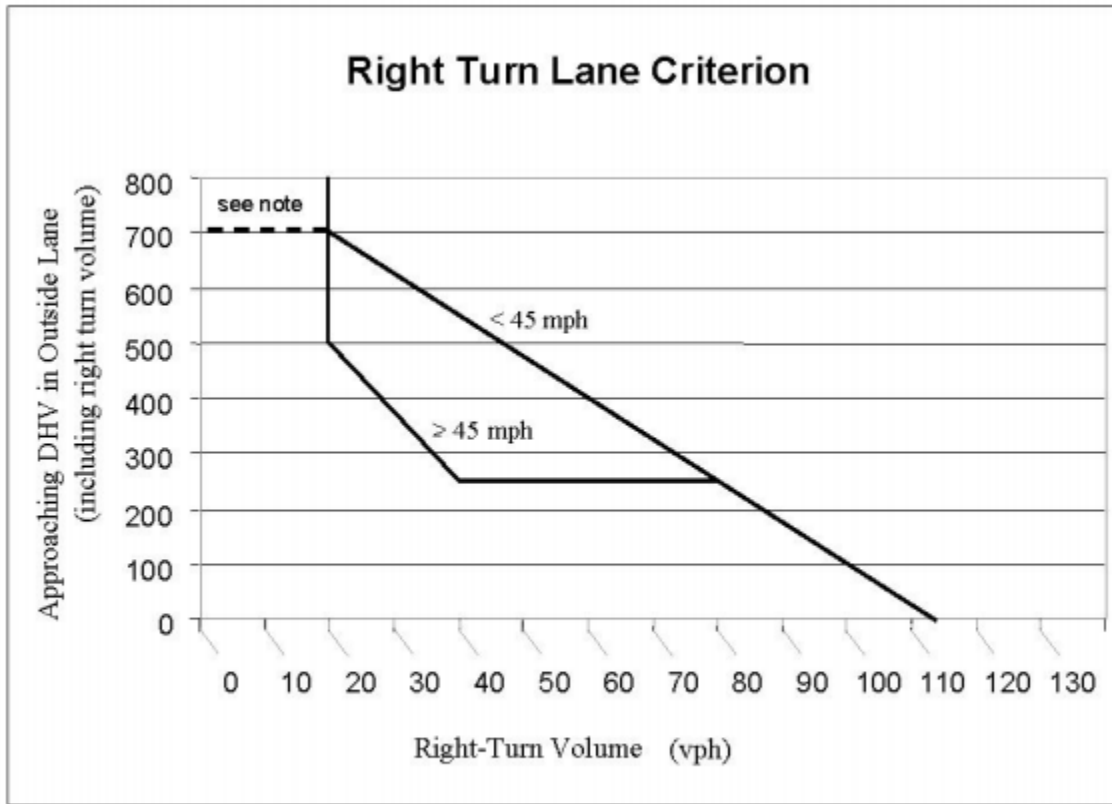
¹Biddle Rd and Hamrick Rd –EBL and SBR are single lanes even though volumes would normally indicate a dual turn lane (485 and 830 respectively, even after manual reduction). Vehicles are unlikely to wait through multiple cycles so some of the volumes are manually re-routed away from Hamrick and to use Table Rock instead. On east leg added WBT and EBT (for a total of 3 through lanes each way) to accommodate additional volume redirected from Hamrick Rd.

Table A-2: Mitigations to No Build/No Mitigation (S0NM) to create S0T2 and meet v/c and LOS standards.

Intersection	Mitigation
Pine St/Biddle Rd & Hamrick Rd ¹	Add EB right turn storage lane
Table Rock Rd & Biddle Rd	Add dual EB left turn lane
	Add dual SB right turn storage lane
	Add 2 nd SB through lane
Vilas Rd & Table Rock Rd	Add 2 nd WB left turn lane
	Change through/right lane to separate through lane and right storage bay
	Change to 2 through lanes and right turn storage bay
Vilas Rd & Airway Dr / Peace Ln	Peace Ln is realigned to intersect at Vilas Rd with Airway Dr
	Add left turn and right turn storage bays on Vilas Rd
	Add NB left turn and right turn lanes
	Intersection is signalized
	SB left turn and right turn storage lane added
Vilas Rd & Lear Wy	North leg added by Tier 2 project SB Left turn, through, and right storage lanes
	Intersection signalized
	Add left and right turn storage lanes EB and WB on Vilas Rd
	Add NB left turn and through lanes
Vilas Rd & CLH	No changes
Vilas Rd & CLA	Intersection is realigned 1000' to the east by Tier 2 project
	Add EB left turn storage lane
	Add WB right turn storage lane
	Add SB left turn storage lane
	TWSC changed to AWSC

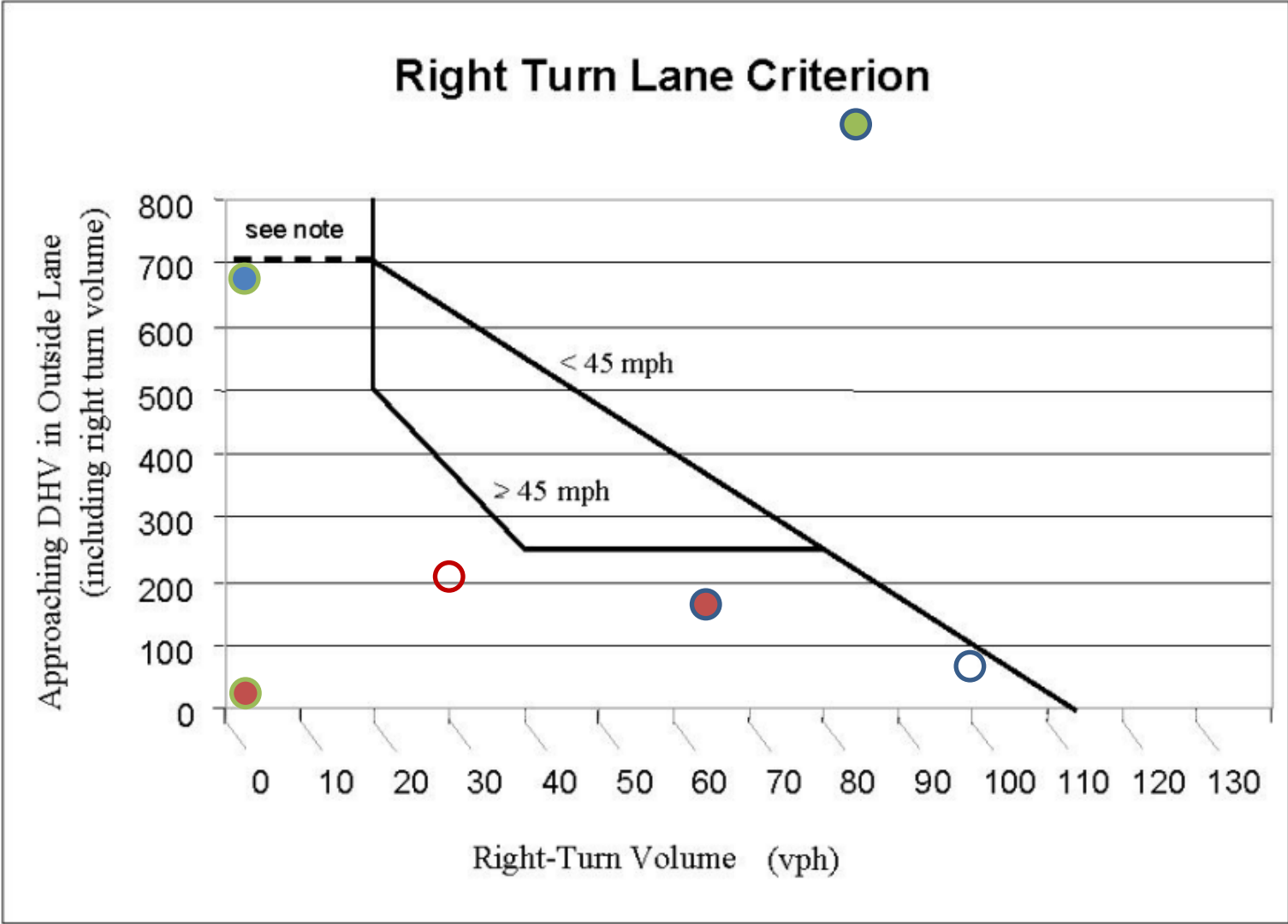
To validate the addition of a right turn lane at an unsignalized intersection, the APM v1 7.2.2 Right Turn Lane Evaluation Process is used. Each intersection is analyzed using the thresholds depicted in Figure A-1. The results of this validation for every intersection in every scenario are depicted in Figures A-2 through A-11.

Figure A-1: APM v1 7.2.2 Exhibit 7-2 Right Turn Lane Criterion







Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Figure A-2: No Build Tier 1 (SOT1) Right Turn Lane Evaluation by APM v1 7.2.2 Guidance





Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Peace Ln/Airway Dr X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	170	1125	Y
WBR 	65	171	N
SBR 	85	1190	Y
EBR 	100	88	N

Lear Way X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	205	775	Y
EBR 	30	205	N

Crater Lake Ave X Vilas Rd





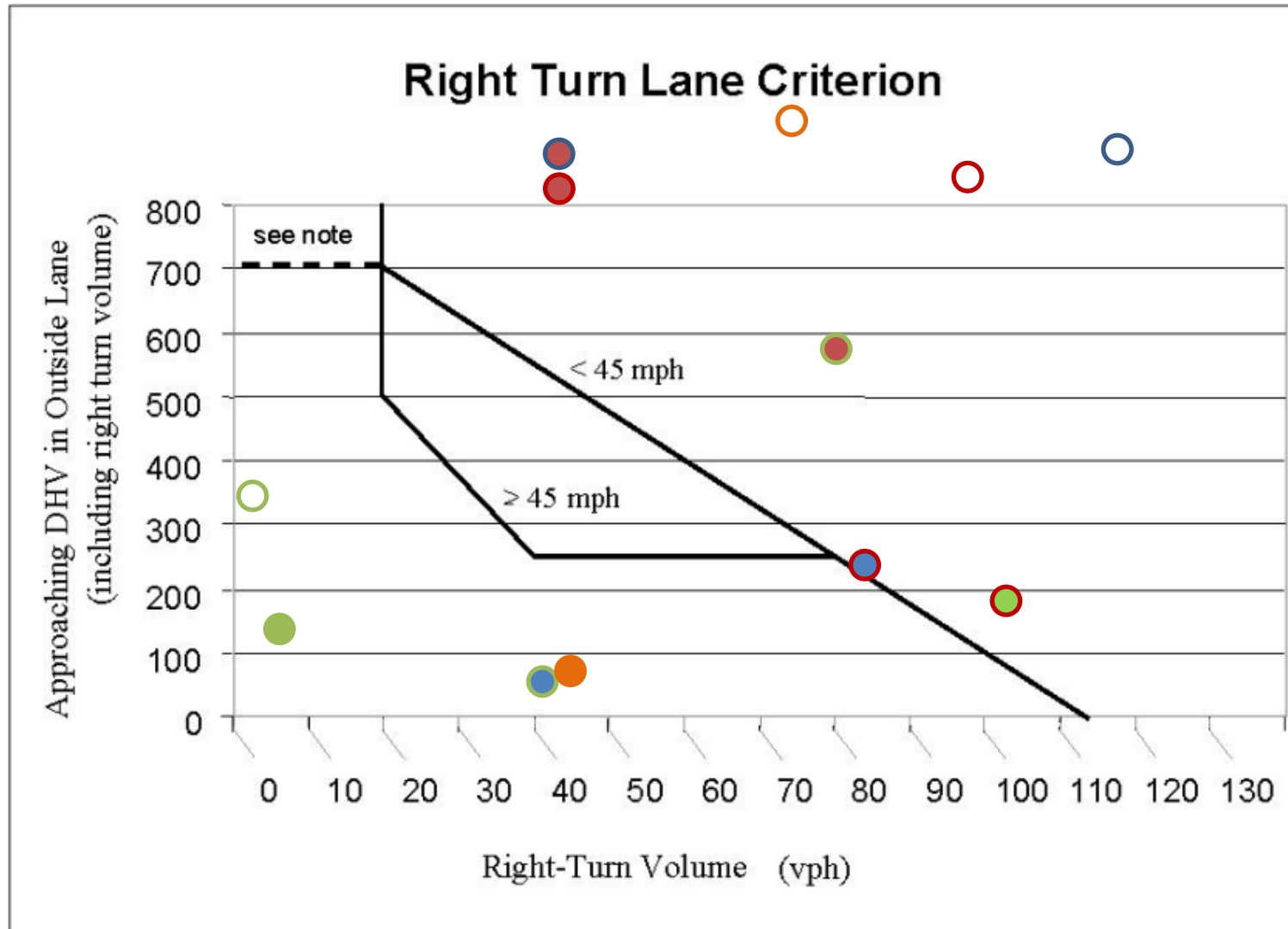
Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	2	670	N
WBR 	2	7	N
SBR 	175	242	Y
EBR 	395	190	Y





Figure A-3: No Build Tier 2 (SOT2) Right Turn Lane Evaluation by APM v1 7.2.2 Guidance







Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Scenario 0 – Tier 2

Peace Ln (26) /Airway Dr (10) X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	145	395	Y
WBR 	45	980	Y
SBR 	155	240	Y
EBR 	120	920	Y

Lear Way X Vilas Rd (1)

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	85	230	Y
WBR 	45	830	Y
SBR 	105	195	Y
EBR 	100	900	Y

Crater Lake Ave X Vilas Rd (30)





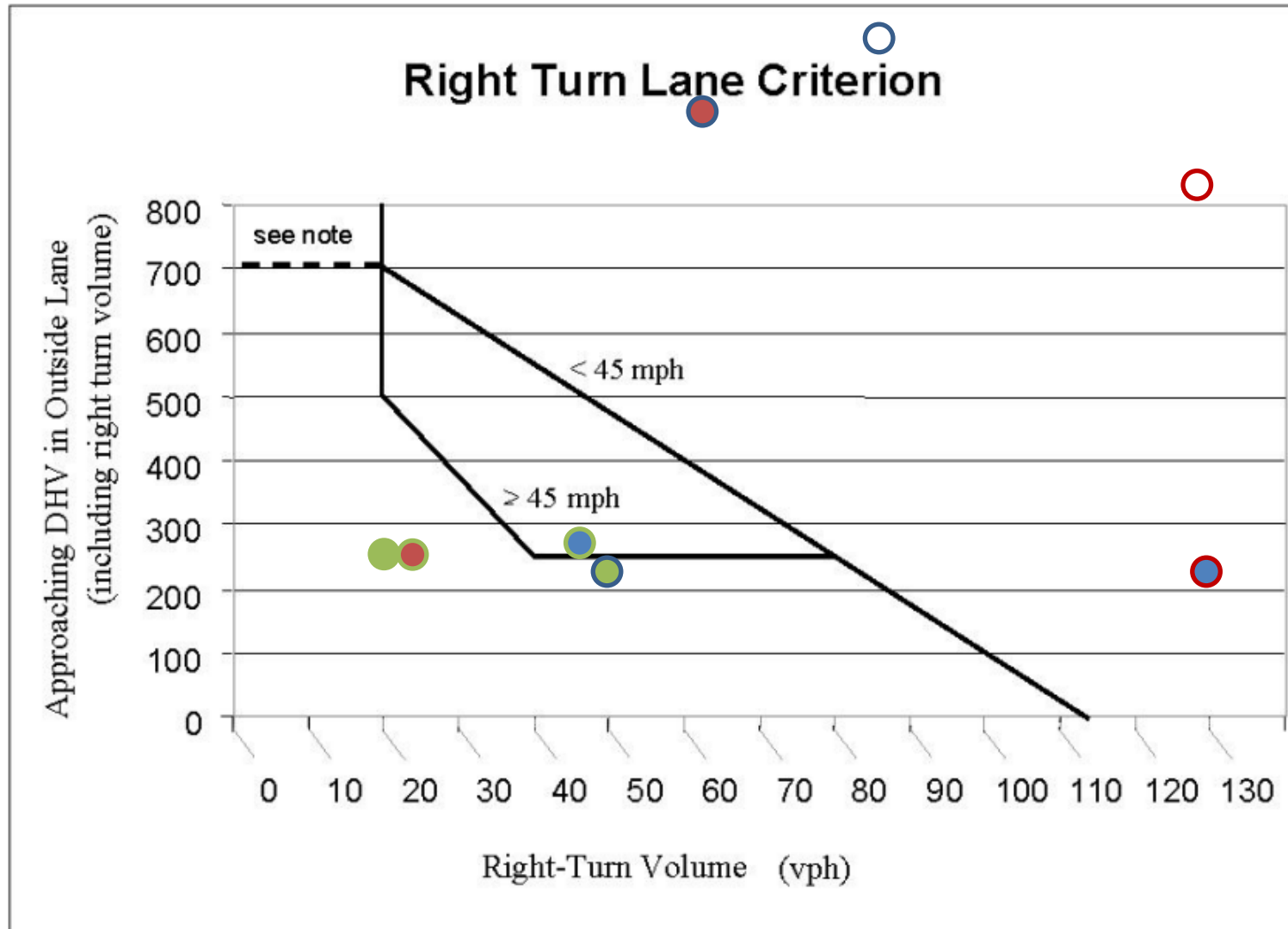
Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	40	44	N
WBR 	80	595	Y
SBR 	2	152	N
EBR 	2	342	N





Figure A-4: JTA Build +2 Lane Vilas Road (S1T1) Right Turn Lane Evaluation by APM v1 7.2.2 Guidance





Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Scenario 1 – Tier 1

Peace Ln/Airway Dr X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	210	348	Y
WBR 	60	1330	Y
SBR 	50	216	N
EBR 	90	1335	Y

Lear Way X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	130	230	Y
EBR 	130	865	Y

Crater Lake Ave X Vilas Rd





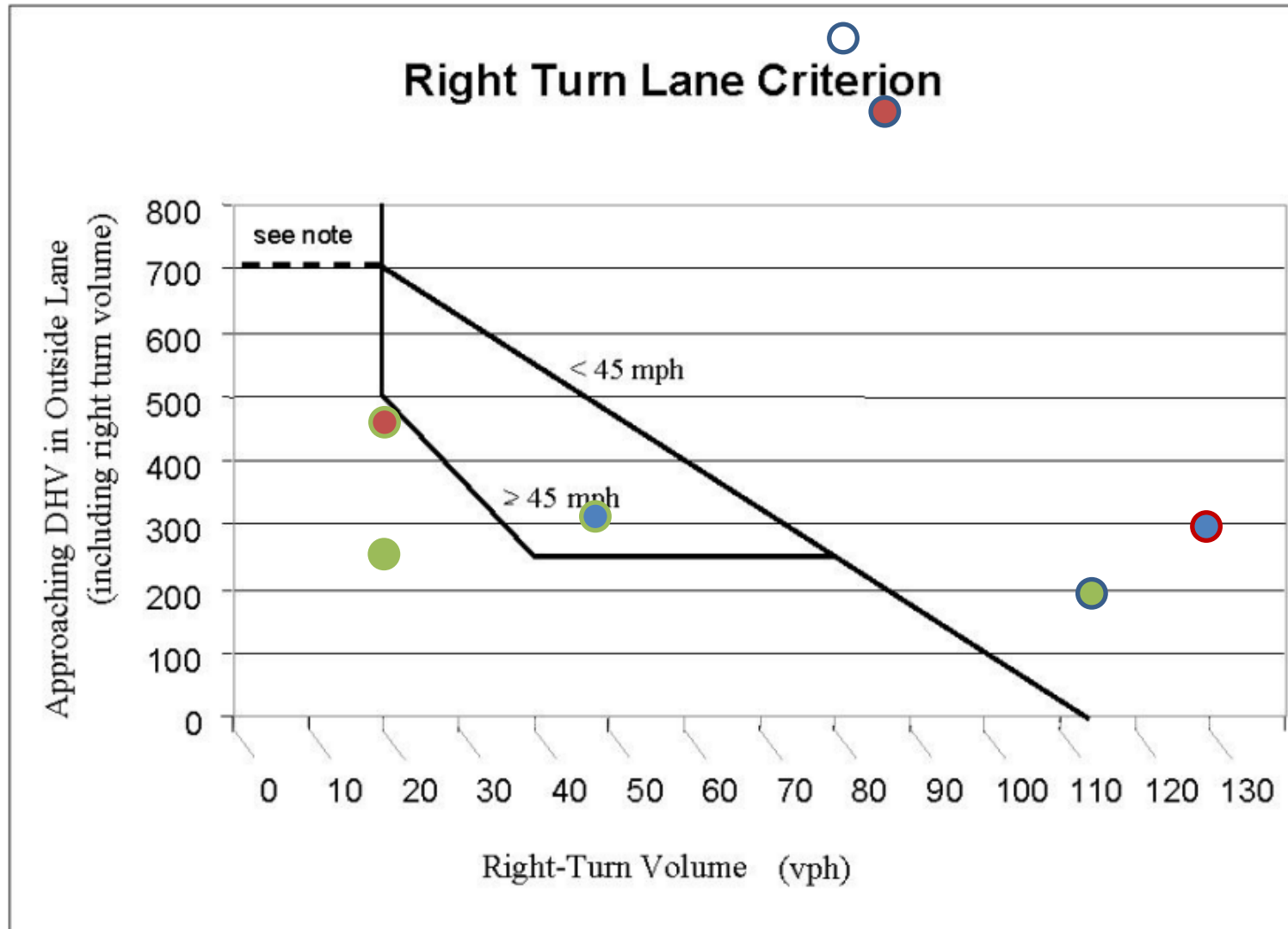
Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	45	295	Y
WBR 	20	270	N
SBR 	20	260	N
EBR 	165	470	Y





Figure A-5: JTA Build +4 Lane Vilas Road (S2T1) Right Turn Lane Evaluation by APM v1 7.2.2 Guidance





Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Scenario 2 – Tier 1

Peace Ln/Airway Dr X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	200	323	Y
WBR 	90	1555	Y
SBR 	115	205	Y
EBR 	80	1646	Y

Lear Way X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	130	290	Y
EBR 	150	150	Y

Crater Lake Ave X Vilas Rd





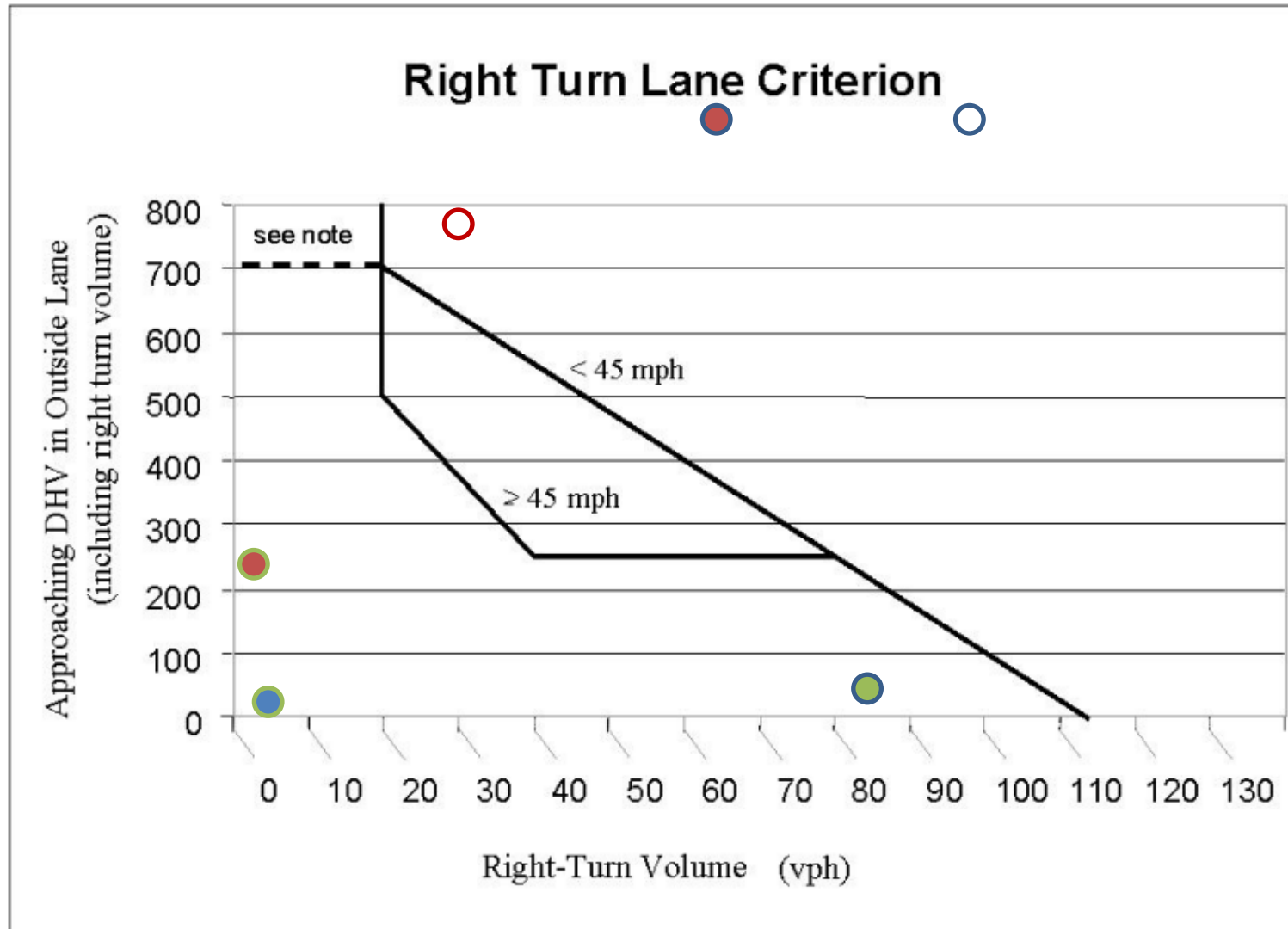
Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	50	335	N
WBR 	20	460	N
SBR 	20	260	N
EBR 	220	585	Y





Figure A-6: Full Build +2 Lane Vilas Road (S3T1) Right Turn Lane Evaluation by APM v1 7.2.2 Guidance





Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Scenario 3 – Tier 1

Peace Ln/Airway Dr X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	170	171	Y
WBR 	65	1165	Y
SBR 	85	88	N
EBR 	100	1125	Y

Lear Way X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	205	205	Y
EBR 	30	775	Y

Crater Lake Ave X Vilas Rd





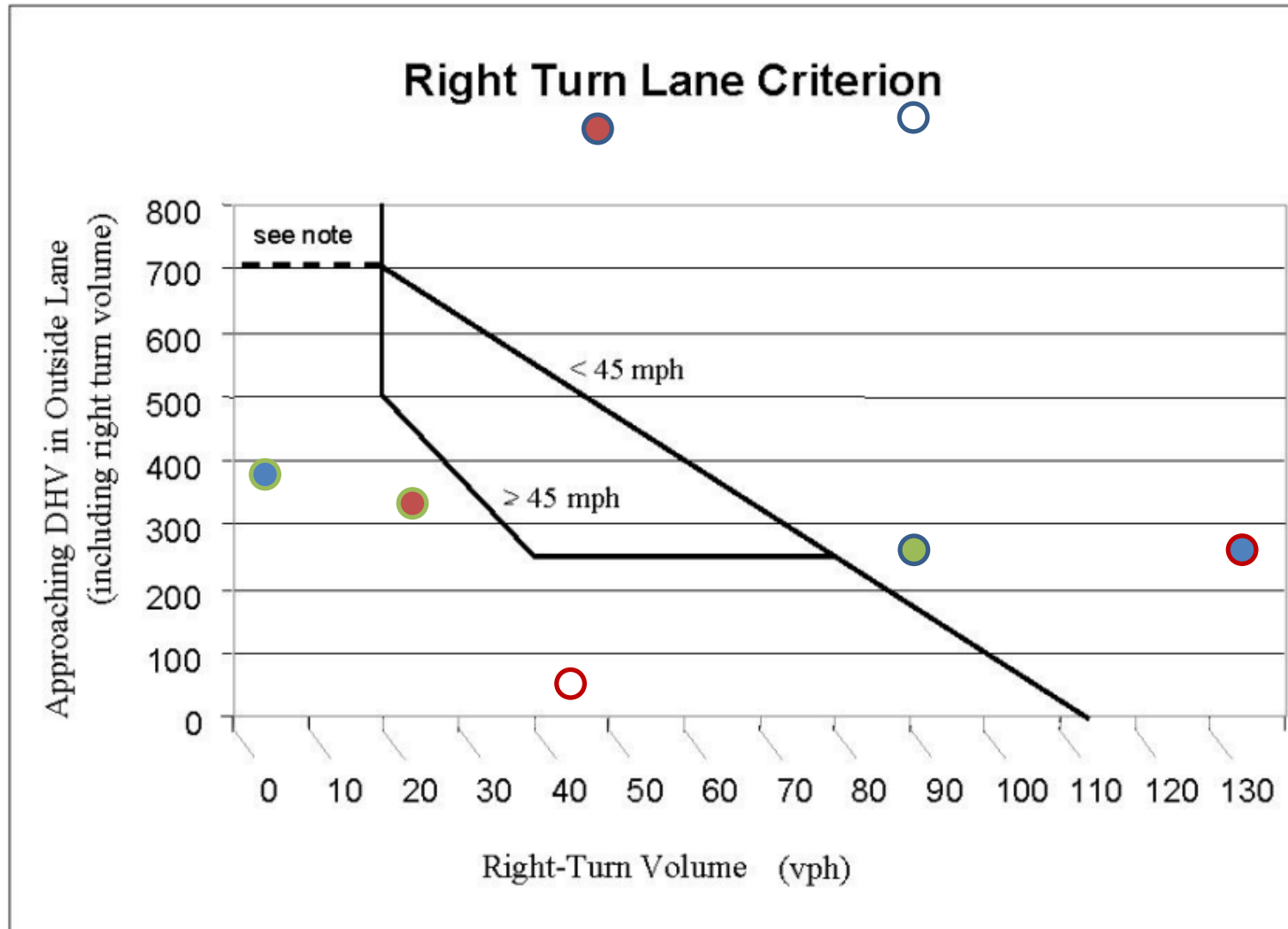
Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	2	7	N
WBR 	2	244	N
SBR 	175	192	Y
EBR 	395	795	Y





Figure A-7: Full Build +4 Lane Vilas Road (S5T1) Right Turn Lane Evaluation by APM v1 7.2.2 Guidance





Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Scenario 5 – Tier 1

Peace Ln/Airway Dr X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	180	368	Y
WBR 	45	1500	Y
SBR 	90	242	Y
EBR 	90	1320	Y

Lear Way X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	135	280	Y
EBR 	45	45	N

Crater Lake Ave X Vilas Rd





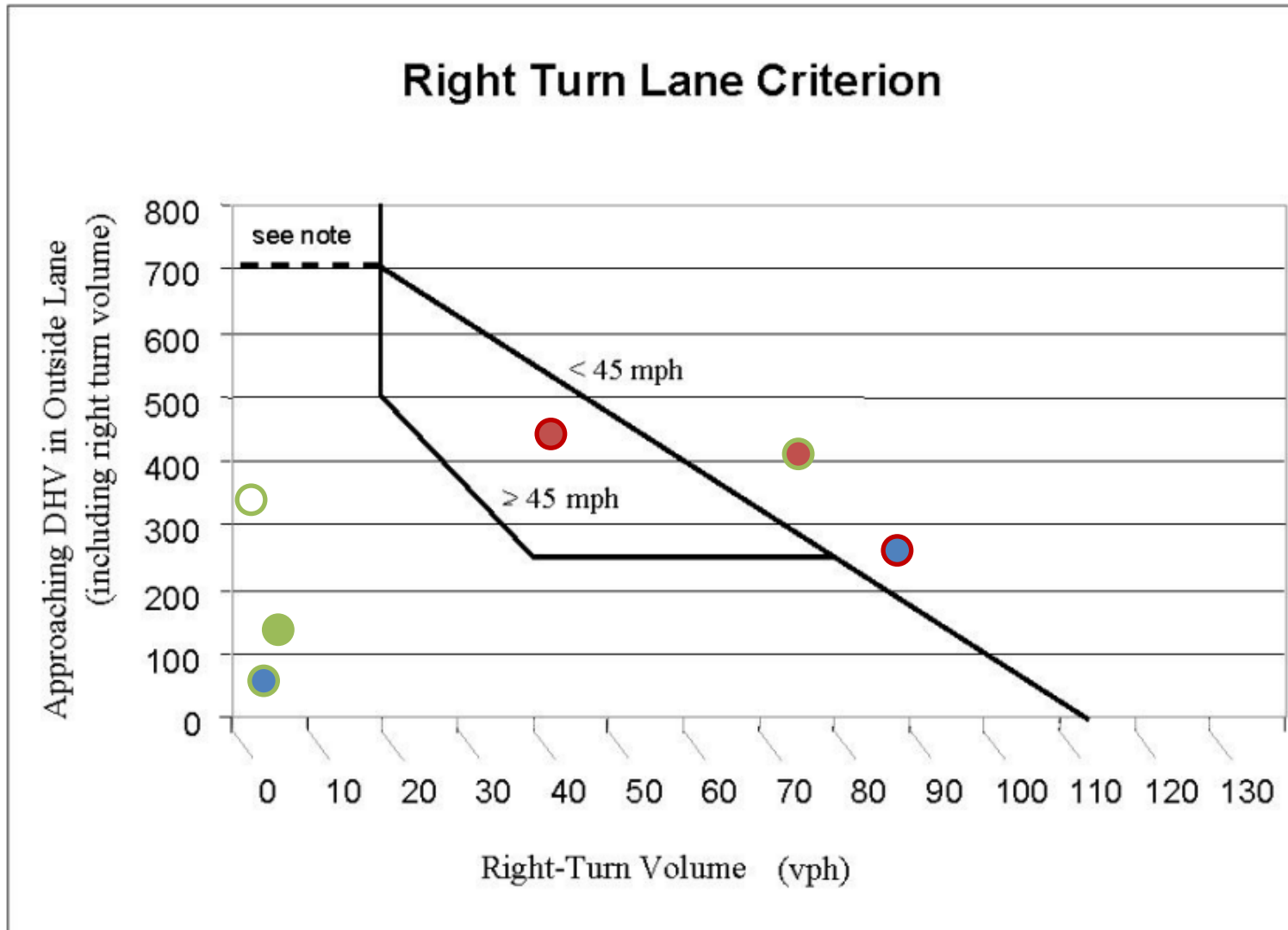
Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	5	380	N
WBR 	25	335	N
SBR 	170	174	Y
EBR 	440	760	Y





Figure A-8: JTA Build +2 Lane Vilas Road Tier 2 (S1T2) Right Turn Lane Evaluation by APM v1 7.2.2 Guidance







Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Scenario 1 – Tier 2

Peace Ln/Airway Dr X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 			
WBR 			
SBR 			
EBR 			

Lear Way X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	90	260	Y
WBR 	45	465	Y
SBR 	230	315	Y
EBR 	170	970	Y

Crater Lake Ave X Vilas Rd





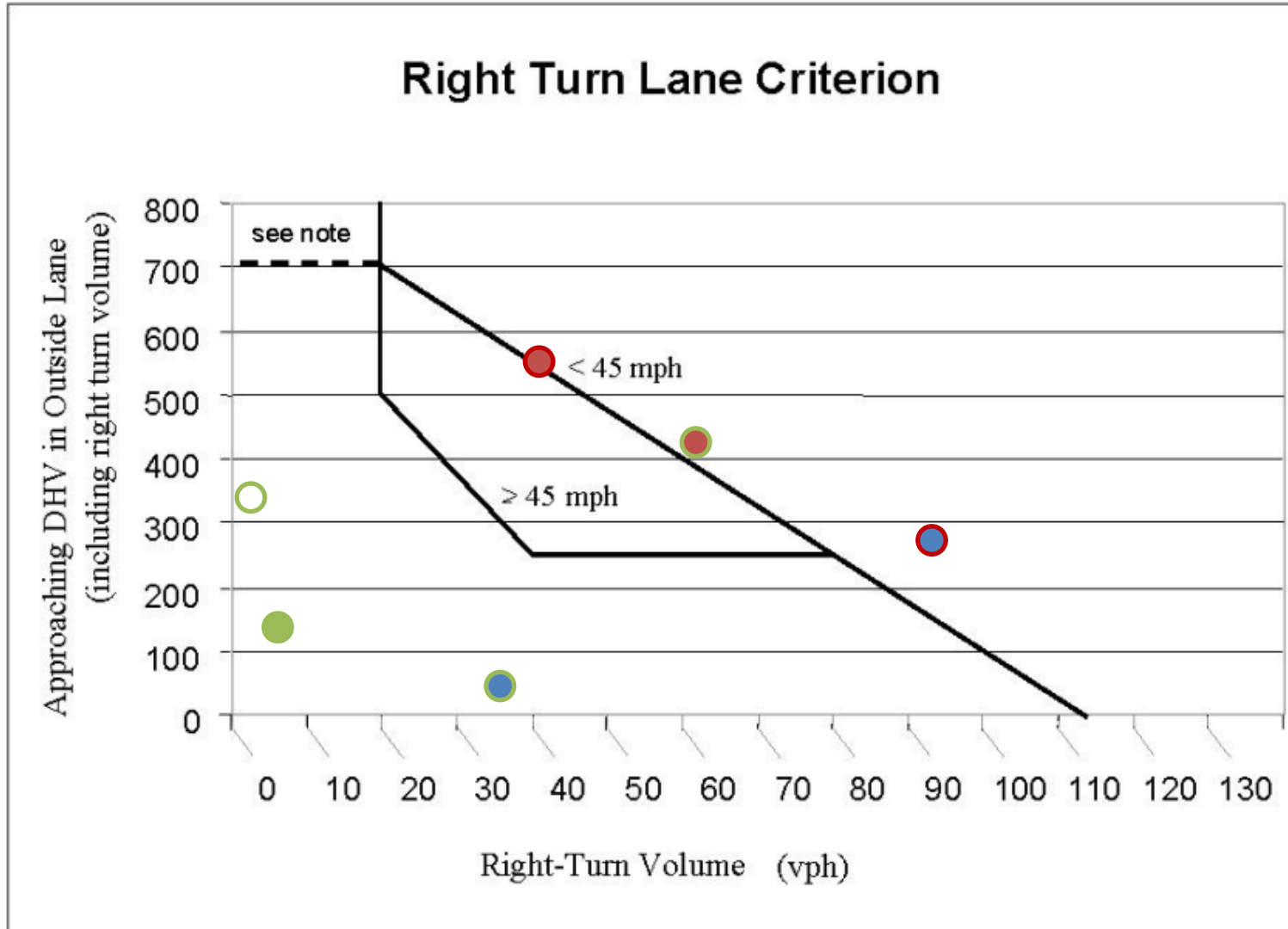
Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	40	44	N
WBR 	75	405	Y
SBR 	2	117	N
EBR 	2	307	N





Figure A-9: JTA Build +4 Lane Vilas Road Tier 2 (S2T2) Right Turn Lane Evaluation by APM v1 7.2.2 Guidance







Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Scenario 2 – Tier 2

Peace Ln/Airway Dr X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 			
WBR 			
SBR 			
EBR 			

Lear Way X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	95	290	Y
WBR 	45	580	Y
SBR 	220	295	Y
EBR 	165	1140	Y

Crater Lake Ave X Vilas Rd





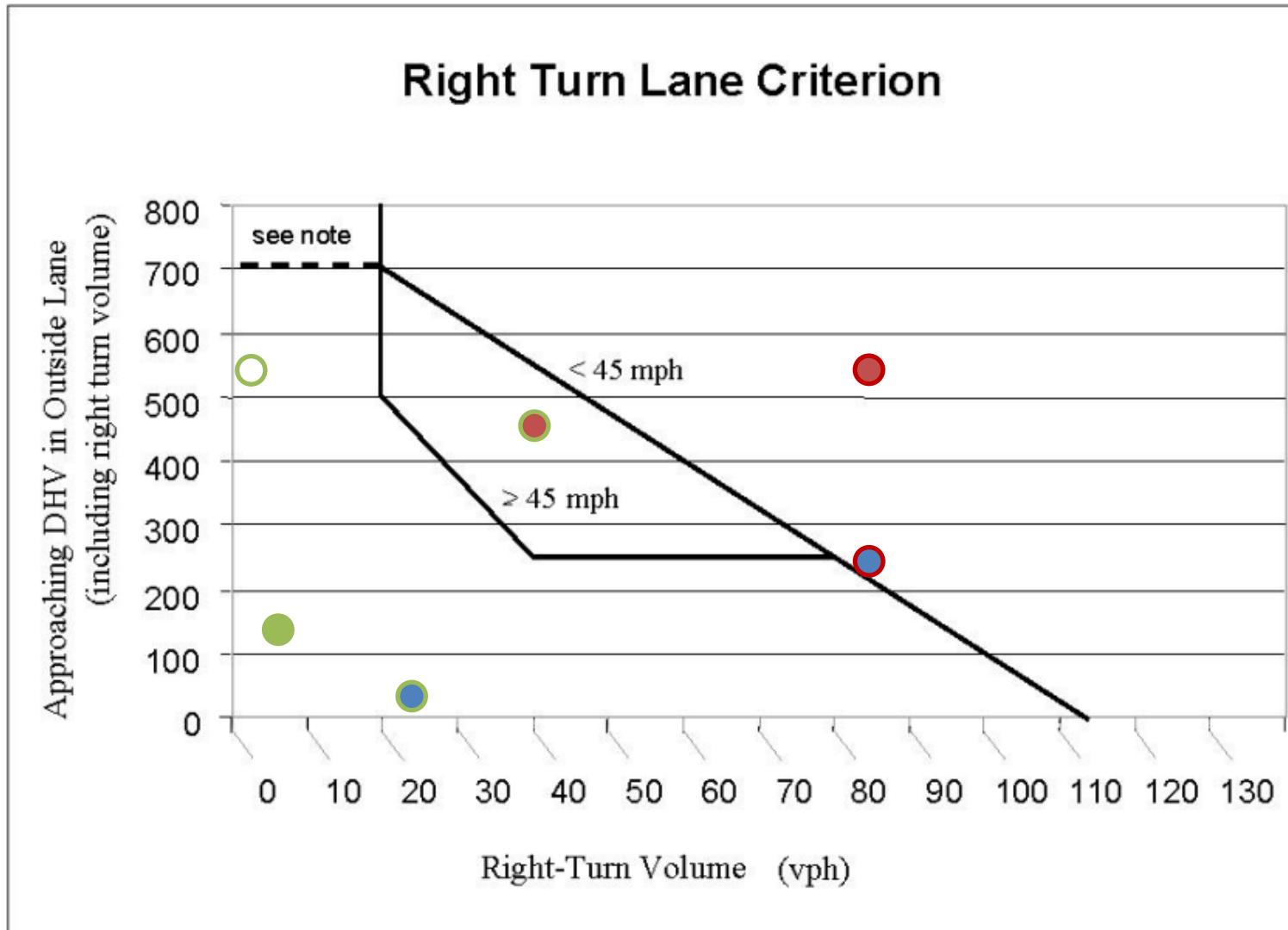
Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	35	39	N
WBR 	65	425	Y
SBR 	2	142	N
EBR 	2	372	N





Figure A-10: Full Build +2 Lane Vilas Road Tier 2 (S3T2) Right Turn Lane Evaluation by APM v1 7.2.2 Guidance







Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Scenario 3 – Tier 2

Peace Ln/Airway Dr X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 			
WBR 			
SBR 			
EBR 			

Lear Way X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	85	255	Y
WBR 	85	555	Y
SBR 	155	260	Y
EBR 	140	765	Y

Crater Lake Ave X Vilas Rd





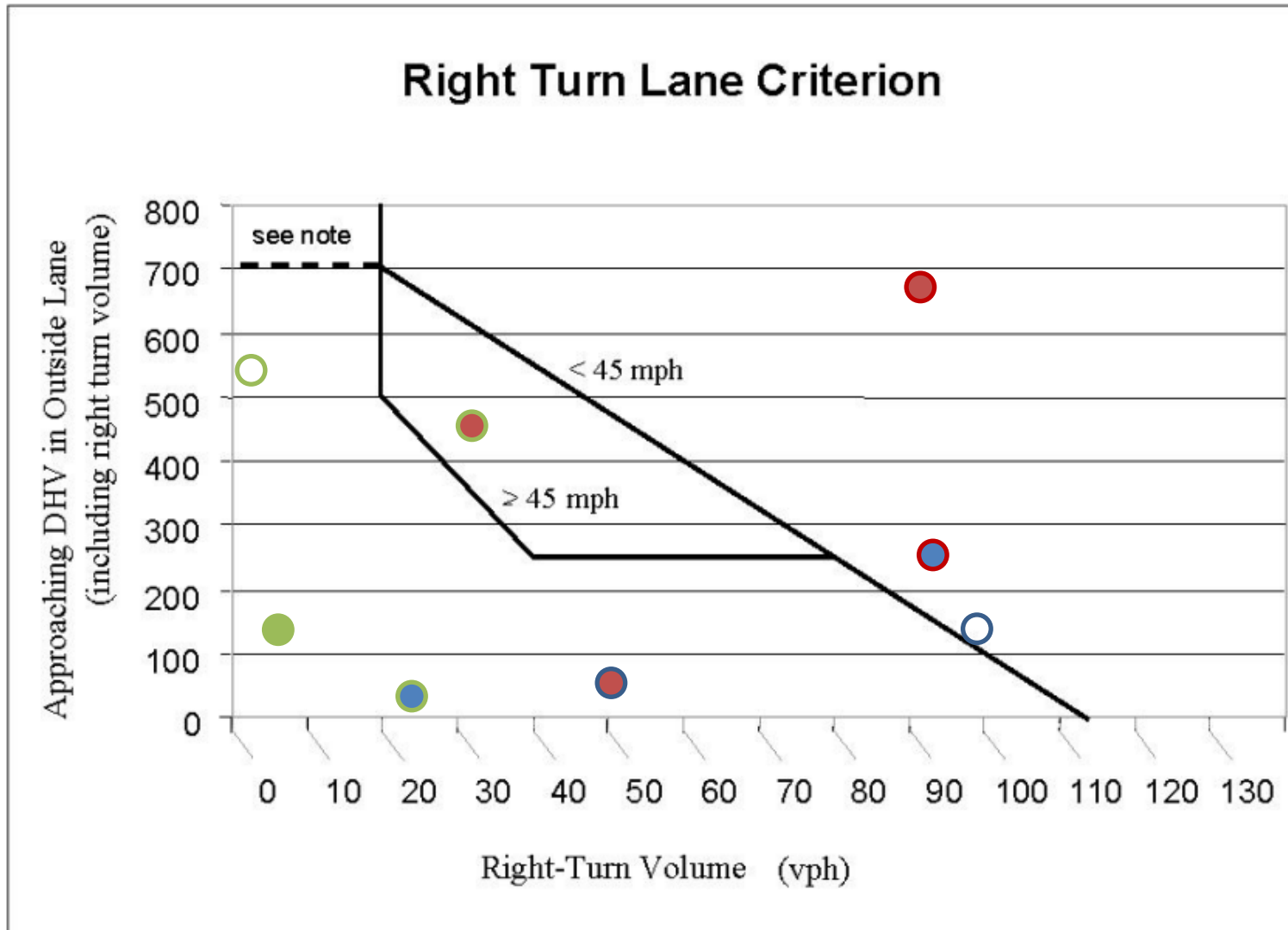
Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	20	27	N
WBR 	40	430	Y
SBR 	2	157	N
EBR 	2	502	N





Figure A-11: Full Build +4 Lane Vilas Road Tier 2 (S5T2) Right Turn Lane Evaluation by APM v1 7.2.2 Guidance







Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Scenario 5 – Tier 2





Peace Ln/Airway Dr X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	190	430	Y
WBR 	50	50	N
SBR 	180	285	Y
EBR 	105	105	Y

Lear Way X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	95	265	Y
WBR 	95	690	Y
SBR 	145	160	Y
EBR 	140	795	Y

Crater Lake Ave X Vilas Rd

Movement	Right-Turn Vol (vph)	Approaching DHV in Outside Lane	Add Rt Turn Lane?
NBR 	20	22	N
WBR 	35	445	Y
SBR 	2	162	N
EBR 	2	547	N

APPENDIX B:

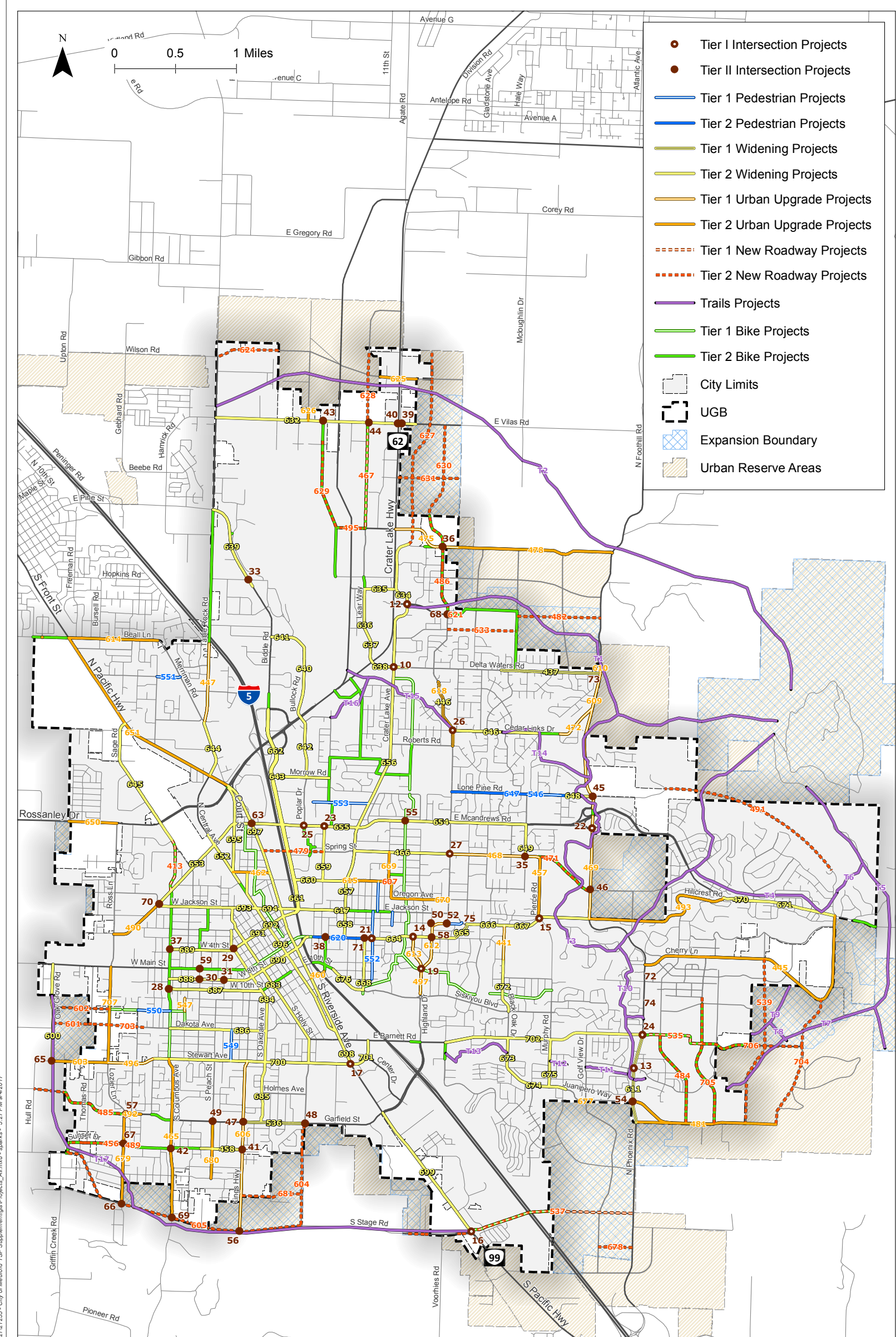
**ROGUE VALLEY METROPOLITAN PLAN ORGANIZATION REGIONAL
TRANSPORTATION PLAN**

TIER 1 AND TIER 2 PROJECTS

Figure B-1: RVMPO 2009-2034 RTP All Projects

Medford TSP

September 2017



Projects
Medford, Oregon

Figure
1



Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet

Figure B-2: RVMPO 2009-2034 RTP Roadway Projects

Project No.	Location	Project Type	Proposed Project Description	Priority	Cost (\$1000)
413	Columbus Ave, McAndrews to Sage	New Roadway	Realign, extend Columbus to Sage Rd, and widen to major arterial standard including center-turn lane, bike lanes, and sidewalks	Tier 1	\$ 4,425
437	Delta Waters Rd, Nome Ct to Foothill Rd	Widening	Complete street improvements to Major Collector standard where one or both sides are not already completed	Tier 1	\$ 6,055
440	Other identified infill locations	Pedestrian	Sidewalk infill in locations to be determined (Cost per year).	Tier 1	\$ 300
441	Black Oak, Hillcrest to Acorn	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 1,510
445	Cherry Lane, N Phoenix Rd to Hillcrest	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 11,500
446	Springbrook, Cedar Links to Delta Waters	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 1	\$ 4,160
447	Table Rock Rd, Merriman Rd to I-5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 3,575
450	Valley View Dr, Main and Hillcrest	Safety	Geometric improvements	Tier 1	\$ 1,135
456	Sunset, South Stage Rd to Orchard Home	New Roadway	Construct new major collector roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 4,010
457	Pierce, Hillcrest to Spring	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 2,800
458	Diamond St, McKenzie Dr to Kings Hwy	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 2,545
460	12th, Central to Cottage	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 695
462	Edwards, Court/Central to Riverside	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 1,665
465	Columbus Ave, South Stage to Stewart	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 10,510
466	Spring St, Crater Lake Ave to Sunrise	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 5,840
467	Lear Way, Coker Butte to Vilas	New Roadway	Construct new major collector roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 1	\$ 6,465
468	Spring St, Sunrise to Pierce Rd	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 4,210
469	Foothill Rd, Hillcrest to McAndrews Rd	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 5,190
470	Hillcrest, Highcrest to McAndrews Rd	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 1,845

Project No.	Location	Project Type	Proposed Project Description	Priority	Cost (\$1000)
471	Spring St, Pierce to Foothill Rd	New Roadway	Construct new major collector roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 3,955
472	Cedar Links Rd, Callaway Dr to Foothill Rd	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 2,035
475	Coker Butte Rd, Crater Lake Hwy to eastern UGB	Urban Upgrade	Realign and upgrade major arterial standard west of Springbrook Rd and major collector standard east of Springbrook Rd	Tier 1	\$ 2,670
478	Coker Butte Rd, Medford's eastern UGB to Foothill Rd	Urban Upgrade	Realign and upgrade to major collector standard including two lanes in each direction, center-turn lane, bike lanes, and sidewalks	Tier 2	\$ 7,745
479	Manzanita, extension from Riverside to Spring and crossing I-5	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike lanes, and sidewalks) and new crossing of I-5 at Manzanita or Austin	Tier 2	\$ 25,000
481	Coal Mine Rd (realigned), N Phoenix to Santa Barbara Dr	Urban Upgrade	Realign and upgrade to major collector standard including two lanes in each direction, center-turn lane, bike lanes, and sidewalks	Tier 2	\$ 9,240
482	Owen Dr, Torrent St to Foothill Rd	New Roadway	Construct new major collector roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 5,100
484	Stanford, Barnett Rd to Coal Mine Rd	New Roadway	Construct new major collector roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 6,000
485	Bellinger Cunningham connector, Hull Rd to Orchard Home	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 6,835
486	Springbrook, Owen Dr to Coker Butter Rd	New Roadway	Construct new major collector roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 4,210
489	Diamond St, Orchard home Dr to Sandstone Dr	New Roadway	Construct new major collector roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 640
490	McAndrews Rd, Ross Ln to Jackson St	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 2,045
491	Cherry, Hillcrest to Lone Pine	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike lane, and sidewalk)	Tier 2	\$ 12,065
492	Cunningham, Orchard Home to Warren Way	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 850
493	Hillcrest Rd, Foothill Rd to McAndrews	Urban Upgrade	Realign and upgrade to major collector standard including two lanes in each direction, center-turn lane, bike lanes, and sidewalks	Tier 2	\$ 7,035
495	Coker Butter Rd, International Way to Lear Way	New Roadway	Construct new major arterial roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 1,985
496	Stewart Ave, Lozier Ln to Dixie	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 2,645
497	Highland, Siskyou Blvd to Keene Way	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike lanes, and sidewalks	Tier 2	\$ 1,135
535	Barnett Road Extension e/o N Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 1	\$ 4,455

Project No.	Location	Project Type	Proposed Project Description	Priority	Cost (\$1000)
536	Garfield Rd, Holly St to Kings Hwy	Widening	Widen to minor arterial standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 1	\$ 4,175
537	South Stage Road, Hwy 99 to e/o I-5	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike lane, and sidewalk)	Tier 1	\$ 25,000
539	N/S Collector Street in SE Medford TOD	New Roadway	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 10,630
546	Lone Pine School area (Spring, Lone Pine Rd)	Pedestrian	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 1	\$ 565
547	Washington School area (Plum, 11th to Prune)	Urban Upgrade	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 1	\$ 525
549	Washington School area (Newtown St, Dakota Ave to Stewart Ave)	Pedestrian	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 1	\$ 505
550	Washington School area (Prune St, Cherry St to Columbus Ave)	Pedestrian	Widen to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 1	\$ 530
551	Howard School area (Mace Rd, Howard Ave to Merriman Rd)	Pedestrian	Install sidewalks	Tier 1	\$ 390
552	Roosevelt School area (Ashland, Lindley, Bessie, Hillcrest, Oregon)	Pedestrian	Install sidewalks	Tier 1	\$ 2,085
553	Wilson School area (Grand Ave)	Pedestrian	Install sidewalks	Tier 1	\$ 920
600	Oak Grove Rd, W Main to Stewart	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 5,935
601	Dakota Ave, Collinwood Ct to Oak Grove/Madrona Ln	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike lane, and sidewalk)	Tier 2	\$ 3,510
602	W Prune St, Lozier Ln to Oak Grove Rd	New Roadway	Construct new standard residential roadway (includes one lane each direction, parking, and sidewalk)	Tier 2	\$ 3,100
603	W Stewart Ave, Oak Grove to Lozier Ln	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 2,715
604	Holly St, Garfield to South Stage	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike lane, and sidewalk)	Tier 2	\$ 6,475
605	South Stage Rd, City limits to Hwy 99	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 19,370
606	Kings Hwy, S. Stage to Stewart	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 8,495
607	Stevens St connection to Oregon	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike lane, and sidewalk)	Tier 2	\$ 310
609	Foothill Rd, McAndrews to Delta Waters	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 8,495

Project No.	Location	Project Type	Proposed Project Description	Priority	Cost (\$1000)
610	Foothill Rd, Delta Waters to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 670
611	N Phoenix from Barnett to South UGB	Widening	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 1	\$ 7,600
612	Barneburg- Highland to Sunrise connection	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 1,985
613	Highland- Keene to Main	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 1	\$ 2,810
614	Beall Lane - Merriman to City limit	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 4,345
615	Stevens CLA to Wabash- (in addition to connection to Oregon Terrace covered by other item)	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 2,065
617	Jackson - Biddle/4th to Crater Lake Ave	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,960
618	Springbrook- Pheasant to Roberts	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 2,870
620	E Main	Pedestrian	Sidewalk infill	Tier 2	\$ 830
621	Owen Drive - Springbrook to Torrent	New Roadway	Construct new major collector roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 1	\$ 525
624	Wilson Rd - Table Rock to City Limits	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike lane, and sidewalk)	Tier 2	\$ 3,885
625	Justice Rd - City Limits to City Limits	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 1,790
626	Peace Ln - Vilas Rd to City Limits	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 550
627	Crater Lake Ave - Coker Butte to northern UGB	New Roadway	Construct new major collector roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 12,200
628	Lear Way - Vilas Rd to northern city limits	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike lane, and sidewalk)	Tier 2	\$ 4,465
629	International Way - Vilas to Coker Butte	New Roadway	Construct new major arterial roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 9,345
630	Springbrook Rd - Coker Butte to Vilas	New Roadway	Construct new major collector roadway (includes center turn-lane, bike lane, and sidewalk)	Tier 2	\$ 8,055
631	East-West collector between Coker Butte and Vilas - CLH to Eastern UGB	New Roadway	Construct new minor collector roadway (includes one lane each direction, bike lane, and sidewalk)	Tier 2	\$ 3,950
632	Vilas Rd - Table Rock to eastern UGB	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 17,045

Project No.	Location	Project Type	Proposed Project Description	Priority	Cost (\$1000)
633	Ford Dr from Springbrook to eastern UGB	New Roadway	Construct new standard residential roadway (one lane and parking each in direction and sidewalk)	Tier 2	\$ 3,790
634	Crater Lake Ave - Delta Waters to Coker Butte	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 9,385
635	Cardinal Ave - Lear Way to CLH	Widening	Widen to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 1,835
636	Lear Way - Delta Waters Rd to Cardinal Ave	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 2,410
637	Delta Waters Rd - Lear Way to CLH	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,030
638	Delta Waters Rd - CLH to 500' east of CLA	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 2,820
639	Biddle Rd - Table Rock Rd to 300' south of Airport Rd	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 7,755
640	Bullock Rd - CLH to Lawnsdale	Widening	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 5,270
641	Lawnsdale Rd - Biddle to Bullock	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 1,290
642	Poplar - Crater Lake Highway to Morrow	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,765
643	Morrow Rd - Biddle to Corona	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,465
644	Table Rock Rd - Highway 99 to Merriman	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 4,990
645	Sage Rd - Columbus to Hwy 99	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 11,500
646	Cedar Links - Springbrook to Wilkshire	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 5,235
647	Lone Pine Rd - Springbrook to Edgevale Sidewalk Infill	Pedestrian	Install sidewalks	Tier 2	\$ 1,940
648	Lone Pine Rd - Edgevale to Foothill	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 1,435
649	Brookdale - McAndrews to Spring	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 1,955
650	Rossanley Dr - Ross Lane to West City limit	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 2,530
651	N Pacific Hwy - Beall to CLH	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 9,445

Project No.	Location	Project Type	Proposed Project Description	Priority	Cost (\$1000)
652	N Central Ave - Edwards/Court to 2,000' north	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,930
653	McAndrews Rd - Jackson to Court	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 9,090
654	McAndrews Rd - CLA to Brookdale	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 14,540
655	McAndrews Rd - Court to CLA	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 10,490
656	Crater Lake Ave - Spring to Delta Waters	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 16,345
657	Crater Lake Ave - Spring to Jackson	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 5,195
658	Crater Lake Ave - Main to Jackson	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 2,330
659	Royal Ave - Stevens to McAndrews	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,315
660	Stevens St - Biddle to CLA	Widening	Widen to minor arterial standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,505
661	Biddle - Jackson to McAndrews	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 14,695
662	Biddle - McAndrews to CLH Ramps	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 20,390
664	Main St - Willamette to Valley View	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 5,570
665	Valley View - Main to Hillcrest	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 1,135
666	Hillcrest - Valley View to Black Oak	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 2,305
667	Hillcrest - Black Oak to Foothill	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 5,370
668	Willamette - Main to Siskiyou	Widening	Widen to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 3,240
669	Wabash - Stevens to Spring	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 1,460
670	Oregon Ave - Stevens to Sunrise	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 3,615
671	Hillcrest - Highcrest to Cherry Ln	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 5,055

Project No.	Location	Project Type	Proposed Project Description	Priority	Cost (\$1000)
672	Black Oak - Acorn to Siskiyou	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,315
673	Black Oak - Barnett to Juanipero	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 1,800
674	Juanipero - Black Oak to 200' east of Olympic	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,990
675	Murphy Rd - Barnett to Juanipero	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 2,870
676	Siskiyou Blvd - 10th to Willamette	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 2,320
677	Golf View - Juanipero to Southern UGB	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 60
678	East-West collector along southern UGB line - Golf View to N Phoenix	New Roadway	Upgrade to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 2,140
679	Orchard Home Dr - S Stage to Garfield	Urban Upgrade	Construct new minor collector standard (center turn-lane, bike lanes, and sidewalks)	Tier 2	\$ 4,500
680	S Peach St - Garfield to Archer	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 2,875
681	Experiment Station Rd - Kings Hwy to Holly	New Roadway	Construct new minor collector standard (includes one lane in each direction, bike lanes, and sidewalks)	Tier 2	\$ 3,830
683	Holly St - Jackson to Stewart	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 11,150
684	S Oakdale - 2nd to Stewart	Widening	Widen to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 8,910
685	S Oakdale - Stewart to Garfield	Widening	Widen to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 3,850
686	Dakota Ave - Columbus to Oakdale	Widening	Widen to minor collector standard including one lane in each direction, bike lanes, and sidewalks	Tier 2	\$ 6,025
687	W 10th St - Columbus to Oakdale	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 5,655
688	W 8th St - Columbus to Oakdale	Widening	Widen to minor arterial standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 5,665
689	W 4th St - Columbus to Oakdale	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,925
690	8th St - Oakdale to Main	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 5,185
691	4th St - Oakdale to Central	Widening	Widen to minor arterial standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 2,780

Project No.	Location	Project Type	Proposed Project Description	Priority	Cost (\$1000)
692	4th St - Central to Jackson/Biddle	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,550
693	Jackson - McAndrews to Central	Widening	Widen to major collector standard including one lane in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 6,175
694	Jackson - Central to Biddle	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,490
695	Court - Crater Lake Highway to Central	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 7,280
696	Central - Court to Riverside	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 16,965
697	Riverside - Central to Crater Lake Highway	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 22,980
698	Riverside - Central to Stewart	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 3,100
699	Riverside - Garfield to S Stage Rd	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 12,675
700	Stewart - Dixie Ln to Riverside	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 16,885
701	Stewart - Riverside to Barnett	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 2,975
702	Barnett - Ellendale to N Phoenix	Widening	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike lanes, and sidewalks	Tier 2	\$ 17,010
703	Include also Dakota Ave extension to Lozier	New Roadway	Construct new minor collector standard (includes one lane in each direction, bike lanes, and sidewalks)	Tier 2	\$ 2,290
704	N/S Collector Street in SE Medford TOD	New Roadway	Construct new minor collector standard (includes one lane in each direction, bike lanes, and sidewalks)	Tier 2	\$ 8,630
705	Lone Oak Drive Extension	New Roadway	Construct new major collector standard (includes center turn-lane, bike lanes, and sidewalks)	Tier 2	\$ 8,160
706	Barnett - Lone Oak to N/S Collector Street in SE Medford TOD (704)	New Roadway	Realign and upgrade to minor arterial standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 6,900
707	Lozier - Stewart to W Main	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane bike lanes, and sidewalks	Tier 2	\$ 4,190
				Tier 1	\$ 114,105
				Tier 2	\$ 702,170
				Total	\$ 816,275

Figure B-3: RVMPO 2009-2034 RTP Intersection Projects

Project Map ID	Location	Proposed Project Description	Priority	Timeframe	Cost (\$1000)
I01	Congested corridors that would benefit from improved communications to be determined	ATC installation, communication upgrades, and central system upgrades	Tier I	Near-term	\$ 2,000
I23	Congested corridors that would benefit from improved communications to be determined	ATC installation, communication upgrades, and central system upgrades	Tier I	Mid-term	\$ 1,000
I02	10th Street & Cottage Street	Install traffic signal or roundabout when warranted	Tier II	Mid-term	\$ 350
I03	12th Street & Riverside Avenue	Replace/upgrade traffic signal and increase vertical clearance	Tier I	Mid-term	\$ 350
I04	Biddle Road & Lawnsdale Road	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	Tier I	Long-term	\$ 140
I05	Biddle Road & Stevens Street	Replace/upgrade traffic signal	Tier I	Mid-term	\$ 350
I06	Columbus Avenue & Prune Street	Monitor warrants for enhanced pedestrian crossing or traffic signal.	Tier I	Near-term	\$ 50
I07	Court Street & Ohio Street	Monitor warrants for enhanced pedestrian crossing or traffic signal.	Tier I	Mid-term	\$ 350
I08	Crater Lake Ave & Brookhurst Street	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	Tier I	Long-term	\$ 350
I10	Crater Lake Avenue & Delta Waters Road	Intersection improvements such as EBL lane, WBL lane (protected), and EBR lane	Tier I	Mid-term	\$ 1,155
I12	Crater Lake Avenue & Owens Drive	Install traffic signal or roundabout when warranted	Tier I	Near-term	\$ 2,200
I13	Creek View Drive & N Phoenix Rd	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	Tier I	Mid-term	\$ 350
I14	Highland Drive & E Main Street	Install traffic signal or roundabout when warranted	Tier I	Near-term	\$ 350
I15	Hillcrest Road & Pierce Road	Install traffic signal or roundabout when warranted	Tier I	Mid-term	\$ 350
I16	Hwy 99 & S Stage Road	Update signal timing and phasing to add clearance intervals and protected left-turn phases in the east-west direction and to monitor continued pattern of turning and angle collisions in the east-west direction (See OR 99 Rogue Valley Corridor Plan)	Tier I	Mid-term	\$ 25,000
I17	Hwy 99 & Stewart Avenue	Intersection improvements such as second southbound left and second eastbound left-turn lanes, or an alternative intersection configuration with displaced lefts on the north and south legs.	Tier I	Near-term	\$ 910
I19	Keene Way & Barneburg Road	Install traffic signal or roundabout when warranted	Tier I	Mid-term	\$ 2,200
I21	Main Street & Lindley Street	Replace/upgrade traffic signal	Tier I	Mid-term	\$ 350
I22	McAndrews at Foothill Road Ramps	Install traffic signal	Tier I	Near-term	\$ 350
I24	Phoenix Road & Barnett Road	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as perm+prot	Tier I	Near-term	\$ 840
I25	Poplar Drive & McAndrews Road	Update signal timing and phasing and reconstruct Town Center Drive (northbound) approach	Tier I	Near-term	\$ 280
I26	Springbrook Road & Cedar Links Drive	Install traffic signal or roundabout when warranted	Tier I	Near-term	\$ -
I27	Springbrook Road & Spring Street	Install traffic signal or roundabout when warranted	Tier I	Near-term	\$ 525

Project Map ID	Location	Proposed Project Description	Priority	Timeframe	Cost (\$1000)
I28	10th Street & Columbus Avenue	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I29	4th Street & Oakdale Avenue	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I30	8th Street & Hamilton Street	Monitor warrants for enhanced pedestrian crossing or traffic signal.	Tier II		\$ 5
I31	8th Street & Orange Street	Monitor warrants for enhanced pedestrian crossing or traffic signal.	Tier II		\$ 5
I33	Biddle Rd & Airport Rd	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I35	Brookdale Avenue & Spring Street	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I36	Coker Butte Rd & Springbrook Rd	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I37	Columbus Avenue & 4th Street	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I38	Cottage Street & Main Street	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I39	Crater Lake Avenue & E Vilas Road	Re-align Crater Lake Ave to the east and install traffic signal	Tier II		\$ 350
I40	Crater Lake Highway & E Vilas Road	Monitor needs after construction of Crater Lake Highway Bypass	Tier II		\$ 5
I41	Diamond St & Kings Hwy	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I42	Diamond St & S Columbus Ave	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I43	E Vilas Rd & Industry Dr	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I44	E Vilas Rd & Lear Way	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I45	Foothill Road & Lone Pine Road	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	Tier II		\$ 350
I46	Foothill Road & Spring Street (extension)	Install traffic signal when warranted	Tier II		\$ 350
I47	Garfield St & Kings Hwy	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I48	Garfield St & S Holly St	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I49	Garfield St & S Peach St	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I50	Hillcrest Road & Barneburg Road & Crown Avenue	Geometric improvements such as re-alignment or roundabouts	Tier II		\$ 4,400
I52	Hillcrest Road & Sunrise Avenue	Geometric improvements such as re-alignment or roundabouts	Tier II		\$ 2,200
I54	Juanipero Way and N Phoenix Rd	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I55	Keene Way & McAndrews Road	Monitor warrants for enhanced pedestrian crossing or traffic signal.	Tier II		\$ 350
I56	Kings Hwy & S Stage Rd	Install traffic signal or roundabout when warranted	Tier II		\$ 350

Project Map ID	Location	Proposed Project Description	Priority	Timeframe	Cost (\$1000)
I57	Lozier Lane & Cunningham Ave	Install traffic signal or roundabout when warranted	Tier II		\$ 350
I58	Main Street & Barneburg Road	Install traffic signal or roundabout when warranted	Tier I		\$ 350
I59	Main Street & Hamilton Street	Monitor warrants for enhanced pedestrian crossing or traffic signal.	Tier II		\$ 350
I63	McAndrews Road & Riverside Avenue	Intersection improvements such as re-striping westbound approach to one through, a shared through/right, and a right-turn lane, signal modifications, and second westbound right-turn lane when needed	Tier II		\$ 245
I65	Oak Grove Rd & Stewart Ave	Install traffic signal or roundabout when warranted	Tier II		\$ 2,200
I66	Orchard Home Dr & S Stage Rd	Install traffic signal or roundabout when warranted	Tier II		\$ 2,200
I67	Orchard Home Dr & Sunset Dr	Install traffic signal or roundabout when warranted	Tier II		\$ 2,200
I68	Owen Dr & Springbrook Rd	Install traffic signal or roundabout when warranted	Tier II		\$ 2,200
I69	S Columbus Ave & S Stage Rd	Install traffic signal or roundabout when warranted	Tier I		\$ 2,200
I70	W Jackson St & W McAndrews Rd	Install traffic signal or roundabout when warranted	Tier II		\$ 2,200
I71	Willamette Avenue & Main Street	Install traffic signal or roundabout when warranted	Tier II		\$ 2,200
I72	Calle Vista Drive & N Phoenix Rd	Install center median that will result in right-in/right-out turns only and install sidewalk along North Phoenix Road (See SE Plan)	Tier II		\$ -
I73	Foothill Road & Delta Waters Road	Install turn lanes and traffic signal or roundabout when warranted	Tier I		\$ 2,200
I74	Shamrock Drive & N Phoenix Rd	Install center median that will result in right-in/right-out turns only (See SE Plan)	Tier II		\$ -
I75	Valley View Drive & Hillcrest Road	Install traffic signal or roundabout when warranted	Tier I		\$ 2,200
I78	Highland Drive & Barnett Rd	Intersection improvements such as second northbound right-turn lane (protected) - intersection may need alternative mobility target	Tier I		\$ 385
I79	Hwy 99 & Table Rock Rd	Intersection to be studied as a part of ODOT's Exit 30 IAMP - intersection may need alternative mobility target	Tier I		\$ -
I80	Hwy 99 & Crater Lake Ave	Intersection to be studied as a part of ODOT's Exit 30 IAMP - intersection may need alternative mobility target	Tier I		\$ -
I81	Biddle Rd & Hilton Ct	Intersection to be studied as a part of ODOT's Exit 30 IAMP - intersection may need alternative mobility target	Tier I		\$ -
I82	Crater Lake Ave & Owens Dr	Intersection improvements such as multilane roundabout - intersection may need alternative mobility target	Tier I		\$ 2,200
I83	Garfield St & South Medford I-5 Interchange	Intersection to be studied as a part of ODOT's Exit 27 IAMP Update - intersection may need alternative mobility target	Tier I		\$ -
I84	Center Dr & Garfield St	Intersection to be studied as a part of ODOT's Exit 27 IAMP Update - intersection may need alternative mobility target	Tier I		\$ -
					Tier I \$ 43,785
					Tier II \$ 28,110
					TOTAL \$ 71,895

APPENDIX C:

**FUNCTIONAL AREA APPLICATION – GEOMETRIC ADEQUACY CALCULATIONS FOR
AIRWAY DRIVE / PEACE LANE INTERSECTIONS WITH VILAS ROAD**

Peace Lane and Airway Drive Functional Area Analysis

The intersections of Peace Lane and Airway Drive with Vilas Road are currently approximately 400 feet apart, which is recognized as a potential safety concern based on the future volumes and the construction of the interchange. APM v2 4.8.1 indicates that “A functional area analysis should be done to evaluate the impact of closely-spaced intersections, access points, or any combination of both. This can be for either existing or proposed (alternative) conditions. Areas with long queues should also be reviewed for functional area impacts. The analysis should also be done when adding new connections to a roadway to verify that functional area overlap does not occur and vehicle maneuvers can be performed lawfully.

The functional area of an intersection (Figure C-1) is the area in which an intersection affects vehicle paths. The intersection functional area—defined as the physical area where two roads overlap— influences driver decisions, vehicle movements, and vehicle queues. The sections beyond the intersection area are composed of upstream and downstream functional areas. The upstream functional area for vehicles moving toward the intersection has four maneuvering elements. The downstream functional area for vehicles traveling away from the intersection has one.”

This analysis is used to determine if the 400 feet between Peace Lane and Airway Drive can accommodate turn lanes and the five inherent elements listed below. Overlapping functional areas would lead to operational difficulties and potential safety issues as there would be multiple driver decision points too close together.

The elements defining the analysis include:

Upstream Elements (Figure C-2)

- Distance traveled during the perception-reaction time (d_1)
- Distance traveled while the driver decelerates or brakes and moves laterally into a turn bay (d_2)
- Distance traveled during full deceleration (d_3)
- Storage length (d_4)

Downstream Elements (Figure C-3)

- Stopping Sight Distance (d_5)

Figure C-1: Components of the Functional Area

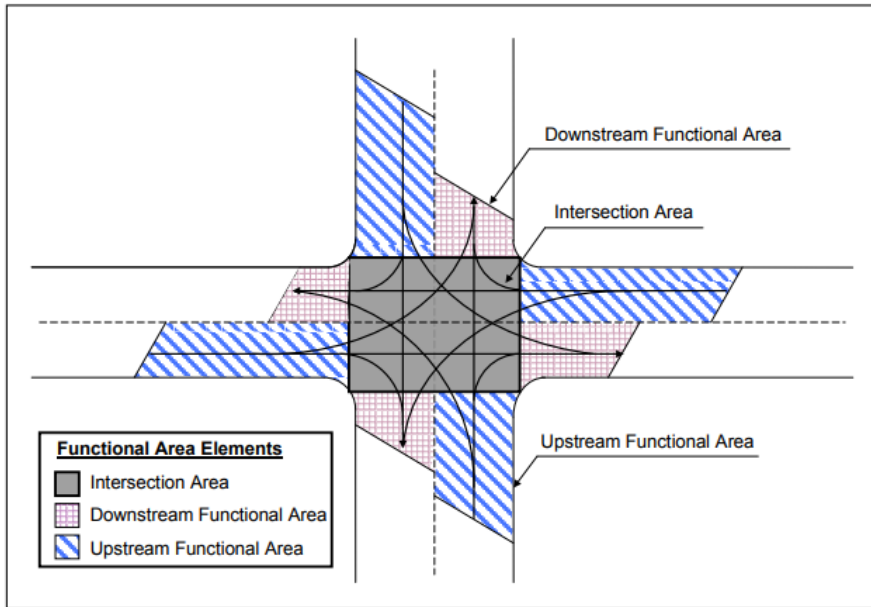


Figure C-2: Upstream Functional Area Elements

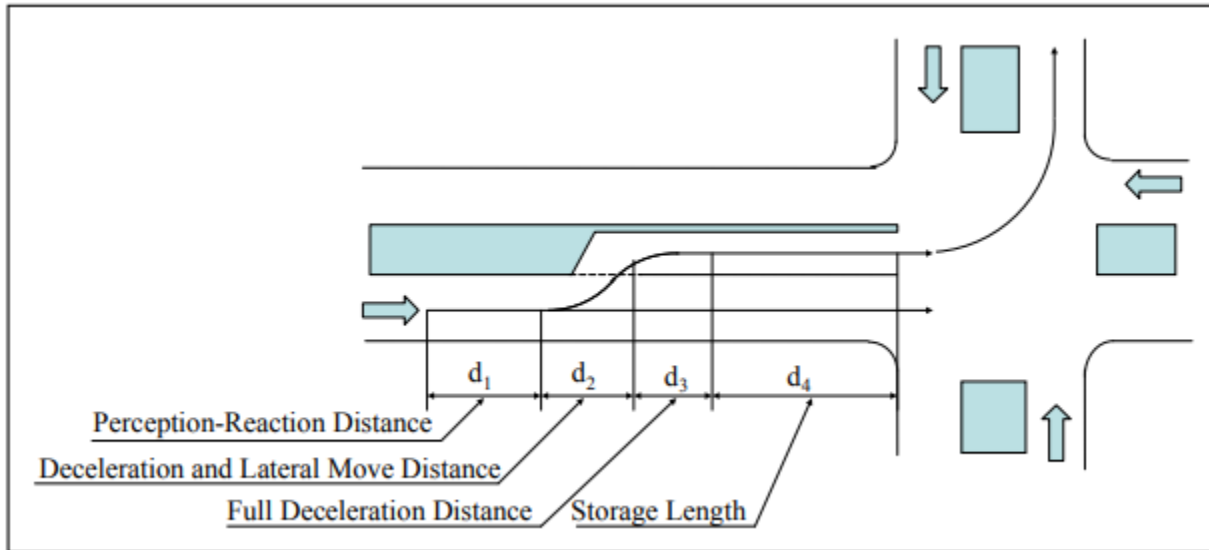
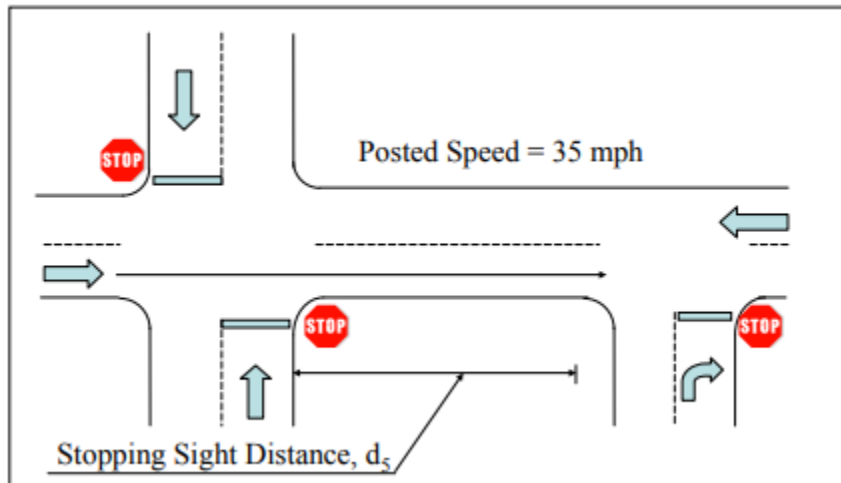


Figure C-3: Downstream Functional Area Elements



A functional area analysis has four possible condition combinations:

- The unfamiliar path under desirable conditions
- The unfamiliar path under limiting conditions
- The familiar path under desirable conditions
- The familiar path under limiting conditions

“The familiar vehicle path would be used by drivers who would anticipate the intersection and know the lane to be in to complete the turn. This is more likely near grocery stores or residential areas. The unfamiliar vehicle path would be used by drivers who may not know anything about the intersection before approaching. This is more likely near developments such as tourist areas and regional stores.” (APM v2 4.8.1)

The analysis is performed for both two and four lane Vilas Road scenarios and also for a variety of condition combinations creating the full spectrum of the most limiting up to the most desirable conditions. These values are depicted in Table C-1. The assumed path begins from a stop, northbound right from Airway Drive onto Vilas Road, eastbound on Vilas Road, and eastbound left onto Peace Lane.

Table C-1: Range of Values Applied to Functional Area Analysis

	Limiting	Desirable
Reaction distance ¹ d_1 (ft)	65	130
Deceleration (ft/sec ²)	9.2	6.7
	Passenger Car	Truck
Acceleration (ft/sec ²)	3.2	1.1

¹These reaction distances are for unfamiliar drivers. For familiar drivers the reaction distance is 0 feet.

Based on the functional area analysis, the two intersections are not feasible for a four lane Vilas Road scenario, and only feasible for familiar drivers (where $d_1 = 0$ feet) for two lane Vilas. The results are in Table C-2. Figure C-4 depicts a four lane Vilas Road scenario and the left turn lanes are at maximum length with the 400 feet of linear space available. This is not sufficient to accommodate the necessary acceleration, reaction distance, legal turn signal distance of 100 feet required by the Oregon Vehicle Code, and deceleration.

Table C-2: Functional Area Results

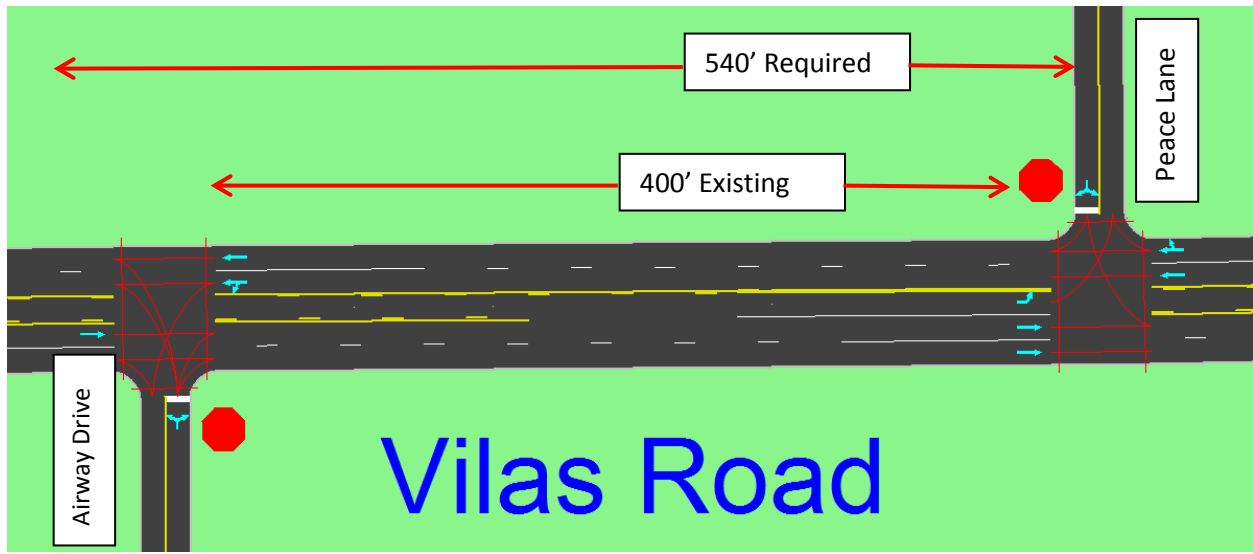
	2 Lane Vilas				4 Lane Vilas			
	Familiar		Unfamiliar		Familiar		Unfamiliar	
	Desirable	Limiting	Desirable	Limiting	Desirable	Limiting	Desirable	Limiting
Truck								
d_1	0	0	130	65	0	0	130	65
d_2	68	68	99	85	174	205	230	205
d_3	41	30	62	38	57	50	79	50
d_4	150	150	150	150	150	150	150	150
Truck Result	Ok ¹	Ok	Ok	Ok	No ²	No	No	No
Passenger Car								
d_1	0	0	130	65	0	0	130	65
d_2	127	127	179	156	335	335	433	389
d_3	119	87	181	110	167	122	229	144
d_4	150	150	150	150	150	150	150	150
Passenger Car Result	Ok	Ok	No	No	No	No	No	No

¹Ok indicates geometry functions, ie.- d_3 is less than or equal to d_4 and the sum of 100 feet (2 lane Vilas Road) and 200 feet (4 lane Vilas Road with 2 lane changes) required signal distance, d_1 , d_2 , and d_4 is less than or equal to 400 feet.

²No indicates failure to function

The downstream element, stopping sight distance (d_5), is the distance traveled while braking to avoid an unexpected obstacle. It is determined by AASHTO defined by the speed, brake reaction time, and the deceleration rate. The downstream intersection functional area for a 45 mph facility is 360 feet. The 400 feet available in current conditions meets this minimum requirement for stopping distance in all cases.

Figure C-4: Airway Drive and Peace Lane Geometry



The analysis results demonstrate that having Peace Lane and Airway drive both signalized or both full movement intersections is not feasible under current spacing conditions. This worsens with four lanes on Vilas Road. There are two resulting options:

1. Realign Peace Lane to be across from Airway Drive and signalize
2. Signalize Airway Drive and turn Peace Lane into a Right-In-Right-Out (RIRO)

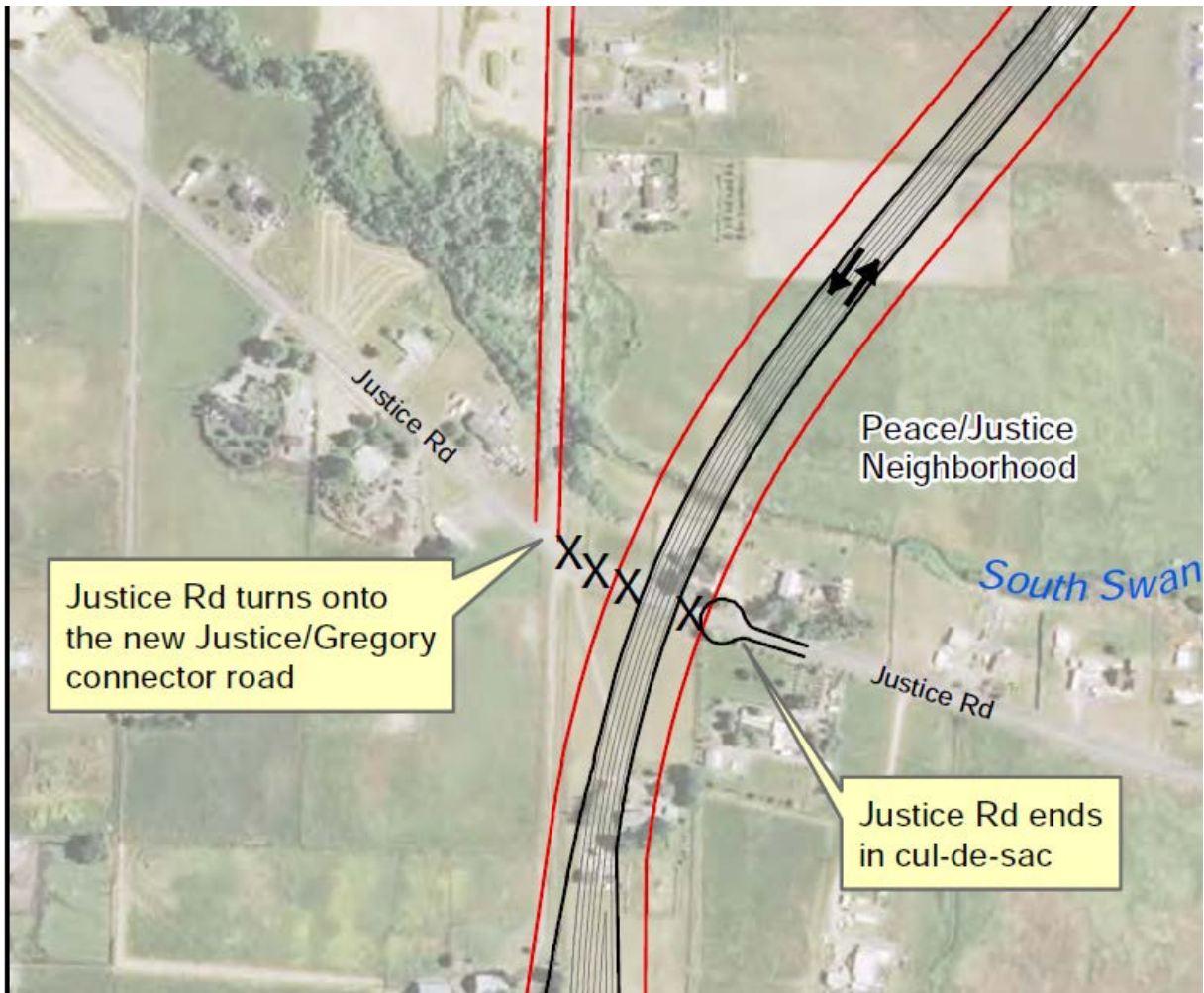
Option 1 is preferred as all movements are served and there is no out of direction travel; however, there would be ROW impacts and realignment would be more expensive than just installing the concrete curb median barrier the RIRO would require.

Theoretically, the option 2 left in volumes would re-route via Vilas Road eastbound, Crater Lake Highway northbound, Justice Road westbound, and Peace Lane southbound. The left out movements would re-route via Peace Lane northbound, Justice Road eastbound, Crater Lake Highway southbound, and Vilas Road east or westbound (Figure C-5). However, the OR62 FEIS indicates that Justice Road will be cul-de-saced at OR62 and force to connect to Gregory Road to the north (Figure C-6). Therefore, rerouting traffic from Peace Lane is not realistic because it will be too far. For these reasons Peace Lane has been realigned to intersect Vilas Road at Airway Road for analysis of all scenarios except for the No Build / No Mitigation NBNM.

Figure C-5: Potential Traffic Re-routing with Existing Conditions



Figure C-6: FEIS Map Depicting Cul-De-Sacing of Justice Road



APPENDIX D:
VOLUME DEVELOPMENT

Existing Volume Development Methodology

This appendix documents the methodology and key assumptions to be used in preparation of the existing conditions analyses for the OR62 – Vilas Road Interchange Area Management Plan (IAMP). The methodologies included here are based on guidance provided in ODOT’s Analysis Procedures Manual (APM).

Study Intersections

ODOT Region 3 Traffic Section has provided traffic count volumes to ODOT TPAU. The study intersections include:

- West Vilas Road/Table Rock Road/East Vilas Road
- Table Rock Road/Biddle Road
- East Pine Street/Hamrick Road/Biddle Road
- Crater Lake Highway/East Vilas Road

Table D-1: Traffic Count Summary

ODOT Intersections			
<u>Site No.</u>	<u>Intersection</u>	<u>Count Date</u>	<u>Count Type</u>
4.	East Vilas Road at OR 62 Crater Lake Hwy No. 22	6/19/2014	16 hour Video Count
Local Intersections			
1.	Table Rock Road at Biddle Road	6/17/2014-6/18/2014	24 hour Video Count
2.	Hamrick Road at Biddle Road	6/17/2014-6/18/2014	24 hour Video Count
3.	Table Rock Road at East Vilas Road	6/17/2014	16 hour Video Count
10.	Airway Drive at East Vilas Road	11/1/2017	3 hour Video Count
11.	Industry Drive at East Vilas Road	11/1/2017	3 hour Video Count

System Peak Hour Selection

The intersections will be analyzed using a system peak hour determined by the 2012 Draft Environmental Impact Statement (DEIS), 4:15 pm – 5:15 pm.

Seasonal Adjustment Factor

An on-site ATR is not available, so the ATR Characteristic Table Method is employed when ATRs are identified with similar characteristics to the site. The project area's AADT in the Transportation Volume Table must be within +/- 10% of the ATR's AADT. When no comparable ATR is available, the Seasonal Trend Table is used to factor counts taken outside of the peak period. The study area demonstrates a commuter trend.

At the Table Rock Rd. and Biddle Rd. Intersection, the Eugene - Meadowview ATR 20-024 is used to factor the East and West Legs. The North and South Legs are factored using the Seasonal Trend Table.

At the Hamrick Rd. and Biddle Rd. intersection, the Eugene - Meadowview ATR 20-024 is used to factor the East Leg. The West Beltline ATR 20-028 is used to factor the West Leg. The North and South Legs are factored using The Seasonal Trend Table.

At the Table Rock Rd. and E. Vilas Rd. Intersection, the Eugene - Meadowview ATR 20-024 is used to factor the South Leg. The other three legs are factored using the Seasonal Trend Table.

At the OR 62 and Vilas Rd. Intersection, the West Beltline ATR 20-028 is used to factor the North Leg. The Clackamas 03-017 and Gresham 26-003 ATRs are averaged to factor the South Leg. The East and West Legs are factored using the seasonal trend table.

At the Airway Dr. and Industry Dr. Intersections with Vilas Rd. all legs are factored using the seasonal trend table.

Table D-2: ATR Characteristic Table

2015 Seasonal Traffic Trend	Area Type	# of Lns	Weekly Traffic Trend	2016 AADT	OHP Class	2015 ATR	HWY Rte, Name, & Loc	MP	State Hwy #
COM	Urbanized	4	Weekday	34200	Statewide HWY	03-017	OR212, Clackamas Hwy, 0.14 mile W. of SE 130 th Ave.	6.80	171
COM	Urbanized	4	Weekday	32100	Statewide HWY	26-003	US26, Mt. Hood Hwy, 0.18 mile SE of SE Powell Valley Rd.	14.36	26
COM	Urbanized	4	Weekday	27000	Statewide HWY	20-028	OR569, Beltline Hwy, 0.42 mile S of Barger Dr.	5.20	69

COM	Urbanized	4	Weekday	15900	Regional HWY	20-024	OR99, Pacific Hwy West, 1.00 mile S of Meadowview Rd.	115.28	91
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The Transportation Volume Tables (TVT) are referenced to average an ADT percentage for the peak month and also for the count month. Five years of data is analyzed. The high and low values are removed and the remaining three years are averaged (removed values are greyed out). To calculate the seasonal adjustment factor, the peak month value is divided by the count month value.

Table D-3: Values from the Transportation Volume Table depicting percent of ADT present in peak month and count month.
Seasonal Adjustment for year 2014 Count Data (June Counts)

ATR 20-028, West Beltline, OR569, BELTLINE HIGHWAY, 0.42 MILE SOUTH OF BARGER DRIVE INTERCHANGE

	2015	2014	2013	2012	2011	Avg	Adjustment
	Aug	Aug	Aug	Aug	Aug		
Peak Month (Aug)	113	113	122	115	113	114	1.01
Count Month (June)	113	112	111	113	112	112	

ATR 20-024, Eugene-Meadowview, MP 115.28; PACIFIC HIGHWAY WEST NO. 91; 1.00 MILE SOUTH OF MEADOWVIEW RD

	2015	2014	2013	2012	2011	Avg	Adjustment
	Aug	Aug	Aug	Aug	Aug		
Peak Month (Aug)	115	114	115	117	114	115	1.02
Count Month (June)	113	116	112	112	113	113	

ATR 03-017, Clackamas, MP 6.80; OR212, CLACKAMAS HIGHWAY, 0.14 MILE WEST OF S.E.130TH AVENUE

	2015	2014	2013	2012	2011	Avg	Adjustment
	July	July	Aug	Aug	Aug		
Peak Month (Aug)	111	113	111	112	113	112	1.02
Count Month (June)	111	110	112	109	110	110	

ATR 26-003, Gresham, MP 14.36; US26, MT. HOOD HIGHWAY, 0.18 MILE
SOUTHEAST OF S.E. POWELL VALLEY ROAD

	2015	2014	2013	2012	2011	Avg	Adjustment
	July	Aug	Aug	Aug	Aug		
Peak Month (Aug)	106	107	109	109	106	107	1.03
Count Month (June)	104	106	104	104	104	104	

The 2016 Seasonal Factor Table is used to calculate the Commuter Trend factor applicable at the previously defined legs (**Table D-4**). The seasonal factor for the count period is divided by the seasonal factor for the peak period. Seasonal factors are given for the 1st and 15th of each month, so it is necessary for the 2014 counts to interpolate to the date of the counts (June 17 and June 19), but for the 2017 counts the value can be used directly (November 1).

Table D-4: Seasonal Adjustment Factor Source

Site No.	Intersection	Direction	Seasonal Factor Source
1	Table Rock Road at Biddle Road	EB	Eugene Meadowview ATR 20-024
		WB	Eugene Meadowview ATR 20-024
		NB	Seasonal Factor Table
		SB	Seasonal Factor Table
2	Hamrick Road at Biddle Road	EB	West Beltline ATR 20-028
		WB	Eugene Meadowview ATR 20-024
		NB	Seasonal Factor Table
		SB	Seasonal Factor Table
3	Table Rock Road at East Vilas Road	EB	Seasonal Factor Table
		WB	Seasonal Factor Table
		NB	Eugene Meadowview ATR 20-024
		SB	Seasonal Factor Table
4	East Vilas Road at OR 62 Crater Lake Hwy No. 22	EB	Seasonal Factor Table
		WB	Seasonal Factor Table
		NB	Clackamas ATR 03-017 Gresham ATR 26-003
		SB	West Beltline ATR 20-028
5	Airway Drive at East Vilas Road	EB	Seasonal Factor Table
		WB	Seasonal Factor Table
		NB	Seasonal Factor Table
6	Industry Drive at East Vilas Road	EB	Seasonal Factor Table
		WB	Seasonal Factor Table
		NB	Seasonal Factor Table

Table D-5: Seasonal Trend Table

SEASONAL TREND TABLE (Updated: 9/30/16)						
TREND	1-Jun	15-Jun	1-Jul	15-Jul	1-Aug	15-Aug
COMMUTER	1.0358	1.0452	1.0263	1.0081	1.0040	1
TREND	Change 15-Jun to 1-Jul	Change Per Day	Add 2* to reach 17-Jun	17-Jun	Add 4* to reach 19-Jun	19-Jun
COMMUTER	0.0189	0.0012	0.0025	1.05	0.0050	1.05

SEASONAL TREND TABLE (Updated: 9/19/17)						
TREND	1-Nov	15-Nov	1-Dec	15-Dec		
COMMUTER	1.0854	1.1191	1.1481	1.1771		

Historical Factors (Factoring to Current Year)

The Future Volume Table was used for the OR 62 legs. Jackson County counts were used to develop growth factors for remaining non-state roadways (Tables D-6 and D-7).

Table D-6: Future Volume Table growth factor values

HWY	MP	Description	2013	2035	RSQ	22 Yr Growth Factor	1 Yr Historical Growth Factor
22	3.63	0.02 mile S. of E. Vilas Road	23400	32600	Model	1.39	1.02

Based on the data above, the 22-year growth factor would be $32600/23400 = 1.393$. Assuming linear growth in the future, the annual growth factor would be $(1.393 - 1)/22 = 0.01781$, or 1.78%. To convert the 2014 30HV to a 2015 30HV, the 2014 30HV is multiplied by the 1-year growth factor.
 $2015\ DHV = 2014\ 30HV \times [(1 \times \text{Annual Growth Rate}) + 1] = 2014\ 30HV \times 1.02$.
 Local count data from Jackson County was used at eight sites to develop growth factors.

Table D-7: Growth factors developed from Jackson County local counts

Road Name	MP	Location Description	RSQ	15 Yr Growth Factor	1 Yr Historical Growth Factor
Biddle Rd	1.48	450 Ft. East of Hamrick Rd	0.65	1.09	1.01
Table Rock Rd	2.42	750 Ft. North of Biddle Rd	0.79	1.52	1.03
Table Rock Rd	3.07	150 Ft. North of E Vilas Rd	0.66	1.21	1.01

E. Pine St	1.23	825 Ft. West of Hamrick Rd	0.03	1.04	1.00
Hamrick Rd	1.60	150 Ft. West of Table Rock Rd	0.02	1.37	1.02
W Vilas Rd	0.06	400 Ft. West of Table Rock Rd	0.02	1.18	1.01

The remaining roadways were factored back to 2015 from 2017 using the 2017 and 2042 RVMPO model volume outputs.

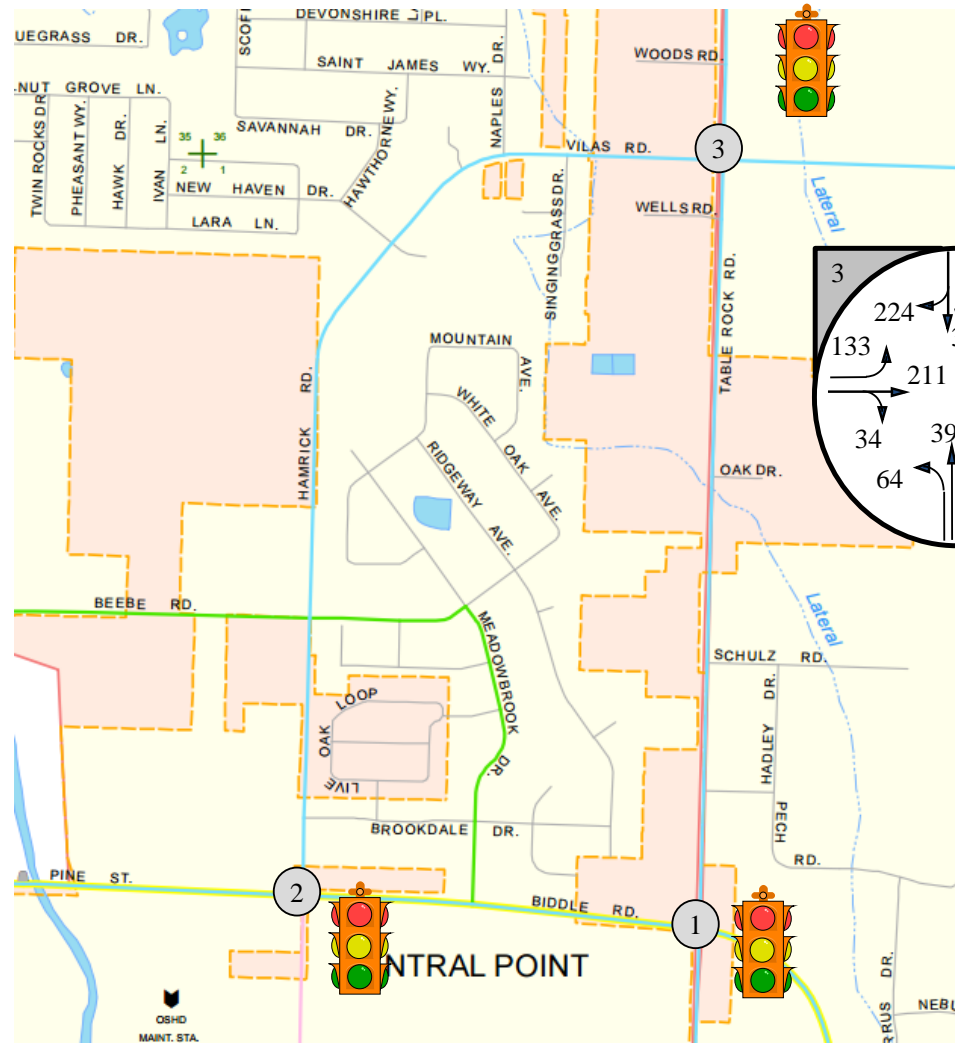
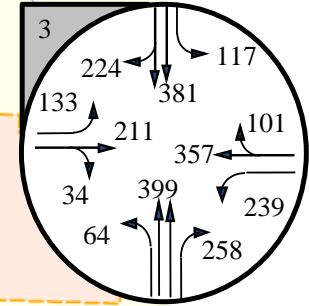
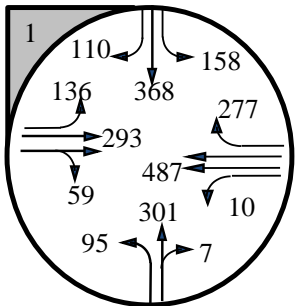
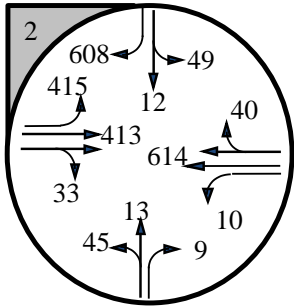
Table D-8: Growth factor developed using RVMPO model

Model Year	Volume	Location Description	25 Year Growth Factor
2017	133	NB Centroid Connector between Airway and Industry to E Vilas Rd	2.158
2042	287		

Based on the data above, the 25-year growth factor would be $287/133 = 2.158$. Assuming linear growth in the future, the annual growth factor would be $(2.158 - 1)/25 = 0.04632$, or 4.63%. To convert the 2017 30HV to a 2015 30HV, the 2017 30HV is multiplied by the 2-year growth factor and the absolute value of the result is reported.

$$2015 \text{ DHV} = |2017 \text{ 30HV} \times [(2 \times \text{Annual Growth Rate}) - 1]| = |2017 \text{ 30HV} * 0.907|.$$

All Intersections
 June 2014 Manual Counts
 Intersection 1 and 2 = 24 hour;
 Intersection 3 = 16 hour
 Peak Hour 4:15 – 5:15



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Raw Count Summary, All Vehicles

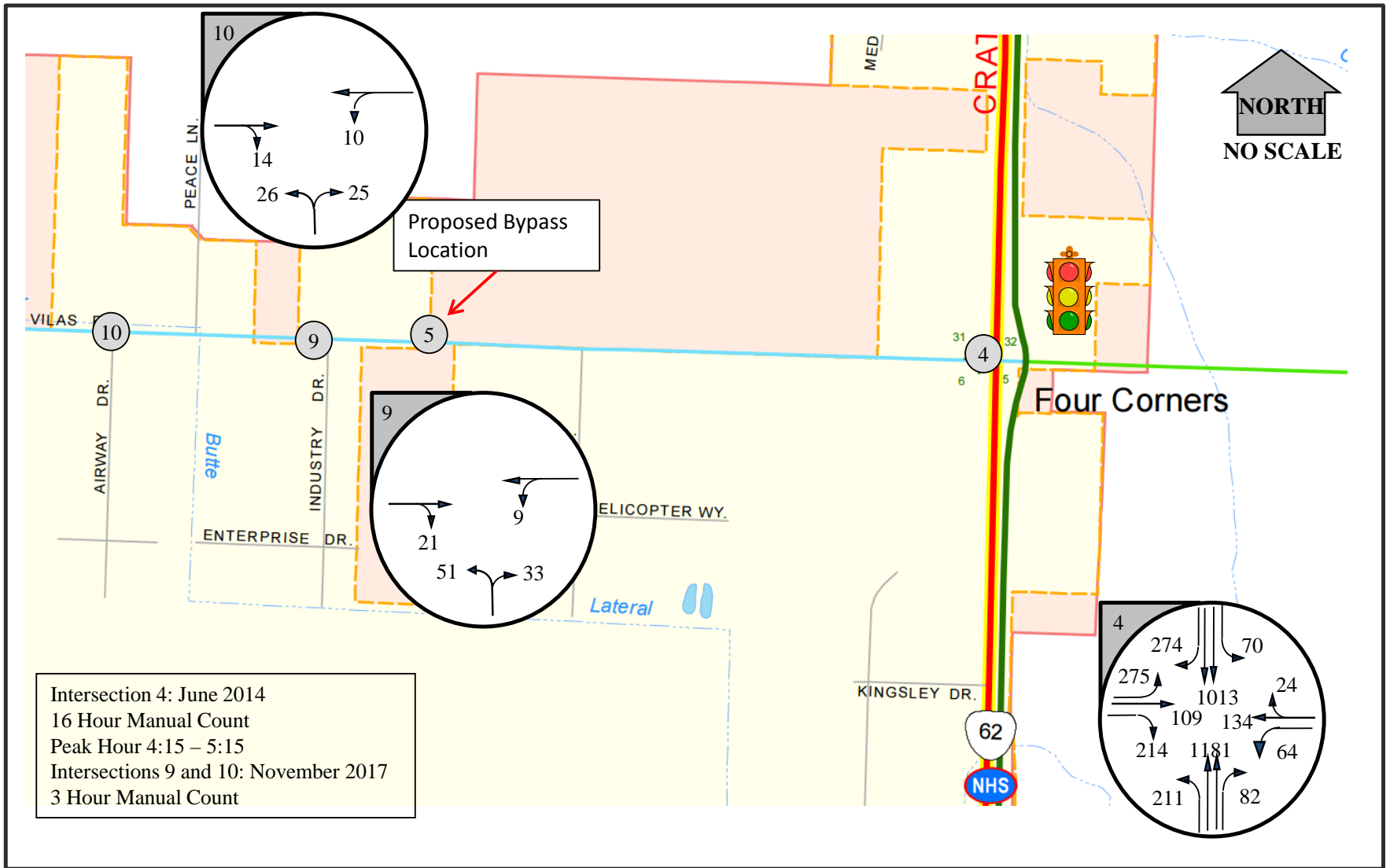
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

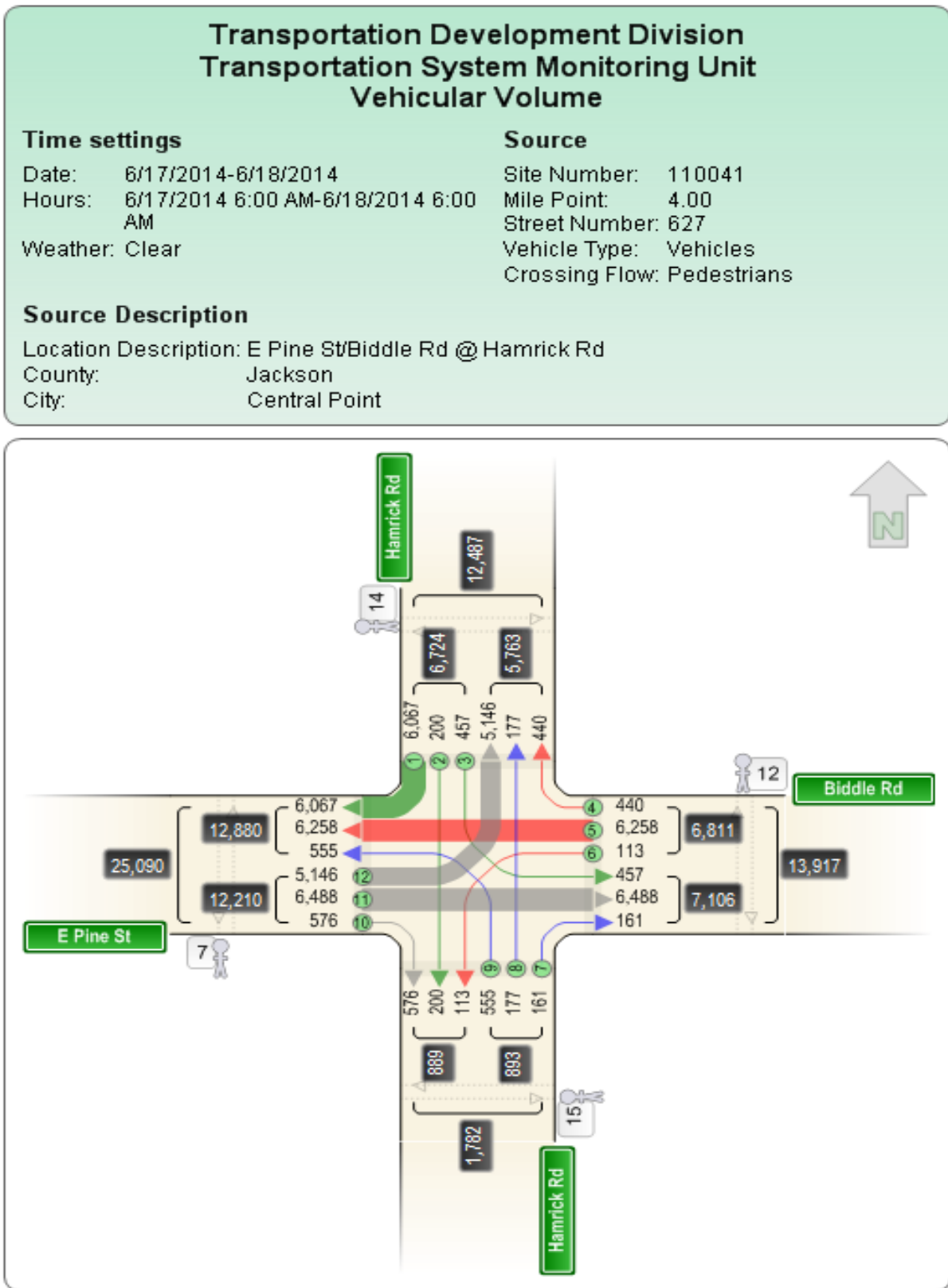
Reviewed By: P. Schuytema, P.E.

FIGURE D-1



Intersection 4: June 2014
 16 Hour Manual Count
 Peak Hour 4:15 – 5:15
 Intersections 9 and 10: November 2017
 3 Hour Manual Count

Figure D-3: All Project Traffic Counts



Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

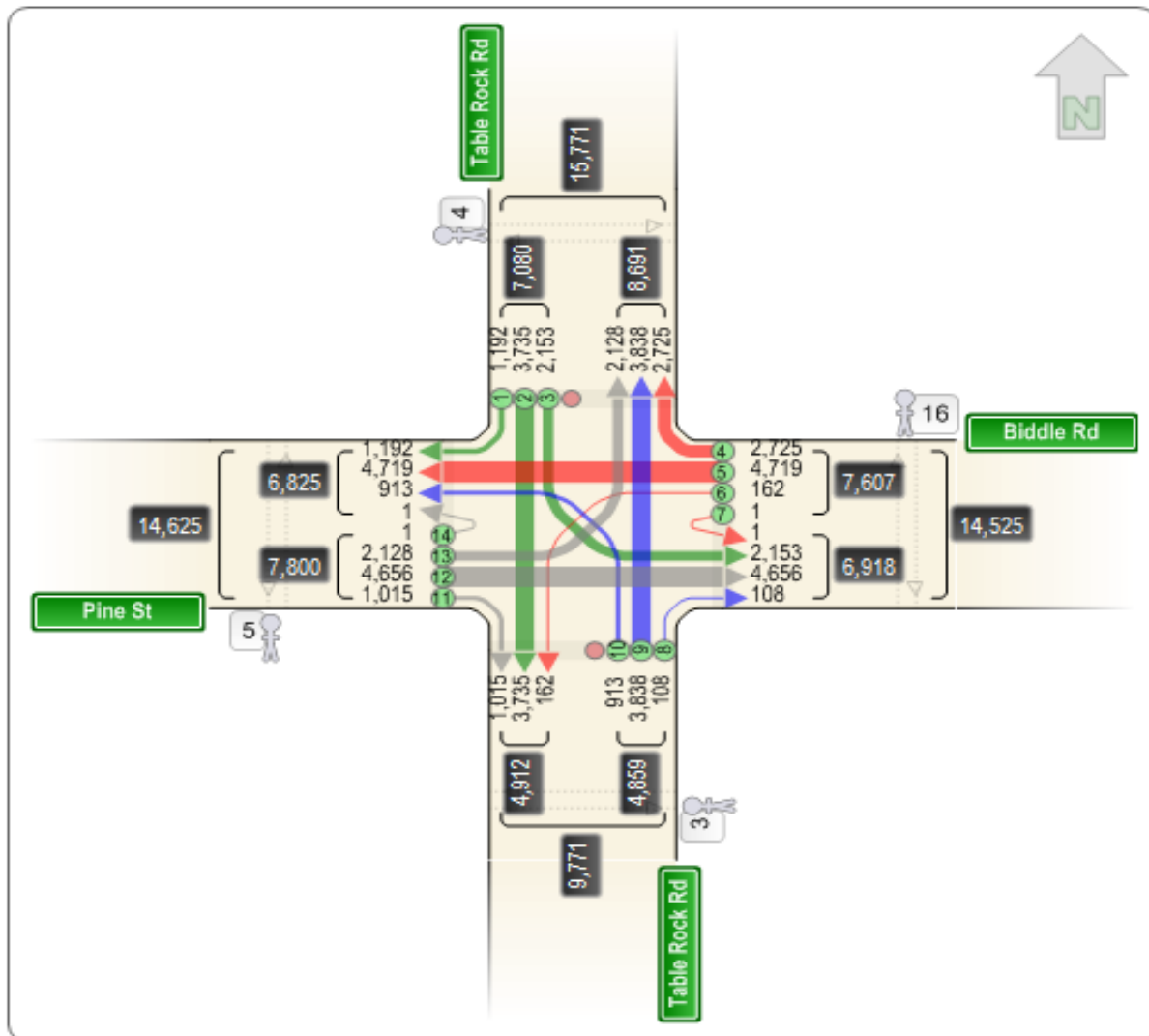
Date: 6/17/2014-6/18/2014
 Hours: 6/17/2014 6:00 AM-6/18/2014 6:00 AM
 Weather:

Source

Site Number: 110042
 Mile Point: 2.26
 Street Number: 3702
 Vehicle Type: Vehicles
 Crossing Flow: Pedestrians

Source Description

Location Description: Table Rock Rd @ Biddle Rd
 County: Jackson
 City: Central Point



Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

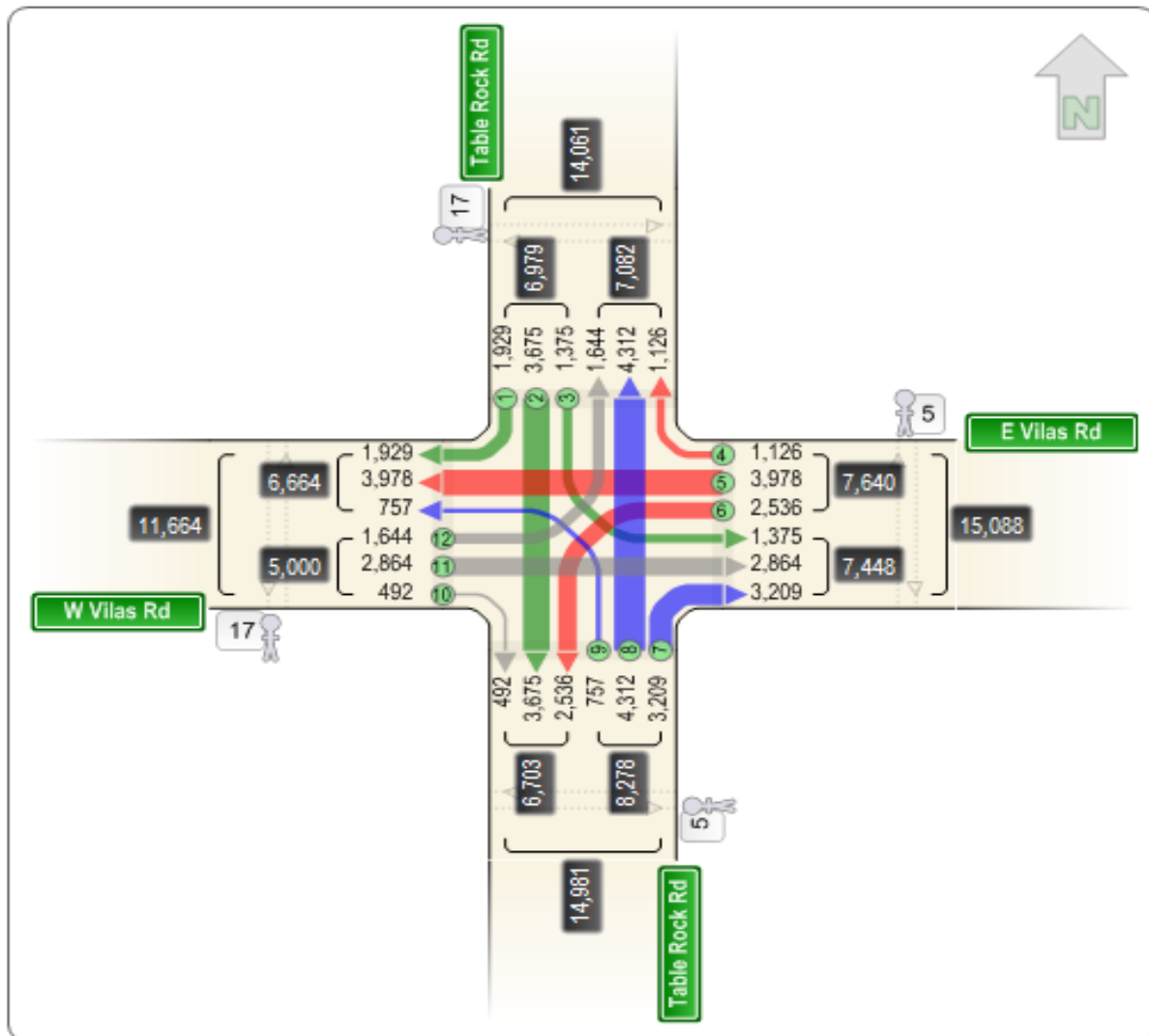
Date: 6/17/2014
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 110043
Mile Point: 3.02
Street Number: 3702
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Table Rock Rd @ Vilas Rd
County: Jackson
City: Medford



Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

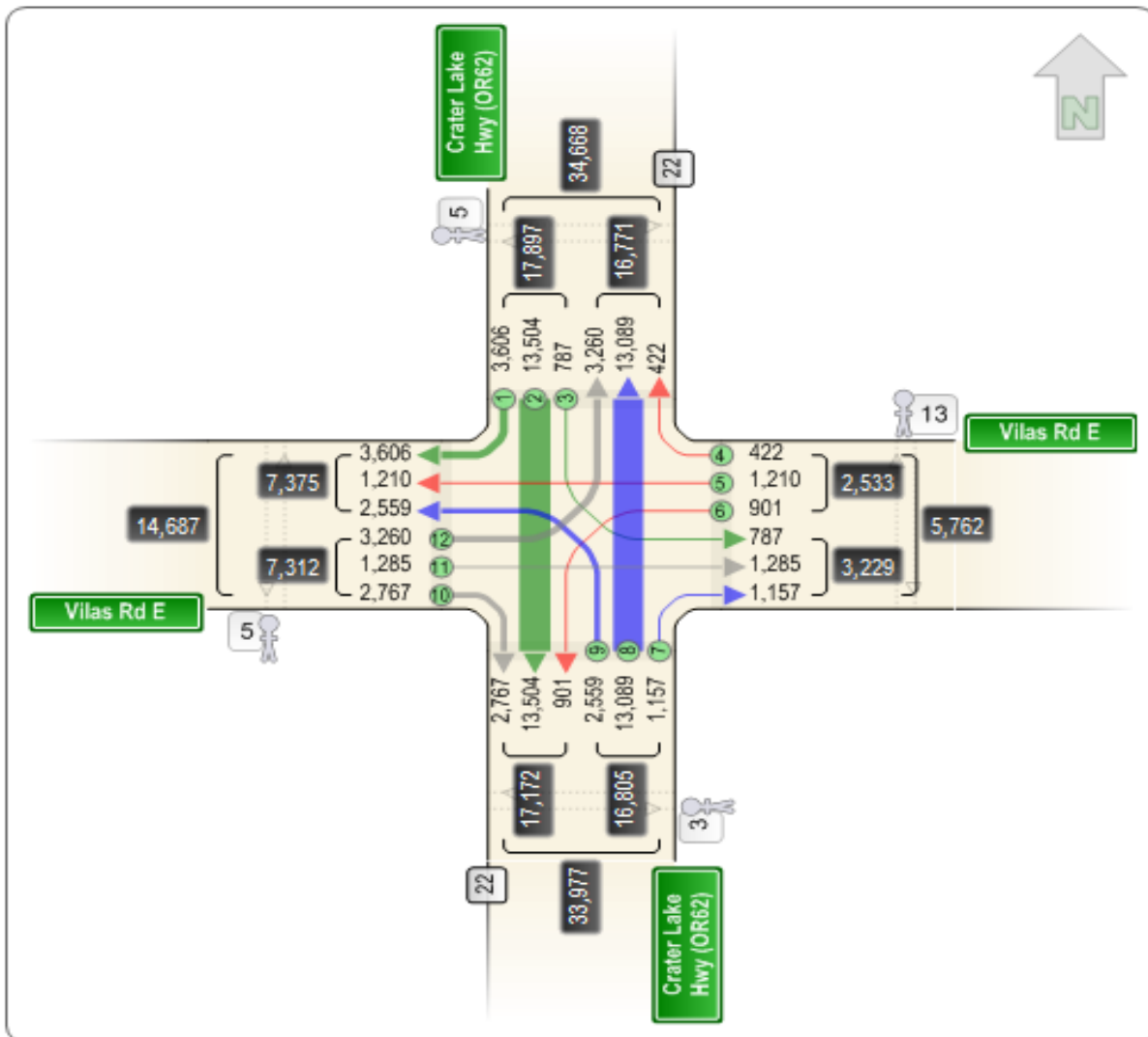
Date: 6/19/2014
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 110050
Mile Point: 3.65
Street Number: 022
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: CRATER LAKE HIGHWAY NO. 22 (OR62) @ Vilas Rd E
County: Jackson
City: Medford



Summary of Traffic Count Transportation Development Division

Site: 28107 Date: 11/1/2017
 County: Jackson Hours: 3:00 PM-6:00 PM
 City: Central Point Highway #: 3705

Milepoint: 10.59 Location: Vilas Rd @ Airway Dr
 Count Number: 1.00 Weather: Clear

Time of Day	Summary By Movements					Entering Volumes		
	E-S	S-E	S-W	W-S	TOTAL	East	South	West
15:00	5	2	3	6	16	5	5	6
15:15	4	8	1	2	15	4	9	2
15:30	3	3	2	3	11	3	5	3
15:45	3	5	2	1	11	3	7	1
16:00	10	14	7	4	35	10	21	4
16:15	4	8	10	5	27	4	18	5
16:30	2	2	4	2	10	2	6	2
16:45	3	5	3	3	14	3	8	3
17:00	1	10	9	4	24	1	19	4
17:15	10	1	5	9	25	10	6	9
17:30	6	13	13	3	35	6	26	3
17:45	2	9	4	1	16	2	13	1
Total Count	53	80	63	43	239	53	143	43
24hr Factor	1	1	1	1	1	1	1	1
24hr Volume	53	80	63	43	239	53	143	43

Summary of Traffic Count Transportation Development Division

Site: 28108 Date: 11/1/2017
 County: Jackson Hours: 3:00 PM-6:00 PM
 City: Central Point Highway #: 3705

Milepoint: 10.39 Location: Vilas Rd @ Industry Ln
 Count Number: 1.00 Weather: Clear

Time of Day	Summary By Movements					Entering Volumes		
	E-S	S-E	S-W	W-S	TOTAL	East	South	West
15:00	2	7	4	23	36	2	11	23
15:15	2	5	6	4	17	2	11	4
15:30	7	7	5	7	26	7	12	7
15:45	4	3	5	4	16	4	8	4
16:00	1	11	10	1	23	1	21	1
16:15	4	10	17	6	37	4	27	6
16:30	2	9	14	3	28	2	23	3
16:45	1	7	9	8	25	1	16	8
17:00	2	7	11	4	24	2	18	4
17:15	2	10	9	3	24	2	19	3
17:30	2	5	8	1	16	2	13	1
17:45	1	3	4			1	7	
								64
Total Count	30	84	102	64	280	29	179	1
24hr Factor	1	1	1	1	1	1	1	64
24hr Volume	30	84	102	64	280	29	179	

Road Name	Location	Date	Count
ADAMS ROAD	50 FT. WEST OF COLVER ROAD	08/19/02	382
AGATE LOOP	WEST OF AGATE ROAD	07/11/01	1378
AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	07/11/01	1706
AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/19/01	2197
AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	06/19/01	2503
AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	06/19/01	3238
AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	07/17/01	5068
AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	07/17/01	5390
AIRPORT ROAD	75 YDS. EAST OF TABLE ROCK ROAD	07/30/01	4426
ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	08/28/01	491
ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	07/23/01	1785
ALTA VISTA ROAD	100 FT. WEST OF BIGHAM-BROWN ROAD	07/23/01	1834
ALTA VISTA ROAD	100 YDS. EAST OF SHASTA AVENUE	08/28/01	2237
ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/19/02	691
ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	08/13/01	1559
ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	07/24/01	1783
ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	08/13/01	2178
ANTELOPE ROAD	75 FT. EAST OF HALE WAY	07/17/01	4150
ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	07/17/01	7134
ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	07/17/01	10820
ANTELOPE ROAD	EAST OF HIGHWAY 62	08/20/01	12074
ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	06/19/01	12370
ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	07/17/01	13036
ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	07/11/01	813
ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	07/11/01	1474
ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	06/19/01	1830
ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	07/11/01	1879
APPLEGATE ROAD	200 FT. SOUTH OF FRENCH GULCH ROAD	08/06/02	405
APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION)	08/06/02	832
APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	07/30/02	1464
APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	08/05/02	2014
APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	08/05/02	2652
APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	09/17/02	1537
ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	09/17/02	795
ARNOLD LANE	25 YDS. SOUTH OF MADRONA LANE	11/13/02	1024
ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	11/13/02	1220
ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	08/13/01	420
ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	07/24/01	957
ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	07/24/01	1042
ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	08/13/01	1480

AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	07/24/01	462
AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	07/24/01	854
AVENUE A	250 FT. EAST OF HIGHWAY 62	08/07/01	1412
AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	08/14/01	1049
AVENUE G	EAST OF DIVISION	07/17/01	3298
AVENUE G	75 YDS. WEST OF AGATE ROAD	06/19/01	3919
AVENUE G	50 YDS. EAST OF HIGHWAY 62	07/17/01	3971
AVENUE G	75 YDS. WEST OF HIGHWAY 62	07/17/01	4688
AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	08/13/01	595
BALL ROAD	200 FT. EAST OF HIGHWAY 62	08/20/01	781
BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	07/31/01	1189
BEAGLE ROAD	50 YDS. WEST OF ANTIOCH ROAD	08/20/01	283
BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	07/11/01	411
BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/11/01	486
BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	09/18/02	1645
BEALL LANE	75 FT. EAST OF FREELAND ROAD	09/18/02	2315
BEALL LANE	50 YDS. EAST OF HANLEY ROAD	09/18/02	3400
BEALL LANE	75 YDS. WEST OF HANLEY ROAD	09/18/02	3970
BEALL LANE	50 YDS. EAST OF HIGHWAY 99	09/24/02	4002
BEALL LANE	150 FT. EAST OF BURSELL ROAD	09/18/02	4243
BEALL LANE	75 YDS. WEST OF HIGHWAY 99	09/18/02	5576
BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/06/01	1177
BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	10/28/02	414
BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	09/17/02	2488
BELLINGER LANE	75 YDS. WEST OF ARNOLD LANE	09/17/02	2577
BELLINGER LANE	75 FT. WEST OF HULL ROAD	09/17/02	3361
BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST	08/06/01	6897
BIDDLE ROAD	150 FT. EAST OF TABLE ROCK ROAD (EAST	07/31/01	7004
BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND	08/06/01	7277
BIDDLE ROAD	150 YDS. EAST OF TABLE ROCK ROAD (WEST	07/31/01	8761
BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	07/25/01	1355
BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	07/24/01	1399
BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	06/25/01	2623
BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	08/20/01	3502
BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	06/25/01	4177
BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	07/11/01	6838
BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	06/20/01	243
BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/20/01	560
BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	08/27/01	672
BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	08/27/01	766
BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	07/23/01	1306

BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	07/23/01	2185
BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	07/23/01	3115
BURSELL ROAD	50 FT. SOUTH OF PITTVIEW AVENUE	09/18/02	3369
BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	06/20/01	1233
BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	08/21/01	1234
BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	06/20/01	1361
BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	06/20/01	1655
BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	06/20/01	1758
BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	07/11/01	2055
BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	07/11/01	2155
BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	06/20/01	232
BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	06/20/01	329
BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT	06/20/01	579
BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	08/21/01	926
BUTTE FALLS-PROSPECT ROAD	100 FT. EAST OF RANCHERIA ROAD	08/27/01	261
BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	07/16/01	289
BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	08/27/01	410
BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	07/16/01	1091
CADY ROAD	100 FT. EAST OF HIGHWAY 238	10/29/02	584
CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/30/02	764
CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	11/25/02	872
CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/13/02	352
CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	08/13/02	653
CEDAR LINKS DRIVE	100 FT. WEST OF FOOTHILL ROAD	07/30/01	1398
CHERRY LANE	75 YDS. SOUTH OF HILLCREST ROAD	11/25/02	653
CHERRY LANE	50 YDS. EAST OF NORTH PHOENIX ROAD	11/06/02	1514
CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	07/15/02	1280
CLOVER LANE	100 FT. SOUTH OF HIGHWAY 238	09/17/02	449
COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	07/30/01	937
COKER BUTTE ROAD	50 YDS. EAST OF HIGHWAY 62	07/30/01	2337
COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	09/30/02	794
COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	09/30/02	830
COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	09/30/02	1345
COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	08/13/02	2026
COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	07/29/02	4492
COLUMBUS AVENUE	150 YDS. SOUTH OF STEWART AVENUE	09/23/02	7519
COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	08/19/02	3271
COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	10/01/02	3339
COLVER ROAD	50 FT. WEST OF HIGHWAY 99	10/01/02	3377
COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	10/01/02	3627
COREY ROAD	EAST OF McLOUGHLIN DRIVE	07/24/01	1506

COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	08/07/01	2434
COVERED BRIDGE ROAD	AT COVERED BRIDGE	06/26/01	540
CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	08/21/01	346
CROWFOOT ROAD	SOUTH OF HIGHWAY 62	07/16/01	401
CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	07/16/02	1934
CUNNINGHAM AVENUE	50 FT. WEST OF COLUMBUS AVENUE	10/01/02	992
DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	11/06/02	476
DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/13/02	865
DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	07/30/02	1790
DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	08/13/02	2278
DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	07/16/02	678
DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/12/02	769
DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	07/16/02	1348
DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	08/12/02	3163
DELTA WATERS ROAD	200 FT. WEST OF FOOTHILL ROAD	07/30/01	2730
DEPOT STREET	@ END BRIDGE 286	08/28/01	8546
DIAMOND STREET	WEST OF KINGS HIGHWAY	10/01/02	1368
DIVISION ROAD	SOUTH OF ANTELOPE ROAD	08/07/01	541
DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	08/07/01	1454
DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	08/13/01	3793
DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/11/01	594
DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	07/11/01	769
DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	07/11/01	1153
DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	07/24/01	1274
EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	07/22/02	1251
EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	08/12/02	4494
EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	07/22/02	4845
EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	07/24/01	837
EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	07/24/01	2036
EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	08/13/01	2362
EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	07/11/01	266
EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	06/26/01	540
EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	06/26/01	1125
EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	06/26/01	1467
EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	06/26/01	1865
EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	06/26/01	3023
EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	06/26/01	3433
EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	07/11/01	5722
EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	08/06/01	1184
EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	07/15/02	2680
EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	08/12/02	6570

EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST	08/06/01	13346
EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST	08/06/01	14313
EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	07/16/02	606
EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	07/30/01	1199
EAST VILAS ROAD	100 YDS. EAST OF CRATER LAKE HIGHWAY	07/30/01	2096
EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	07/31/01	12380
EHRMAN WAY	25 FT. WEST OF SAGE ROAD	09/18/02	952
ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	07/16/01	479
FALCON STREET	50 FT. EAST OF DIVISION ROAD	07/17/01	2514
FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	07/22/02	1187
FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	11/18/02	3228
FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	11/18/02	15327
FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	07/30/01	3787
FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	08/06/01	4983
FOOTHILL ROAD	125 YDS. NORTH OF DELTA WATERS ROAD	07/30/01	5476
FOOTHILL ROAD	75 FT. NORTH OF LONE PINE ROAD	07/30/01	7468
FOOTHILL ROAD	50 YDS. NORTH OF HILLCREST ROAD	07/30/01	8049
FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	07/11/01	1367
FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	09/24/02	1712
FOSS ROAD	WEST OF WAGNER CREEK ROAD	08/19/02	960
FREEMAN ROAD	50 YDS. NORTH OF HOPKINS ROAD	09/24/02	6708
GARFIELD STREET	50 FT. EAST OF KINGS HIGHWAY	10/01/02	2659
GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	07/31/01	334
GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	08/14/01	923
GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	07/31/01	1987
GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	07/31/01	2016
GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	08/13/01	536
GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	08/07/01	597
GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	08/07/01	1496
GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (WEST	06/25/01	442
GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	10/29/02	821
GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	10/29/02	985
GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	10/01/02	399
GRIFFIN CREEK ROAD	100 YDS. NORTHEAST OF GRIFFIN LANE	08/13/02	704
GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	08/13/02	1246
GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	07/29/02	2894
GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	07/29/02	3577
GRIFFIN LANE	100 YDS. NORTH OF STERLING CREEK ROAD	10/29/02	99
GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	07/29/02	265
HALE WAY	SOUTH OF ANTELOPE ROAD	07/17/01	519
HALE WAY	SOUTH OF FALCON STREET	08/13/01	977

HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	07/17/01	1995
HAMILTON ROAD	150 FT. WEST OF APPLGATE ROAD	08/05/02	437
HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	10/29/02	621
HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	07/30/01	614
HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	07/31/01	13868
HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	09/18/02	5241
HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	09/23/02	6074
HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	09/23/02	6647
HASKELL STREET	NORTH OF WEST PINE STREET	10/29/02	4436
HILLCREST ROAD (LOWER)	50 YDS. EAST OF FOOTHILL ROAD	07/30/01	11870
HILLCREST ROAD (MIDDLE)	75 FT. WEST OF CHERRY LANE	11/06/02	1363
HILLCREST ROAD (UPPER)	75 FT. EAST OF CHERRY LANE	11/06/02	1032
HOUSTON ROAD	200 FEET WEST OF CALHOUN ROAD	09/30/02	1387
HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	11/06/02	1727
HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	11/13/02	1601
HULL ROAD	300 FT. NORTH OF BELLINGER LANE	11/13/02	4489
HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	08/06/02	442
HYATT PRAIRIE ROAD	SOUTHEAST OF OLD HYATT PRAIRIE ROAD	07/16/02	201
HYATT PRAIRIE ROAD	100 FT. NORTH OF HOWARD PRAIRIE DAM	08/12/02	216
HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL	08/12/02	360
JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	07/31/01	684
KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	07/24/01	2482
KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	07/24/01	3552
KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	08/13/02	2989
KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	06/19/01	3504
KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	06/19/01	3610
KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	06/25/01	5506
KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	06/25/01	6291
LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST	06/20/01	434
LINN ROAD	100 YDS. EAST OF AGATE ROAD	06/19/01	545
LINN ROAD	50 YDS. WEST OF HIGHWAY 62	08/27/01	1618
LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	07/30/02	640
LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	09/23/02	615
LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	07/22/02	1017
LOZIER LANE	50 YDS. NORTH OF STEWART AVENUE	08/06/02	7578
MADRONA LANE	25 YDS. EAST OF ARNOLD LANE	11/13/02	242
MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	11/13/02	967
MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	07/16/01	328
MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	07/16/01	672
MASON WAY	50 YDS. WEST OF SAGE ROAD	07/25/00	2174
MC ANDREWS ROAD	EAST OF ROSS LANE NORTH	09/23/02	6846

MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	07/24/01	716
MCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	07/30/01	1074
MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK	07/11/01	358
MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	07/11/01	691
MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	06/25/01	811
MERIDIAN ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	07/23/01	522
MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	07/23/01	582
MERRY LANE	100 FT. EAST OF HIGHWAY 62	08/07/01	1633
MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	07/16/01	255
MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	08/21/01	337
MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	07/16/01	430
MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	08/21/01	510
MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT	08/21/01	1085
MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/16/01	1327
MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE	06/26/01	818
MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	08/14/01	1706
MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	06/19/01	3457
MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	08/14/01	3583
MOUNT ASHLAND SKI ROAD	50 YDS. WEST OF OLD HIGHWAY 99	08/12/02	353
NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	07/16/02	508
NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	07/23/02	698
NICK YOUNG ROAD	50 FT. WEST OF HIGHWAY 62	07/23/01	643
NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	06/19/01	648
NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	08/06/02	645
NORTH PHOENIX ROAD	70 YDS. NORTH OF FERN VALLEY ROAD	09/30/02	7170
NORTH PHOENIX ROAD	100 YDS. NORTH OF COAL MINE ROAD	09/30/02	7291
NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	06/25/01	918
NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	08/28/01	1116
NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	08/12/02	1332
OAK GROVE ROAD	25 YDS. NORTH OF STEWART AVENUE	11/13/02	2192
OAK GROVE ROAD	50 YDS. SOUTH OF HIGHWAY 238	11/13/02	2630
OAK STREET	SOUTH OF EAGLE MILL ROAD	08/12/02	3682
OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	10/01/02	842
OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	08/20/01	461
OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	08/20/01	733
OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	06/25/01	1232
OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	09/23/02	1704
OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	12/02/02	1960
OLD STAGE ROAD	NORTH OF BEALL LANE	09/18/02	2162
OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	10/29/02	2407
OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	11/05/02	2524

OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	09/24/02	2610
OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	09/17/02	2825
OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	07/16/01	238
ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	07/29/02	808
ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/13/02	997
ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	11/13/02	1734
ORCHARD HOME DRIVE	75 FT. WEST OF CUNNINGHAM AVENUE	11/13/02	2301
ORCHARD HOME DRIVE	75 FT. SOUTH OF STEWART AVENUE	10/01/02	2311
PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	06/19/01	2459
PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	06/19/01	4164
PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	07/22/02	413
PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	07/22/02	521
PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	07/22/02	873
PEACE LANE	350 FT. NORTH OF VILAS ROAD	07/31/01	713
PEACH STREET	75 FT. NORTH OF AGATE ROAD	10/01/02	681
PEACH STREET	50 YDS. SOUTH OF MARSHALL AVENUE	08/13/02	1951
PEACH STREET	50 YDS. SOUTH OF STEWART AVENUE	09/23/02	3676
PENINGER ROAD	NORTH OF PINE STREET	08/14/01	1893
PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	08/27/01	327
PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	09/30/02	789
PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	07/29/02	818
PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	07/30/02	1017
PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	11/06/02	1237
PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	07/30/02	1339
PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	10/01/02	1608
PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	10/01/02	1961
PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK	06/26/01	712
POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	08/05/02	764
QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	08/28/01	695
QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	08/28/01	1063
QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST	06/26/01	1347
RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD	08/21/01	500
RAMSEY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	07/11/01	380
RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	08/20/01	554
RAPP ROAD	50 YDS. WEST OF RAPP LANE	10/28/02	2169
RAPP ROAD	50 YDS. EAST OF RAPP LANE	08/19/02	2952
RAPP ROAD	75 FT. SOUTH OF TALENT AVENUE	10/01/02	3713
RAPP ROAD	75 FT. NORTH OF OLD PACIFIC HIGHWAY	10/01/02	3964
RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT	07/16/01	463
REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	07/11/01	678
REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	08/27/01	872

REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT	07/23/01	1343
REITEN DRIVE	50 YDS. WEST OF NEIL CREEK ROAD ON BRIDGE	07/16/02	97
REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	08/12/02	700
RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	07/23/01	778
RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	08/28/01	989
RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	08/07/01	1055
ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	07/16/01	1148
ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	07/16/01	1480
ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	07/11/01	2050
ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	07/16/01	2369
ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	08/27/01	2890
ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	09/23/02	769
ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	10/29/02	3177
ROSS LANE	350 FT. WEST OF HANLEY ROAD	09/23/02	3784
ROSS LANE NORTH	100 YDS. SOUTH OF ROSSANLEY DRIVE	10/29/02	7996
ROSS LANE NORTH	50 FT. NORTH OF McANDREWS ROAD	10/29/02	8609
ROSS LANE NORTH	SOUTH OF MCANDREWS	10/29/02	14216
SAGE ROAD	50 YDS SOUTH WEST OF ORE 99	09/24/02	9305
SAGE ROAD	75 YDS. SOUTH OF MASON WAY	09/24/02	10370
SAGE ROAD	50 YDS. SOUTH OF POSSE LANE	09/23/02	13209
SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY	06/25/01	917
SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	09/24/02	1054
SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	09/24/02	1273
SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	09/24/02	1866
SCENIC AVENUE	75 YDS. EAST OF OLD HIGHWAY 99	11/05/02	3337
SCENIC AVENUE	100 YDS. WEST OF UPTON ROAD	11/05/02	4183
SHASTA AVENUE	100 YDS. NORTH OF ALTA VISTA ROAD	07/23/01	3034
SHASTA AVENUE	50 YDS. EAST OF HIGHWAY 62	08/08/01	3219
SOUTH FK LITTLE BUTTE CR RD	50 FT. NORTH OF LAKE CREEK ROAD	06/20/01	486
SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	07/16/02	2501
SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	08/12/02	13985
SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	07/29/02	17218
STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	09/17/02	3168
STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	09/17/02	3691
STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	07/29/02	4148
STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	09/17/02	4184
STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	11/13/02	4365
STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	11/13/02	4796
STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	07/29/02	4825
STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	09/17/02	5050
STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	07/29/02	6325

STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	08/13/02	6796
STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	08/13/02	6885
STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	08/13/02	7054
STEARNS WAY	WEST OF ROSS LANE NORTH	09/23/02	678
STERLING CREEK ROAD	350 FT. SOUTH OF GRIFFIN LANE	10/29/02	367
STERLING CREEK ROAD	0.9 MILE NORTHWEST OF GRIFFIN LANE	08/05/02	454
STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	10/29/02	747
STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/30/02	860
STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	07/23/01	746
STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	08/28/01	1301
STEWART AVENUE	75 YDS. WEST OF THOMAS ROAD	10/01/02	5180
STEWART AVENUE	75 FT. EAST OF THOMAS ROAD	08/06/02	7448
STEWART AVENUE	100 FT. EAST OF CHERRY STREET	10/01/02	10947
SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	07/22/02	357
SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	07/29/02	390
SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	08/12/02	688
SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	08/06/02	679
SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	08/06/02	2208
SWEET ROAD	20 FT. WEST OF McANDREWS ROAD	10/29/02	577
TABLE ROCK ROAD	100 YDS. NORTH OF HIGHWAY 234	06/25/01	235
TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	06/25/01	1856
TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	06/19/01	2907
TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	06/19/01	6878
TABLE ROCK ROAD	200 FT. NORTH OF AIRPORT ROAD	08/06/01	7272
TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	06/19/01	7965
TABLE ROCK ROAD	75 YDS. NORTH OF MERRIMAN ROAD	10/01/02	9610
TABLE ROCK ROAD	50 FT. NORTH OF MORNINGSIDE STREET	10/01/02	10675
TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	08/06/01	12744
TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	08/06/01	14241
TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	07/31/01	16095
TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	07/31/01	16835
TAKELMA DRIVE	NORTH OF HIGHWAY 62	07/16/01	796
TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	09/23/02	337
TAYLOR ROAD	WEST OF GRANT ROAD	10/29/02	1403
TAYLOR ROAD	EAST OF SUNLAND AVENUE	10/29/02	2530
THOMAS ROAD	50 YDS. SOUTH OF STEWART AVENUE	08/06/02	2536
THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	08/06/02	926
THORN OAK DRIVE	WEST OF ROSS LANE NORTH	10/29/02	1000
TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	07/15/02	1751
TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET	07/15/02	3867
TOLO ROAD	200 FT. SOUTH OF NELLIS AVENUE	09/24/02	394

TOLO ROAD	Z00 YDS. NORTH OF SCENIC AVENUE	09/24/02	686
TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	06/25/01	777
TRESHAM LANE	100 YDS. EAST OF HWY. 234	06/25/01	371
TRESHAM LANE	WEST OF TABLE ROCK ROAD	06/25/01	603
UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	08/20/01	1995
UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	07/31/01	3579
UPTON ROAD	150 YDS. NORTH OF SCENIC AVENUE	09/24/02	4693
VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	08/13/02	2136
WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	08/19/02	913
WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	08/19/02	1529
WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	08/19/02	2364
WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	08/19/02	2753
WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	08/06/02	443
WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	11/18/02	727
WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY	07/11/01	1453
WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	06/19/01	2740
WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	06/26/01	967
WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	08/28/01	1149
WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	06/26/01	1165
WEST EVANS CREEK ROAD	SOUTH OF FIELDER CREEK ROAD	06/26/01	1628
WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	06/26/01	1996
WEST EVANS CREEK ROAD	@ CITY LIMITS	09/10/01	2496
WEST FORK GRIFFIN CR RD	100 FT. WEST OF ANDREWS ROAD	07/29/02	1011
WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT	07/29/02	1551
WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/06/01	1493
WEST MAIN STREET	EAST OF HANLEY ROAD	09/23/02	8578
WEST MAIN STREET	WEST OF LOZIER LANE	09/23/02	14299
WEST MAIN STREET	EAST OF LOZIER LANE	09/23/02	14369
WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	09/18/02	5755
WEST PINE STREET	WEST OF GLENN WAY	09/18/02	7616
WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	08/12/02	647
WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	07/16/02	900
WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	07/16/02	996
WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/06/01	12689
WESTERN AVENUE	75 FT. NORTH OF McANDREWS ROAD	10/29/02	1025
WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	07/31/01	1910
YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	08/19/02	719
ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	07/16/01	588
ZZ 11TH STREET (WHITE CITY)	100 FT. NORTH OF ANTELOPE ROAD	07/17/01	624

JACKSON COUNTY TRAFFIC VOLUME as of 2003

Loc #	Road Name	Location	Date	Count
1232	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	8/19/02	382
739	AGATE LOOP	WEST OF AGATE ROAD	7/8/03	1468
287	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	6/23/03	4949
289	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	6/23/03	5019
292	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	6/24/03	3316
742	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	7/8/03	1841
749	AGATE ROAD	50 FT. NORTH OF LINN ROAD	8/11/03	2189
754	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	7/28/03	2531
181	AIRPORT ROAD	75 YDS. EAST OF TABLE ROCK ROAD	7/7/03	4024
842	ALTA VISTA ROAD	100 YDS. EAST OF SHASTA AVENUE	8/18/03	2971
843	ALTA VISTA ROAD	100 FT. WEST OF BIGHAM-BROWN ROAD	8/18/03	2479
844	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	8/26/03	2447
846	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	8/26/03	544
1205	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	8/19/02	691
285	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	6/23/03	13360
286	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	7/1/03	9209
309	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	6/24/03	13288
900	ANTELOPE ROAD	EAST OF HIGHWAY 62	7/15/03	11425
901	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	6/23/03	7394
904	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	7/15/03	5026
905	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	7/28/03	2452
907	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	7/28/03	2096
908	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	7/28/03	1920
521	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	8/11/03	2050
522	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	7/8/03	2022
524	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	7/8/03	1598
541	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	7/8/03	838
1438	APPLEGATE ROAD	200 FT. SOUTH OF FRENCH GULCH ROAD	8/6/02	405
1442	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	8/6/02	832
1476	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	7/30/02	1464
1478	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	8/5/02	2014
1484	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	8/5/02	2652
1492	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	9/17/02	1537
1419	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	9/17/02	795
1422	ARNOLD LANE	25 YDS. SOUTH OF MADRONA LANE	11/13/02	1024
1425	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	11/13/02	1220
890	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	8/12/03	1198
891	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	7/28/03	1096
892	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	7/28/03	2016
894	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	7/28/03	462
896	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	7/21/03	464
959	AVENUE A	250 FT. EAST OF HIGHWAY 62	7/1/03	1815
963	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	7/21/03	917
865	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	7/28/03	1154
869	AVENUE G	EAST OF DIVISION	7/1/03	3920
870	AVENUE G	50 YDS. EAST OF HIGHWAY 62	7/1/03	4756
871	AVENUE G	150 YDS. WEST OF HIGHWAY 62	7/1/03	4643
871.1	AVENUE G	75 YDS. WEST OF HIGHWAY 62	6/23/03	5364
880	AVENUE G	75 YDS. WEST OF AGATE ROAD	6/24/03	3921

Loc #	Road Name	Location	Date	Count
887	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	8/12/03	642
781	BALL ROAD	200 FT. EAST OF HIGHWAY 62	7/22/03	912
240	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	6/30/03	1149
529	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	7/22/03	504
538	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	7/22/03	605
539	BEAGLE ROAD	50 YDS. WEST OF ANTIOCH ROAD	7/8/03	294
71	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	9/18/02	1645
76	BEALL LANE	75 FT. EAST OF FREELAND ROAD	9/18/02	2315
78	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	9/18/02	3970
79	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	9/18/02	3400
118	BEALL LANE	50 YDS. EAST OF HIGHWAY 99	9/24/02	4002
119	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	9/18/02	5576
142	BEALL LANE	150 FT. EAST OF BURSELL ROAD	9/18/02	4243
173	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	9/2/03	1355
1217	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	10/28/02	414
1413	BELLINGER LANE	75 FT. WEST OF HULL ROAD	9/17/02	3361
1418	BELLINGER LANE	75 YDS. WEST OF ARNOLD LANE	9/17/02	2577
1426	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	9/17/02	2488
161	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	6/30/03	6708
162	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	6/30/03	7023
163	BIDDLE ROAD	150 FT. EAST OF TABLE ROCK ROAD (EAST BOUND LANES)	7/7/03	6385
164	BIDDLE ROAD	150 YDS. EAST OF TABLE ROCK ROAD (WEST BOUND LANES)	7/15/03	8469
845	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	8/26/03	1849
855	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	7/28/03	1738
334	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	7/29/03	3544
335	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	7/29/03	4632
337	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	7/29/03	6895
382	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	8/12/03	3048
770	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	8/25/03	589
776	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	8/26/03	269
758	BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	8/26/03	4533
766	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	8/25/03	747
768	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	9/2/03	827
771	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	8/26/03	1531
772	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	8/18/03	2246
147	BURSELL ROAD	50 FT. SOUTH OF PITTVIEW AVENUE	9/18/02	3369
704	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	8/19/03	1192
706	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	8/19/03	1240
722	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	8/19/03	1293
726	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	8/19/03	1661
729	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	8/19/03	1805
730	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	7/8/03	2375
734	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	8/12/03	2219

Loc #	Road Name	Location	Date	Count
684	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	9/2/03	119
691	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	9/2/03	254
693	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	9/2/03	493
703	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	8/26/03	832
674	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	9/3/03	1054
678	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	9/23/03	303
695	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	8/19/03	427
698	BUTTE FALLS-PROSPECT ROAD	100 FT. EAST OF RANCHERIA ROAD	8/19/03	267
1486	CADY ROAD	100 FT. EAST OF HIGHWAY 238	10/29/02	584
1489	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	7/30/02	764
1254	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	11/25/02	872
1268	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	8/13/02	653
1272	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	8/13/02	352
209	CEDAR LINKS DRIVE	100 FT. WEST OF FOOTHILL ROAD	7/30/01	1398
988	CHERRY LANE	75 YDS. SOUTH OF HILLCREST ROAD	11/25/02	653
998	CHERRY LANE	50 YDS. EAST OF NORTH PHOENIX ROAD	11/6/02	1514
1103	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	7/15/02	1280
1368	CLOVER LANE	100 FT. SOUTH OF HIGHWAY 238	9/17/02	449
215	COKER BUTTE ROAD	50 YDS. EAST OF HIGHWAY 62	7/15/03	2850
216	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	7/15/03	1092
1240	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	9/30/02	794
1247	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	9/30/02	830
1265	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	9/30/02	1345
1267	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	8/13/02	2026
1310	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	7/29/02	4492
1355	COLUMBUS AVENUE	150 YDS. SOUTH OF STEWART AVENUE	9/23/02	7519
1229	COLVER ROAD	50 FT. WEST OF HIGHWAY 99	10/1/02	3377
1230	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	8/19/02	3271
1233	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	10/1/02	3627
1256	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	10/1/02	3339
969	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	7/1/03	2941
975	COREY ROAD	EAST OF McLOUGHLIN DRIVE	7/28/03	1848
473	COVERED BRIDGE ROAD	AT COVERED BRIDGE	6/26/01	540
639	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	9/16/03	305
645	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	8/19/03	327
1129	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	7/16/02	1934
1352	CUNNINGHAM AVENUE	50 FT. WEST OF COLUMBUS AVENUE	10/1/02	992
1246	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	11/6/02	476
1295	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	7/30/02	1790
1296	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	8/13/02	865
1309	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	8/13/02	2278
1144	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	8/12/02	3163
1168	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	7/16/02	1348

Loc #	Road Name	Location	Date	Count
1169	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	8/12/02	769
1170	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	7/16/02	678
212	DELTA WATERS ROAD	200 FT. WEST OF FOOTHILL ROAD	7/30/01	2730
422	DEPOT STREET	@ END BRIDGE 286	8/5/03	8405
1336	DIAMOND STREET	WEST OF KINGS HIGHWAY	10/1/02	1368
932	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	7/1/03	777
933	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	6/23/03	3661
940	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	6/23/03	1504
525	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	7/8/03	371
526	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	7/8/03	621
530	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	7/22/03	1314
821	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	7/21/03	1180
1057	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	7/22/02	4845
1087	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	8/12/02	4494
1088	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	7/22/02	1251
820	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	7/21/03	889
826	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	7/21/03	2035
830	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	7/21/03	2426
431	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	8/11/03	5501
459	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	8/11/03	3467
460	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	8/11/03	2773
469	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	8/11/03	2251
470	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	8/25/03	1816
471	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	8/11/03	1188
475	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	8/11/03	577
507	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	8/11/03	240
256	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	7/15/03	1688
1102	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	8/12/02	6570
1131	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	7/15/02	2680
159	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	6/30/03	13884
160	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	6/30/03	14106
1064	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	7/16/02	606
223	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	6/25/03	2392
225	EAST VILAS ROAD	100 YDS. EAST OF CRATER LAKE HIGHWAY	7/15/03	2716
234	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	7/7/03	13259
121	EHRMAN WAY	25 FT. WEST OF SAGE ROAD	9/18/02	952
637	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	9/23/03	892
941	FALCON STREET	50 FT. EAST OF DIVISION ROAD	6/23/03	2589
1008	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	11/18/02	15327
1012	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	11/18/02	3228
1013	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	7/22/02	1187
200	FOOTHILL ROAD	50 YDS. NORTH OF HILLCREST ROAD	7/7/03	8325
204	FOOTHILL ROAD	75 FT. NORTH OF LONE PINE ROAD	7/15/03	9423
211	FOOTHILL ROAD	125 YDS. NORTH OF DELTA WATERS ROAD	7/15/03	7109
218	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	7/15/03	6306
221	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	7/15/03	5019

Loc #	Road Name	Location	Date	Count
403	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	8/5/03	1418
390	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	9/24/02	1712
1226	FOSS ROAD	WEST OF WAGNER CREEK ROAD	8/19/02	960
114	FREEMAN ROAD	50 YDS. NORTH OF HOPKINS ROAD	9/24/02	6708
1330	GARFIELD STREET	50 FT. EAST OF KINGS HIGHWAY	10/1/02	2659
175	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	8/12/03	462
267	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	6/30/03	2084
270	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	6/30/03	2154
318	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	7/14/03	1113
945	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	7/1/03	371
957	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	7/1/03	1293
958	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	6/23/03	634
333	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (WEST END)	7/29/03	491
101	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	10/29/02	821
102	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	10/29/02	985
1275	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	7/29/02	3577
1278	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	7/29/02	2894
1284	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	8/13/02	1246
1287	GRIFFIN CREEK ROAD	100 YDS. NORTHEAST OF GRIFFIN LANE	8/13/02	704
1288	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	10/1/02	399
1289	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	7/29/02	265
1460	GRIFFIN LANE	100 YDS. NORTH OF STERLING CREEK ROAD	10/29/02	99
909	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	6/23/03	1958
910	HALE WAY	SOUTH OF ANTELOPE ROAD	7/1/03	617
913	HALE WAY	SOUTH OF FALCON STREET	6/23/03	870
1480	HAMILTON ROAD	150 FT. WEST OF APPLGATE ROAD	8/5/02	437
1483	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	10/29/02	621
171	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	6/30/03	14654
177	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	7/15/03	859
81	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	9/18/02	5241
84	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	9/23/02	6647
86	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	9/23/02	6074
111	HASKELL STREET	NORTH OF WEST PINE STREET	10/29/02	4436
199	HILLCREST ROAD (LOWER)	50 YDS. EAST OF FOOTHILL ROAD	7/7/03	10813
986	HILLCREST ROAD (MIDDLE)	75 FT. WEST OF CHERRY LANE	11/6/02	1363
987	HILLCREST ROAD (UPPER)	75 FT. EAST OF CHERRY LANE	11/6/02	1032
1260	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	11/6/02	1727
1262	HOUSTON ROAD	200 FEET WEST OF CALHOUN ROAD	9/30/02	1387
1411	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	11/13/02	1601
1412	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	11/13/02	4489
16	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	8/6/02	442
1171	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	8/12/02	360
1176	HYATT PRAIRIE ROAD	100 FT. NORTH OF HOWARD PRAIRIE DAM ACCESS ROAD	8/12/02	216
1185.1	HYATT PRAIRIE ROAD	SOUTHEAST OF OLD HYATT PRAIRIE ROAD	7/16/02	201
227	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	7/7/03	690
858	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	7/28/03	3060
859	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	7/28/03	4885
1304	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	8/13/02	2989
306	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	6/24/03	3489
328	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	6/24/03	3391

Loc #	Road Name	Location	Date	Count
329	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	7/29/03	5443
331	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	7/29/03	6489
799	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	8/25/03	427
288.1	LEIGH WAY	EAST OF AGATE ROAD	6/23/03	2887
751	LINN ROAD	100 YDS. EAST OF AGATE ROAD	7/28/03	526
752	LINN ROAD	50 YDS. WEST OF HIGHWAY 62	8/18/03	1757
1475	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	7/30/02	640
30	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	9/23/02	615
1059	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	7/22/02	1017
1372	LOZIER LANE	50 YDS. NORTH OF STEWART AVENUE	8/6/02	7578
1388	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	11/13/02	967
1424	MADRONA LANE	25 YDS. EAST OF ARNOLD LANE	11/13/02	242
608	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	9/16/03	697
609	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	9/16/03	320
127	MASON WAY	50 YDS. WEST OF SAGE ROAD	9/18/02	3136
1499	MC ANDREWS ROAD	EAST OF ROSS LANE NORTH	9/23/02	6846
976	MCCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	7/21/03	748
981	MCCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	6/25/03	1151
484	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	7/29/03	783
502	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	7/8/03	642
506	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	7/8/03	358
833	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	8/18/03	559
835	MERIDIAN ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	8/18/03	542
966	MERRY LANE	100 FT. EAST OF HIGHWAY 62	7/1/03	1981
655	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	9/2/03	248
662	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	9/2/03	309
665	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	9/16/03	485
668	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	9/3/03	981
669	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	9/3/03	1277
673	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	9/16/03	301
457	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	8/11/03	877
316	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	8/11/03	3794
518	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	8/11/03	1754
519	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	6/24/03	3854
1121	MOUNT ASHLAND SKI ROAD	50 YDS. WEST OF OLD HIGHWAY 99	8/12/02	353
1151	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	7/16/02	508
1094	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	7/23/02	698
756	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	8/11/03	812
757	NICK YOUNG ROAD	50 FT. WEST OF HIGHWAY 62	8/26/03	793
20	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	8/6/02	645
1002	NORTH PHOENIX ROAD	100 YDS. NORTH OF COAL MINE ROAD	9/30/02	7291
1011	NORTH PHOENIX ROAD	70 YDS. NORTH OF FERN VALLEY ROAD	9/30/02	7170
407	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	9/2/03	1192
411	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	8/12/03	1216
1066	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	8/12/02	1332
1385	OAK GROVE ROAD	25 YDS. NORTH OF STEWART AVENUE	11/13/02	2192
1389	OAK GROVE ROAD	50 YDS. SOUTH OF HIGHWAY 238	11/13/02	2630
1089	OAK STREET	SOUTH OF EAGLE MILL ROAD	8/12/02	3682
1043	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	10/1/02	842

Loc #	Road Name	Location	Date	Count
553	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	7/29/03	435
556	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	7/29/03	788
558	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	7/29/03	1296
26	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	9/17/02	2825
28	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	10/29/02	2407
45	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	9/23/02	1704
93	OLD STAGE ROAD	NORTH OF BEALL LANE	9/18/02	2162
98	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	12/2/02	1960
357	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	11/5/02	2524
366	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	9/24/02	2610
610	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	9/16/03	241
1313	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	7/29/02	808
1319	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	8/13/02	997
1348	ORCHARD HOME DRIVE	75 FT. SOUTH OF STEWART AVENUE	10/1/02	2311
1350	ORCHARD HOME DRIVE	75 FT. WEST OF CUNNINGHAM AVENUE	11/13/02	2301
1381	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	11/13/02	1734
302	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	6/24/03	2561
305	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	6/24/03	3803
1014	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	7/22/02	873
1015	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	7/22/02	521
1030	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	7/22/02	413
231	PEACE LANE	350 FT. NORTH OF VILAS ROAD	7/15/03	770
1323	PEACH STREET	50 YDS. SOUTH OF STEWART AVENUE	9/23/02	3676
1325	PEACH STREET	50 YDS. SOUTH OF MARSHALL AVENUE	8/13/02	1951
1337	PEACH STREET	75 FT. NORTH OF AGATE ROAD	10/1/02	681
158.1	PENINGER ROAD	NORTH OF PINE STREET	8/12/03	2143
496	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	8/27/01	327
1235	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	10/1/02	1961
1243	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	11/6/02	1237
1245	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	9/30/02	789
1273	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	7/30/02	1017
1280	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	7/29/02	818
1297	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	10/1/02	1608
1298	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	7/30/02	1339
468	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	8/5/03	730
1454	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	8/5/02	764
448	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	8/5/03	1042
449	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	8/5/03	682
450	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	8/5/03	1341
612	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	9/16/03	421
547	RAMSEY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	7/29/03	351
552	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	8/12/03	500
1046	RAPP ROAD	75 FT. NORTH OF OLD PACIFIC HIGHWAY (TALENT AVENUE)	10/1/02	3964
1047	RAPP ROAD	75 FT. SOUTH OF TALENT AVENUE	10/1/02	3713
1048	RAPP ROAD	50 YDS. EAST OF RAPP LANE	8/19/02	2952
1049	RAPP ROAD	50 YDS. WEST OF RAPP LANE	10/28/02	2169
677	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	9/23/03	440

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773	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	9/2/03	2142
775	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	9/2/03	1034
778	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	8/12/03	728
1145	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	8/12/02	700
1150	REITEN DRIVE	50 YDS. WEST OF NEIL CREEK ROAD ON BRIDGE # 721	7/16/02	97
850	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	8/26/03	1057
851	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	7/21/03	1136
853	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	8/26/03	944
596	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	9/16/03	1237
602	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	9/16/03	1596
603	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	9/16/03	2581
604	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	9/16/03	2960
738	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	7/22/03	2388
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	9/23/02	769
34	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	10/29/02	3177
83	ROSS LANE	350 FT. WEST OF HANLEY ROAD	9/23/02	3784
52	ROSS LANE NORTH	50 FT. NORTH OF McANDREWS ROAD	10/29/02	8609
61	ROSS LANE NORTH	100 YDS. SOUTH OF ROSSANLEY DRIVE	10/29/02	7996
1498	ROSS LANE NORTH	SOUTH OF MCANDREWS	10/29/02	14216
62	SAGE ROAD	50 YDS. SOUTH OF POSSE LANE	9/23/02	13209
120.1	SAGE ROAD	50 YDS SOUTH WEST OF ORE 99	9/24/02	9305
129	SAGE ROAD	75 YDS. SOUTH OF MASON WAY	9/24/02	10370
371	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	8/25/03	842
340	SCENIC AVENUE	100 YDS. WEST OF UPTON ROAD	11/5/02	4183
341	SCENIC AVENUE	75 YDS. EAST OF OLD HIGHWAY 99	11/5/02	3337
342	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	9/24/02	1866
347	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	9/24/02	1273
354	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	9/24/02	1054
840	SHASTA AVENUE	50 YDS. EAST OF HIGHWAY 62	8/26/03	3740
841	SHASTA AVENUE	100 YDS. NORTH OF ALTA VISTA ROAD	8/18/03	3842
803	SOUTH FK LITTLE BUTTE CR RD	50 FT. NORTH OF LAKE CREEK ROAD	8/25/03	466
1056	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	8/12/02	13985
1058	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	7/29/02	17218
1061	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	7/16/02	2501
1299	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	8/13/02	7054
1302	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	8/13/02	6796
1305	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	8/13/02	6885
1307	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	7/29/02	6325
1311	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	7/29/02	4825
1391	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	9/17/02	5050
1396	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	7/29/02	4148
1402	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	9/17/02	3691
1404	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	9/17/02	4184
1409	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	9/17/02	3168
1428	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	11/13/02	4796
1429	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	11/13/02	4365
58	STEARNS WAY	WEST OF ROSS LANE NORTH	9/23/02	678
1457	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	10/29/02	747

Loc #	Road Name	Location	Date	Count
1458	STERLING CREEK ROAD	0.9 MILE NORTHWEST OF GRIFFIN LANE	8/5/02	454
1459	STERLING CREEK ROAD	350 FT. SOUTH OF GRIFFIN LANE	10/29/02	367
1490	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	7/30/02	860
837	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	8/18/03	804
838	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	8/18/03	1439
1344	STEWART AVENUE	100 FT. EAST OF CHERRY STREET	10/1/02	10947
1374	STEWART AVENUE	75 FT. EAST OF THOMAS ROAD	8/6/02	7448
1375	STEWART AVENUE	75 YDS. WEST OF THOMAS ROAD	10/1/02	5180
1028	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	7/22/02	357
1031	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	7/29/02	390
1039	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	8/12/02	688
1378	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	8/6/02	2208
1379	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	8/6/02	679
54	SWEET ROAD	20 FT. WEST OF McANDREWS ROAD	10/29/02	577
132	TABLE ROCK ROAD	50 FT. NORTH OF MORNINGSIDE STREET	10/1/02	10675
134	TABLE ROCK ROAD	75 YDS. NORTH OF MERRIMAN ROAD	10/1/02	9610
166	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	7/15/03	15143
178	TABLE ROCK ROAD	200 FT. NORTH OF AIRPORT ROAD	7/15/03	10739
238	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	6/30/03	18265
242	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	6/30/03	17532
257	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	6/30/03	15081
311	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	6/24/03	8754
313	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	8/25/03	7105
315	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	6/24/03	2899
586	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	7/29/03	1854
587	TABLE ROCK ROAD	100 YDS. NORTH OF HIGHWAY 234	7/29/03	223
638	TAKELMA DRIVE	NORTH OF HIGHWAY 62	10/1/03	443
27	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	9/23/02	337
100	TAYLOR ROAD	WEST OF GRANT ROAD	10/29/02	1403
109	TAYLOR ROAD	EAST OF SUNLAND AVENUE	10/29/02	2530
1376	THOMAS ROAD	50 YDS. SOUTH OF STEWART AVENUE	8/6/02	2536
19	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	8/6/02	926
59	THORN OAK DRIVE	WEST OF ROSS LANE NORTH	10/29/02	1000
1106	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	7/15/02	3867
1135	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	7/15/02	1751
332	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	8/12/03	893
349	TOLO ROAD	Z00 YDS. NORTH OF SCENIC AVENUE	9/24/02	686
353	TOLO ROAD	200 FT. SOUTH OF NELLIS AVENUE	9/24/02	394
571	TRESHAM LANE	WEST OF TABLE ROCK ROAD	8/12/03	720
575	TRESHAM LANE	100 YDS. EAST OF HWY. 234	8/25/03	374
249	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	6/30/03	3695
317	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	6/30/03	2040
339	UPTON ROAD	150 YDS. NORTH OF SCENIC AVENUE	9/24/02	4693
1301	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	8/13/02	2136
1055	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	8/19/02	2753
1193	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	8/19/02	1529
1194	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	8/19/02	913
1203	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	8/19/02	2364
4	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	8/6/02	443
1225	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	11/18/02	727

Loc #	Road Name	Location	Date	Count
414	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	8/11/03	1421
308	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	6/24/03	2564
426	WEST EVANS CREEK ROAD	@ CITY LIMITS	8/5/03	2517
428	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	8/5/03	2068
439	WEST EVANS CREEK ROAD	SOUTH OF FIELDER CREEK ROAD	8/5/03	1656
443	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	8/5/03	1234
452	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	8/5/03	1136
453	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	8/5/03	981
1285	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	7/29/02	1551
1453	WEST FORK GRIFFIN CR RD	100 FT. WEST OF ANDREWS ROAD	7/29/02	1011
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	6/30/03	1434
1370	WEST MAIN STREET	EAST OF LOZIER LANE	9/23/02	14369
1496	WEST MAIN STREET	EAST OF HANLEY ROAD	9/23/02	8578
1497	WEST MAIN STREET	WEST OF LOZIER LANE	9/23/02	14299
112.1	WEST PINE STREET	WEST OF GLENN WAY	9/18/02	7616
113	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	9/18/02	5755
1037	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	7/16/02	996
1038	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	7/16/02	900
1065	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	8/12/02	647
239	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	7/15/03	14389
55	WESTERN AVENUE	75 FT. NORTH OF McANDREWS ROAD	10/29/02	1025
243	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	7/28/03	2046
1195	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	8/19/02	719
672	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	9/3/03	565
280	ZZ 11TH STREET (WHITE CITY)	100 FT. NORTH OF ANTELOPE ROAD	7/1/03	915

JACKSON COUNTY TRAFFIC VOLUME as of 2004

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	9/28/04	433
739.0	AGATE LOOP	WEST OF AGATE ROAD	7/8/03	1468
287.0	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	6/23/03	4949
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	6/23/03	5019
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	6/24/03	3316
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	7/8/03	1841
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	8/11/03	2189
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	7/28/03	2531
181.0	AIRPORT ROAD	75 YDS. EAST OF TABLE ROCK ROAD	7/7/03	4024
842.0	ALTA VISTA ROAD	100 YDS. EAST OF SHASTA AVENUE	8/18/03	2971
843.0	ALTA VISTA ROAD	100 FT. WEST OF BIGHAM-BROWN ROAD	8/18/03	2479
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	8/26/03	2447
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	8/26/03	544
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	8/23/04	711
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	6/23/03	13360
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	7/1/03	9209
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	6/24/03	13288
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	7/15/03	11425
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	6/23/03	7394
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	7/15/03	5026
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	7/28/03	2452
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	7/28/03	2096
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	7/28/03	1920
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	8/11/03	2050
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	7/8/03	2022
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	7/8/03	1598
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	7/8/03	838
1438.0	APPLEGATE ROAD	200 FT. SOUTH OF FRENCH GULCH ROAD	7/8/04	484
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	6/29/04	856
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	6/29/04	1540
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	6/29/04	2153
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	7/13/04	3117
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	9/28/04	1313
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	9/20/04	773
1422.0	ARNOLD LANE	25 YDS. SOUTH OF MADRONA LANE	9/20/04	1108
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	9/20/04	1279
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	8/12/03	1198
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	7/28/03	1096
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	7/28/03	2016
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	7/28/03	462
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	7/21/03	464
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	7/1/03	1815
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	7/21/03	917
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	7/28/03	1154
869.0	AVENUE G	EAST OF DIVISION	7/1/03	3920
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	7/1/03	4756
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	7/1/03	4643
871.1	AVENUE G	75 YDS. WEST OF HIGHWAY 62	6/23/03	5364
880.0	AVENUE G	75 YDS. WEST OF AGATE ROAD	6/24/03	3921
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	8/12/03	642
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	7/22/03	912
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	6/30/03	1149
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	7/22/03	504
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	7/22/03	605
539.0	BEAGLE ROAD	50 YDS. WEST OF ANTIOCH ROAD	7/8/03	294

Loc #	Road Name	Location	Date	Count
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	9/14/04	1761
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	9/14/04	2357
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	9/14/04	4140
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/25/04	4037
118.0	BEALL LANE	50 YDS. EAST OF HIGHWAY 99	10/25/04	5897
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	10/11/04	7792
142.0	BEALL LANE	150 FT. EAST OF BURSELL ROAD	9/14/04	4585
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	9/2/03	1355
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	8/23/04	437
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	9/20/04	3331
1418.0	BELLINGER LANE	75 YDS. WEST OF ARNOLD LANE	9/20/04	2828
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	9/20/04	2621
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	6/30/03	6708
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	6/30/03	7023
163.0	BIDDLE ROAD	150 FT. EAST OF TABLE ROCK ROAD (EAST BOUND LANES)	7/7/03	6385
164.0	BIDDLE ROAD	150 YDS. EAST OF TABLE ROCK ROAD (WEST BOUND LANES)	7/15/03	8469
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	8/26/03	1849
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	7/28/03	1738
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	7/29/03	3544
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	7/29/03	4632
337.0	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	7/29/03	6895
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	8/12/03	3048
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	8/25/03	589
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	8/26/03	269
758.0	BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	8/26/03	4533
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	8/25/03	747
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	9/2/03	827
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	8/26/03	1531
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	8/18/03	2246
147.0	BURSELL ROAD	50 FT. SOUTH OF PITTVIEW AVENUE	9/14/04	3666
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	8/19/03	1192
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	8/19/03	1240
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	8/19/03	1293
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	8/19/03	1661
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	8/19/03	1805
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	7/8/03	2375
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	8/12/03	2219
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	9/2/03	119
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	9/2/03	254
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	9/2/03	493
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	8/26/03	832
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	9/3/03	1054
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	9/23/03	303
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	8/19/03	427
698.0	BUTTE FALLS-PROSPECT ROAD	100 FT. EAST OF RANCHERIA ROAD	8/19/03	267

Loc #	Road Name	Location	Date	Count
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	7/13/04	672
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	6/30/04	781
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	9/28/04	1056
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	8/24/04	656
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	8/30/04	363
209.0	CEDAR LINKS DRIVE	100 FT. WEST OF FOOTHILL ROAD	7/30/01	1398
988.0	CHERRY LANE	75 YDS. SOUTH OF HILLCREST ROAD	11/25/02	653
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	10/18/04	1377
1368.0	CLOVER LANE	100 FT. SOUTH OF HIGHWAY 238	9/20/04	448
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	7/15/03	1092
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	8/23/04	866
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	8/23/04	900
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	8/23/04	1361
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	8/24/04	2201
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	9/7/04	4915
1355.0	COLUMBUS AVENUE	150 YDS. SOUTH OF STEWART AVENUE	10/5/04	8737
1229.0	COLVER ROAD	50 FT. WEST OF HIGHWAY 99	8/23/04	3420
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	8/30/04	3450
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	8/23/04	3658
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	8/23/04	3327
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	7/1/03	2941
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	7/28/03	1848
473.0	COVERED BRIDGE ROAD	AT COVERED BRIDGE	6/26/01	540
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	9/16/03	305
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	8/19/03	327
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	10/18/04	1474
1352.0	CUNNINGHAM AVENUE	50 FT. WEST OF COLUMBUS AVENUE	10/5/04	1183
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	8/23/04	472
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	8/31/04	1843
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	8/31/04	853
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	8/31/04	2343
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	10/18/04	2092
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	10/18/04	779
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	8/16/04	679
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	10/14/04	515
212.0	DELTA WATERS ROAD	200 FT. WEST OF FOOTHILL ROAD	7/30/01	2730
422.0	DEPOT STREET	@ END BRIDGE 286	8/5/03	8405
1336.0	DIAMOND STREET	WEST OF KINGS HIGHWAY	10/5/04	1160
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	7/1/03	777
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	6/23/03	3661
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	6/23/03	1504
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	7/8/03	371
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	7/8/03	621
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	7/22/03	1314
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	7/21/03	1180
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	9/28/04	4529
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	8/10/04	4422
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	8/2/04	1202
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	7/21/03	889
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	7/21/03	2035
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	7/21/03	2426
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	8/11/03	5501
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	8/11/03	3467
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	8/11/03	2773

Loc #	Road Name	Location	Date	Count
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	8/11/03	2251
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	8/25/03	1816
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	8/11/03	1188
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	8/11/03	577
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	8/11/03	240
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	7/15/03	1688
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	8/16/04	7036
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	10/14/04	2802
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	6/30/03	13884
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	6/30/03	14106
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	10/4/04	525
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	6/25/03	2392
225.0	EAST VILAS ROAD	100 YDS. EAST OF CRATER LAKE HIGHWAY	7/15/03	2716
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	7/7/03	13259
121.0	EHRMAN WAY	25 FT. WEST OF SAGE ROAD	10/25/04	869
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	9/23/03	892
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	6/23/03	2589
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	9/30/04	12569
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	9/30/04	2988
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	9/27/04	1379
200.0	FOOTHILL ROAD	50 YDS. NORTH OF HILLCREST ROAD	7/7/03	8325
204.0	FOOTHILL ROAD	75 FT. NORTH OF LONE PINE ROAD	7/15/03	9423
211.0	FOOTHILL ROAD	125 YDS. NORTH OF DELTA WATERS ROAD	7/15/03	7109
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	7/15/03	6306
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	7/15/03	5019
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	8/5/03	1418
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	9/8/04	1728
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	9/28/04	1069
114.0	FREEMAN ROAD	50 YDS. NORTH OF HOPKINS ROAD	9/14/04	7075
1330.0	GARFIELD STREET	50 FT. EAST OF KINGS HIGHWAY	10/5/04	3119
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	8/12/03	462
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	6/30/03	2084
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	6/30/03	2154
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	7/14/03	1113
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	7/1/03	371
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	7/1/03	1293
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	6/23/03	634
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (WEST END)	7/29/03	491
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	10/5/04	1090
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	10/11/04	1224
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	10/4/04	3912
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	9/27/04	2485
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	9/27/04	1042
1287.0	GRIFFIN CREEK ROAD	100 YDS. NORTHEAST OF GRIFFIN LANE	8/31/04	739
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	10/4/04	382
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	10/11/04	325
1460.0	GRIFFIN LANE	100 YDS. NORTH OF STERLING CREEK ROAD	7/12/04	101
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	6/23/03	1958
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	7/1/03	617
913.0	HALE WAY	SOUTH OF FALCON STREET	6/23/03	870
1480.0	HAMILTON ROAD	150 FT. WEST OF APPLGATE ROAD	6/29/04	468
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	7/9/04	741
171.0	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	6/30/03	14654
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	7/15/03	859
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	9/14/04	5158

Loc #	Road Name	Location	Date	Count
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	9/21/04	6553
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	9/21/04	6494
111.0	HASKELL STREET	NORTH OF WEST PINE STREET	9/13/04	4586
199.0	HILLCREST ROAD (LOWER)	50 YDS. EAST OF FOOTHILL ROAD	7/7/03	10813
986.0	HILLCREST ROAD (MIDDLE)	75 FT. WEST OF CHERRY LANE	11/6/02	1363
987.0	HILLCREST ROAD (UPPER)	75 FT. EAST OF CHERRY LANE	11/6/02	1032
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	8/24/04	1825
1262.0	HOUSTON ROAD	200 FEET WEST OF CALHOUN ROAD	8/24/04	1403
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	9/20/04	1669
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	9/20/04	4699
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	7/9/04	565
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	8/16/04	379
1176.0	HYATT PRAIRIE ROAD	100 FT. NORTH OF HOWARD PRAIRIE DAM ACCESS ROAD	8/16/04	216
1185.1	HYATT PRAIRIE ROAD	SOUTHEAST OF OLD HYATT PRAIRIE ROAD	8/16/04	189
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	7/7/03	690
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	7/28/03	3060
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	7/28/03	4885
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	9/9/04	3019
306.0	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	6/24/03	3489
328.0	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	6/24/03	3391
329.0	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	7/29/03	5443
331.0	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	7/29/03	6489
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	8/25/03	427
288.1	LEIGH WAY	EAST OF AGATE ROAD	6/23/03	2887
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	7/28/03	526
752.0	LINN ROAD	50 YDS. WEST OF HIGHWAY 62	8/18/03	1757
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	6/29/04	659
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	6/30/04	673
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	7/26/04	970
1372.0	LOZIER LANE	50 YDS. NORTH OF STEWART AVENUE	10/5/04	8445
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	9/20/04	1056
1424.0	MADRONA LANE	25 YDS. EAST OF ARNOLD LANE	9/20/04	255
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	9/16/03	697
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	9/16/03	320
127.0	MASON WAY	50 YDS. WEST OF SAGE ROAD	10/4/04	3659
1499.0	MC ANDREWS ROAD	EAST OF ROSS LANE NORTH	10/11/04	6324
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	7/21/03	748
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	6/25/03	1151
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	7/29/03	783
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	7/8/03	642
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	7/8/03	358
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	8/18/03	559
835.0	MERIDIAN ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	8/18/03	542
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	7/1/03	1981
655.0	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	9/2/03	248
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	9/2/03	309
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	9/16/03	485
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	9/3/03	981
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	9/3/03	1277
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	9/16/03	301
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	8/11/03	877
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	8/11/03	3794
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	8/11/03	1754
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	6/24/03	3854
1121.0	MOUNT ASHLAND SKI ROAD	50 YDS. WEST OF OLD HIGHWAY 99	10/26/04	407

Loc #	Road Name	Location	Date	Count
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	8/11/04	536
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	9/27/04	815
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	8/11/03	812
757.0	NICK YOUNG ROAD	50 FT. WEST OF HIGHWAY 62	8/26/03	793
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	7/22/04	658
1002.0	NORTH PHOENIX ROAD	100 YDS. NORTH OF COAL MINE ROAD	9/30/04	8619
1011.0	NORTH PHOENIX ROAD	70 YDS. NORTH OF FERN VALLEY ROAD	9/30/04	8579
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	9/2/03	1192
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	8/12/03	1216
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	10/14/04	1168
1385.0	OAK GROVE ROAD	25 YDS. NORTH OF STEWART AVENUE	9/28/04	2574
1389.0	OAK GROVE ROAD	50 YDS. SOUTH OF HIGHWAY 238	9/28/04	3106
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	8/2/04	3322
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	8/17/04	841
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	7/29/03	435
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	7/29/03	788
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	7/29/03	1296
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	9/20/04	2792
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	10/25/04	2462
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	10/21/04	1623
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	10/25/04	2143
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	10/11/04	2324
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	9/8/04	2761
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	9/8/04	2694
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	9/16/03	241
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	8/31/04	758
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	8/31/04	955
1348.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STEWART AVENUE	9/8/04	2535
1350.0	ORCHARD HOME DRIVE	75 FT. WEST OF CUNNINGHAM AVENUE	9/8/04	2198
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	9/20/04	1724
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	6/24/03	2561
305.0	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	6/24/03	3803
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	9/27/04	1002
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	9/27/04	644
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	9/27/04	534
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	7/15/03	770
1323.0	PEACH STREET	50 YDS. SOUTH OF STEWART AVENUE	10/5/04	3259
1325.0	PEACH STREET	50 YDS. SOUTH OF MARSHALL AVENUE	9/14/04	1928
1337.0	PEACH STREET	75 FT. NORTH OF AGATE ROAD	10/5/04	539
158.1	PENINGER ROAD	NORTH OF PINE STREET	8/12/03	2143
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	8/27/01	327
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	8/23/04	2026
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	8/23/04	1206
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	8/23/04	728
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	8/30/04	986
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	8/30/04	878
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	8/31/04	1599
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	8/31/04	1331
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	8/5/03	730
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	7/13/04	815
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	8/5/03	1042
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	8/5/03	682
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	8/5/03	1341
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	9/16/03	421

Loc #	Road Name	Location	Date	Count
547.0	RAMSEY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	7/29/03	351
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	8/12/03	500
1046.0	RAPP ROAD	75 FT. NORTH OF OLD PACIFIC HIGHWAY (TALENT AVENUE)	8/17/04	3873
1047.0	RAPP ROAD	75 FT. SOUTH OF TALENT AVENUE	8/17/04	3917
1048.0	RAPP ROAD	50 YDS. EAST OF RAPP LANE	8/17/04	3244
1049.0	RAPP ROAD	50 YDS. WEST OF RAPP LANE	8/17/04	2372
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	9/23/03	440
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	9/2/03	2142
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	9/2/03	1034
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	8/12/03	728
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	9/28/04	771
1150.0	REITEN DRIVE	50 YDS. WEST OF NEIL CREEK ROAD ON BRIDGE # 721	8/11/04	106
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	8/26/03	1057
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	7/21/03	1136
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	8/26/03	944
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	9/16/03	1237
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	9/16/03	1596
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	9/16/03	2581
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	9/16/03	2960
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	7/22/03	2388
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	9/21/04	874
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	10/25/04	3377
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	10/11/04	4272
52.0	ROSS LANE NORTH	50 FT. NORTH OF McANDREWS ROAD	10/11/04	10208
61.0	ROSS LANE NORTH	100 YDS. SOUTH OF ROSSANLEY DRIVE	10/11/04	9750
1498.0	ROSS LANE NORTH	SOUTH OF MCANDREWS	10/18/04	15119
120.1	SAGE ROAD	50 YDS SOUTH WEST OF ORE 99	9/14/04	10051
129.0	SAGE ROAD	75 YDS. SOUTH OF MASON WAY	9/14/04	10469
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	8/25/03	842
340.0	SCENIC AVENUE	100 YDS. WEST OF UPTON ROAD	10/5/04	4664
341.0	SCENIC AVENUE	75 YDS. EAST OF OLD HIGHWAY 99	10/5/04	3858
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	10/11/04	2380
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	9/13/04	1339
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	9/20/04	1182
840.0	SHASTA AVENUE	50 YDS. EAST OF HIGHWAY 62	8/26/03	3740
841.0	SHASTA AVENUE	100 YDS. NORTH OF ALTA VISTA ROAD	8/18/03	3842
803.0	SOUTH FK LITTLE BUTTE CR RD	50 FT. NORTH OF LAKE CREEK ROAD	8/25/03	466
1056.0	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	7/26/04	14607
1058.0	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	7/26/04	18068
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	7/26/04	2382
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	8/24/04	7010
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	8/24/04	6841
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	9/9/04	6898
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	8/31/04	6572
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	8/31/04	5026
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	9/20/04	4662
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	8/31/04	4268
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	9/21/04	3561
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	9/20/04	3890
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	9/20/04	2985
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	9/20/04	4981
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	9/20/04	4410
58.0	STEARNS WAY	WEST OF ROSS LANE NORTH	7/13/04	685
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	7/19/04	777
1458.0	STERLING CREEK ROAD	0.9 MILE NORTHWEST OF GRIFFIN LANE	6/29/04	459

Loc #	Road Name	Location	Date	Count
1459.0	STERLING CREEK ROAD	350 FT. SOUTH OF GRIFFIN LANE	7/9/04	457
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	6/30/04	858
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	8/18/03	804
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	8/18/03	1439
1344.0	STEWART AVENUE	100 FT. EAST OF CHERRY STREET	10/11/04	11636
1374.0	STEWART AVENUE	75 FT. EAST OF THOMAS ROAD	9/8/04	8094
1375.0	STEWART AVENUE	75 YDS. WEST OF THOMAS ROAD	10/18/04	5362
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	10/11/04	369
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	9/27/04	495
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	8/2/04	719
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	9/8/04	2333
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	9/8/04	733
54.0	SWEET ROAD	20 FT. WEST OF McANDREWS ROAD	7/13/04	582
132.0	TABLE ROCK ROAD	50 FT. NORTH OF MORNINGSIDE STREET	10/4/04	11932
134.0	TABLE ROCK ROAD	75 YDS. NORTH OF MERRIMAN ROAD	10/4/04	11053
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	7/15/03	15143
178.0	TABLE ROCK ROAD	200 FT. NORTH OF AIRPORT ROAD	7/15/03	10739
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	6/30/03	18265
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	6/30/03	17532
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	6/30/03	15081
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	6/24/03	8754
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	8/25/03	7105
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	6/24/03	2899
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	7/29/03	1854
587.0	TABLE ROCK ROAD	100 YDS. NORTH OF HIGHWAY 234	7/29/03	223
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	10/1/03	443
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	6/30/04	357
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	10/5/04	1218
109.0	TAYLOR ROAD	EAST OF SUNLAND AVENUE	9/13/04	2289
1376.0	THOMAS ROAD	50 YDS. SOUTH OF STEWART AVENUE	9/8/04	2489
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	6/29/04	931
59.0	THORN OAK DRIVE	WEST OF ROSS LANE NORTH	9/21/04	728
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	10/5/04	4332
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	8/11/04	1655
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	8/12/03	893
349.0	TOLO ROAD	Z00 YDS. NORTH OF SCENIC AVENUE	9/8/04	735
353.0	TOLO ROAD	200 FT. SOUTH OF NELLIS AVENUE	9/20/04	470
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	8/12/03	720
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	8/25/03	374
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	6/30/03	3695
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	6/30/03	2040
339.0	UPTON ROAD	150 YDS. NORTH OF SCENIC AVENUE	9/13/04	4967
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	8/24/04	2346
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	8/23/04	2774
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	8/23/04	1486
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	8/23/04	821
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	8/23/04	2450
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	7/13/04	541
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	9/28/04	873
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	8/11/03	1421
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	6/24/03	2564
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	8/5/03	2517
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	8/5/03	2068
439.0	WEST EVANS CREEK ROAD	SOUTH OF FIELDER CREEK ROAD	8/5/03	1656
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	8/5/03	1234
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	8/5/03	1136
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	8/5/03	981

Loc #	Road Name	Location	Date	Count
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	8/30/04	1509
1453.0	WEST FORK GRIFFIN CR RD	100 FT. WEST OF ANDREWS ROAD	8/31/04	1040
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	6/30/03	1434
1370.0	WEST MAIN STREET	EAST OF LOZIER LANE	9/20/04	14219
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	9/21/04	8206
1497.0	WEST MAIN STREET	WEST OF LOZIER LANE	9/21/04	14740
112.1	WEST PINE STREET	WEST OF GLENN WAY	10/11/04	6391
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	10/11/04	5053
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	10/14/04	911
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	8/2/04	937
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	7/26/04	691
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	7/15/03	14389
55.0	WESTERN AVENUE	75 FT. NORTH OF McANDREWS ROAD	10/11/04	1162
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	7/28/03	2046
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	8/23/04	683
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	9/3/03	565
280.0	ZZ 11TH STREET (WHITE CITY)	100 FT. NORTH OF ANTELOPE ROAD	7/1/03	915

Jackson County Traffic Volume as of -		November-05		
Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	09/28/04	433
739.0	AGATE LOOP	WEST OF AGATE ROAD	08/02/05	1496
287.0	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	08/01/05	4811
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	07/25/05	5518
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	07/19/05	3424
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	08/02/05	1869
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	07/19/05	2278
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	07/19/05	2671
842.0	ALTA VISTA ROAD	100 YDS. EAST OF SHASTA AVENUE	08/29/05	4231
843.0	ALTA VISTA ROAD	100 FT. WEST OF BIGHAM-BROWN ROAD	08/22/05	3289
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	08/22/05	3745
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	08/08/05	494
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/23/04	711
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	08/01/05	13511
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	08/15/05	9438
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	08/02/05	13012
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	08/01/05	12201
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	08/15/05	7079
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	08/09/05	4871
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	08/30/05	2612
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	08/23/05	2145
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	08/16/05	2970
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	07/18/05	1887
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	07/06/05	2032
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	07/06/05	1672
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	08/02/05	905
1438.0	APPLEGATE ROAD	200 FT. SOUTH OF FRENCH GULCH ROAD	07/08/04	484
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	06/29/04	856
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	06/29/04	1540
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	06/29/04	2153
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	07/13/04	3117
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	09/28/04	1313
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	09/20/04	773
1422.0	ARNOLD LANE	25 YDS. SOUTH OF MADRONA LANE	09/20/04	1108
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	09/20/04	1279
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	08/01/05	792
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	07/25/05	1088
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	07/25/05	2053
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	08/23/05	626
895.0	AVENUE A	150 FT. EAST OF ATLANTIC AVENUE	08/30/05	470
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	08/23/05	825
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	08/15/05	2005
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	08/23/05	1330
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	08/01/05	663
869.0	AVENUE G	EAST OF DIVISION	08/01/05	2992
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	08/01/05	3991
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	08/09/05	5004
871.1	AVENUE G	75 YDS. WEST OF HIGHWAY 62	08/01/05	5342
880.0	AVENUE G	75 YDS. WEST OF AGATE ROAD	07/19/05	4188
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	07/25/05	676
889.1	AVENUE H	EAST OF DIVISION	10/13/03	750
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	07/11/05	891
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	06/30/03	1149
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	08/02/05	528
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/06/05	546
539.0	BEAGLE ROAD	50 YDS. WEST OF ANTIOCH ROAD	07/06/05	268
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	09/14/04	1761
76.0	BEASLEY LANE	75 FT. EAST OF FREELAND ROAD	09/14/04	2357

Loc #	Road Name	Location	Date	Count
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	09/14/04	4140
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/25/04	4037
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	10/11/04	7792
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/29/05	1517
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	08/23/04	437
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	09/20/04	3331
1418.0	BELLINGER LANE	75 YDS. WEST OF ARNOLD LANE	09/20/04	2828
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	09/20/04	2621
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/29/05	6540
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/23/05	7651
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	08/22/05	2840
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	08/16/05	2834
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	08/01/05	4001
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	07/06/05	4987
337.0	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	08/01/05	9427
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	07/06/05	3343
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/11/05	597
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	08/16/05	266
758.0	BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	08/26/03	4533
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	08/16/05	693
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	08/09/05	761
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	08/16/05	1363
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	08/16/05	2788
147.0	BURSELL ROAD	50 FT. SOUTH OF PITTVIEW AVENUE	09/14/04	3666
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	07/11/05	1231
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	07/11/05	1277
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	07/11/05	1307
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	07/11/05	1803
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	08/09/05	1988
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	07/11/05	2318
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	07/11/05	2352
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	08/16/05	172
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	08/09/05	378
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	08/30/05	630
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	07/11/05	860
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	08/29/05	1171
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	08/22/05	355
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	08/16/05	310
698.0	BUTTE FALLS-PROSPECT ROAD	100 FT. EAST OF RANCHERIA ROAD	08/09/05	177
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	07/13/04	672
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	06/30/04	781
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	09/28/04	1056
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	08/24/04	656
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/30/04	363
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	10/18/04	1377

Loc #	Road Name	Location	Date	Count
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	08/23/05	1288
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/23/04	866
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	08/23/04	900
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	08/23/04	1361
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	08/24/04	2201
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	09/07/04	4915
1229.0	COLVER ROAD	50 FT. WEST OF HIGHWAY 99	08/23/04	3420
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	08/30/04	3450
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	08/23/04	3658
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	08/23/04	3327
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	07/25/05	2971
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	08/16/05	1973
473.0	COVERED BRIDGE ROAD	AT COVERED BRIDGE	06/26/01	540
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	08/29/05	338
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	08/16/05	321
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	10/18/04	1474
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	08/23/04	472
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	08/31/04	1843
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/31/04	853
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	08/31/04	2343
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	10/18/04	2092
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	10/18/04	779
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/16/04	679
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	10/14/04	515
422.0	DEPOT STREET	@ END BRIDGE 286	09/20/05	9992
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	08/15/05	969
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	08/01/05	3969
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	07/25/05	1524
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	07/06/05	348
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/06/05	626
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	08/02/05	1233
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	08/22/05	1234
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	09/28/04	4529
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	08/10/04	4422
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	08/02/04	1202
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	07/25/05	922
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	08/30/05	2284
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	08/23/05	2679
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	08/18/05	4980
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	08/15/05	2896
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	08/11/03	2773
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	08/11/03	2251
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	08/29/05	1486
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	07/18/05	1167
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	07/18/05	585
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	08/02/05	258
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	07/26/05	1635
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	08/16/04	7036
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	10/14/04	2802
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	07/26/05	14540
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/23/05	15337
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	10/14/04	525

Loc #	Road Name	Location	Date	Count
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	08/08/05	2199
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	08/22/05	495
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	07/25/05	2359
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	09/30/04	12569
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	09/30/04	2988
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	09/27/04	1379
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	08/23/05	7799
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	08/23/05	6170
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	07/18/05	1538
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	09/08/04	1728
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	09/28/04	1069
114.0	FREEMAN ROAD	50 YDS. NORTH OF HOPKINS ROAD	09/14/04	7075
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	08/23/05	675
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	08/23/05	2598
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/23/05	2420
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	07/26/05	1159
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	07/25/05	359
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	08/15/05	1514
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	08/01/05	654
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (WEST END)	07/06/05	511
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	10/05/04	1090
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	10/11/04	1224
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	10/04/04	3912
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	09/27/04	2485
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	09/27/04	1042
1287.0	GRIFFIN CREEK ROAD	100 YDS. NORTHEAST OF GRIFFIN LANE	08/31/04	739
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	10/04/04	382
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	10/11/04	325
1460.0	GRIFFIN LANE	100 YDS. NORTH OF STERLING CREEK ROAD	07/12/04	101
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	08/01/05	1835
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	08/15/05	674
913.0	HALE WAY	SOUTH OF FALCON STREET	08/01/05	1217
1480.0	HAMILTON ROAD	150 FT. WEST OF APPLGATE ROAD	06/29/04	468
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	07/09/04	741
171.0	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	07/26/05	16177
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	08/23/05	1379
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	09/14/04	5158
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	09/21/04	6553
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	09/21/04	6494
111.0	HASKELL STREET	NORTH OF WEST PINE STREET	09/13/04	4586
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/24/04	1825
1262.0	HOUSTON ROAD	200 FEET WEST OF CALHOUN ROAD	08/24/04	1403
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	09/20/04	1669
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	09/20/04	4699
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	07/09/04	565
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	08/16/04	379
1176.0	HYATT PRAIRIE ROAD	100 FT. NORTH OF HOWARD PRAIRIE DAM ACCESS ROAD	08/16/04	216
1185.1	HYATT PRAIRIE ROAD	SOUTHEAST OF OLD HYATT PRAIRIE ROAD	08/16/04	189
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	08/29/05	991
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	09/06/05	3896
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	09/06/05	5184
306.0	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/02/05	4704
328.0	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	08/02/05	3827
329.0	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	08/01/05	6876
331.0	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	08/01/05	8629
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION) ^{D-93}	08/29/05	400

Loc #	Road Name	Location	Date	Count
288.1	LEIGH WAY	EAST OF AGATE ROAD	08/09/05	3409
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	07/19/05	564
1475.0	LITTLE APPELEGATE ROAD	300 FT. EAST OF APPELEGATE ROAD	06/29/04	659
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	06/30/04	673
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	07/26/04	970
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	09/20/04	1056
1424.0	MADRONA LANE	25 YDS. EAST OF ARNOLD LANE	09/20/04	255
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	07/12/05	722
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	08/29/05	352
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	08/08/05	842
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	07/19/05	1162
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	07/18/05	802
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	08/02/05	699
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	08/30/05	285
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	08/29/05	859
835.0	MERIDIAN ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	08/29/05	805
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	08/01/05	2171
655.0	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	07/12/05	257
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	08/22/05	421
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	07/12/05	517
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	09/06/05	1060
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/12/05	1376
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	09/06/05	322
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	08/11/03	877
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	07/19/05	4089
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	08/02/05	1948
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	07/18/05	3888
1121.0	MOUNT ASHLAND SKI ROAD	50 YDS. WEST OF OLD HIGHWAY 99	10/26/04	407
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	08/11/04	536
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	09/27/04	815
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	08/02/05	855
20.0	NORTH APPELEGATE ROAD	NORTH OF HIGHWAY 238	07/22/04	658
1011.0	NORTH PHOENIX ROAD	70 YDS. NORTH OF FERN VALLEY ROAD	09/30/04	8579
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	08/15/05	1325
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	07/06/05	1173
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	10/14/04	1168
1385.0	OAK GROVE ROAD	25 YDS. NORTH OF STEWART AVENUE	09/28/04	2574
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	08/02/04	3322
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	08/17/04	841
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	07/06/05	419
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	07/06/05	849
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	07/06/05	1297
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	09/20/04	2792
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	10/25/04	2462
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	10/21/04	1623
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	10/25/04	2143
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	10/11/04	2324
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	09/08/04	2761
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	09/08/04	2694
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	07/12/05	261
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	08/31/04	758
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/31/04	955
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	09/20/04	1724
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	07/19/05	2413
305.0	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	08/02/05	4596
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	09/27/04	1002
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	09/27/04	644
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	09/27/04	534

Loc #	Road Name	Location	Date	Count
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	07/26/05	789
1337.0	PEACH STREET	75 FT. NORTH OF AGATE ROAD	10/05/04	539
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/23/05	1954
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	08/30/05	397
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	08/23/04	2026
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	08/23/04	1206
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	08/23/04	728
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	08/30/04	986
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	08/30/04	878
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	08/31/04	1599
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	08/31/04	1331
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/18/05	670
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	07/13/04	815
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	08/05/03	1042
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	07/18/05	623
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	07/18/05	1463
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	08/22/05	433
547.0	RAMSEY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	07/06/05	334
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	07/06/05	513
1046.0	RAPP ROAD	75 FT. NORTH OF OLD PACIFIC HIGHWAY (TALENT AVENUE)	08/17/04	3873
1047.0	RAPP ROAD	75 FT. SOUTH OF TALENT AVENUE	08/17/04	3917
1048.0	RAPP ROAD	50 YDS. EAST OF RAPP LANE	08/17/04	3244
1049.0	RAPP ROAD	50 YDS. WEST OF RAPP LANE	08/17/04	2372
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/12/05	483
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	08/08/05	1918
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	08/16/05	917
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	07/11/05	662
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	09/28/04	771
1150.0	REITEN DRIVE	50 YDS. WEST OF NEIL CREEK ROAD ON BRIDGE # 721	08/11/04	106
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	08/08/05	1144
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	07/25/05	1217
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	08/16/05	608
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	08/02/05	1272
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	08/02/05	1686
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	08/02/05	2657
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	08/22/05	3317
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	07/11/05	2393
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	09/21/04	874
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	10/25/04	3377
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	10/11/04	4272
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	07/06/05	851
340.0	SCENIC AVENUE	100 YDS. WEST OF UPTON ROAD	10/05/04	4664
341.0	SCENIC AVENUE	75 YDS. EAST OF OLD HIGHWAY 99	10/05/04	3858
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	10/11/04	2380
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	09/13/04	1339
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	09/20/04	1182
803.0	SOUTH FK LITTLE BUTTE CR RD	50 FT. NORTH OF LAKE CREEK ROAD	08/30/05	389
1056.0	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	07/26/04	14607
1058.0	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	07/26/04	18068
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	07/26/04	2382
1299.0	STAGER ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	08/24/04	7010

Loc #	Road Name	Location	Date	Count
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	08/24/04	6841
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	09/09/04	6898
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	08/31/04	6572
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	08/31/04	5026
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	09/20/04	4662
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	08/31/04	4268
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	09/21/04	3561
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	09/20/04	3890
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	09/20/04	2985
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	09/20/04	4981
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	09/20/04	4410
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	07/19/04	777
1458.0	STERLING CREEK ROAD	0.9 MILE NORTHWEST OF GRIFFIN LANE	06/29/04	459
1459.0	STERLING CREEK ROAD	350 FT. SOUTH OF GRIFFIN LANE	07/09/04	457
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	06/30/04	858
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	08/08/05	809
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	08/22/05	1447
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	10/11/04	369
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	09/27/04	495
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	08/02/04	719
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	09/08/04	2333
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	09/08/04	733
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	07/15/03	15143
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	06/30/03	18265
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	06/30/03	17532
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	06/30/03	15081
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	07/19/05	9110
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	07/19/05	7326
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	07/19/05	2891
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	07/06/05	1845
587.0	TABLE ROCK ROAD	100 YDS. NORTH OF HIGHWAY 234	07/18/05	172
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	08/29/05	478
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	06/30/04	357
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	10/05/04	1218
109.0	TAYLOR ROAD	EAST OF SUNLAND AVENUE	09/13/04	2289
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	06/29/04	931
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	10/05/04	4332
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	08/11/04	1655
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	07/06/05	892
349.0	TOLO ROAD	Z00 YDS. NORTH OF SCENIC AVENUE	09/08/04	735
353.0	TOLO ROAD	200 FT. SOUTH OF NELLIS AVENUE	09/20/04	470
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	07/06/05	715
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	07/18/05	446
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	08/23/05	4291
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	08/23/05	2749
339.0	UPTON ROAD	150 YDS. NORTH OF SCENIC AVENUE	09/13/04	4967
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	08/24/04	2346
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	08/23/04	2774
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	08/23/04	1486
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	08/23/04	821
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	08/23/04	2450
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	07/13/04	541
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	09/28/04	873
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	07/18/05	1307
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	07/19/05	2833
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	08/29/05	3088
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	08/15/05	2510
439.0	WEST EVANS CREEK ROAD	SOUTH OF FIELDER CREEK ROAD	08/15/05	2048

Loc #	Road Name	Location	Date	Count
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	08/15/05	1537
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	07/18/05	1214
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	08/15/05	1385
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	08/30/04	1509
1453.0	WEST FORK GRIFFIN CR RD	100 FT. WEST OF ANDREWS ROAD	08/31/04	1040
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	07/26/05	1439
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	09/21/04	8206
112.1	WEST PINE STREET	WEST OF GLENN WAY	10/11/04	6391
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	10/11/04	5053
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	10/14/04	911
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	08/02/04	937
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	07/26/04	691
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	07/26/05	14767
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	07/28/03	2046
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	08/23/04	683
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	07/12/05	587
280.0	ZZ 11TH STREET (WHITE CITY)	100 FT. NORTH OF ANTELOPE ROAD	08/09/05	1166

Jackson County Traffic Volume : May 2007

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	07/06	442
739.0	AGATE LOOP	WEST OF AGATE ROAD	08/05	1496
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	08/05	1869
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	07/05	2278
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	07/05	2671
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	07/05	3424
287.0	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	08/05	4811
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	07/05	5518
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	08/05	494
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	08/05	3745
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/06	704
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	08/05	2145
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	08/05	2612
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	08/05	2970
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	08/05	4871
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	08/05	7079
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	08/05	9438
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	08/05	12201
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	08/05	13012
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	08/05	13511
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	08/05	905
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	07/05	1672
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	07/05	1887
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	07/05	2032
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	07/06	916
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	07/06	1458
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	06/06	2345
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	06/06	3127
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	08/06	1378
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	08/06	680
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	08/06	1403
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	08/05	626
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	08/05	792
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	07/05	1088
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	07/05	2053
895.0	AVENUE A	150 FT. EAST OF ATLANTIC AVENUE	08/05	470
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	08/05	825
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	08/05	1330
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	08/05	2005
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	08/05	663
869.0	AVENUE G	EAST OF DIVISION	08/05	2992
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	08/05	3991
880.0	AVENUE G	75 YDS. WEST OF AGATE ROAD	07/05	4188
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	08/05	5004
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	07/05	676
889.1	AVENUE H	EAST OF DIVISION	10/03	750
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	07/05	891
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	06/03	1149
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	08/05	528
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/05	546
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	08/06	1658
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	08/06	2311
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	08/06	3840

Loc #	Road Name	Location	Date	Count
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/04	4037
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	08/06	6786
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/05	1517
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	08/06	389
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	08/06	3283
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	08/06	3571
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/05	6540
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/05	7651
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	08/05	2834
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	08/05	2840
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	07/05	3343
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	08/05	4001
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	07/05	4987
337.0	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	08/05	9427
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	08/05	266
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/05	597
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	08/05	693
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	08/05	761
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	08/05	1363
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	08/05	2788
758.0	BROWNSBORO-EAGLE POINT	100 FT. EAST OF OLD HIGHWAY 62	08/03	4533
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	07/05	1231
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	07/05	1277
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	07/05	1307
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	07/05	1803
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	08/05	1988
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	07/05	2318
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	07/05	2352
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	08/05	172
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	08/05	378
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	08/05	630
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	07/05	860
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	08/05	310
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	08/05	355
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	08/05	1171
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	08/06	538
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/06	777
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	07/06	983
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/06	339
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	07/06	664
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	06/06	1428
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	08/05	1288
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/06	807
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	07/06	920
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	08/06	1399
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	07/06	2184
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	08/06	5670
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	07/06	3100
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	07/06	3232
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	07/06	3440
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	08/05	1973

Loc #	Road Name	Location	Date	Count
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	07/05	2971
472.0	COVERED BRIDGE ROAD	100 YDS. NORTH OF EAST EVANS CREEK ROAD	08/94	526
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	08/05	321
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	08/05	338
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	06/06	1581
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	07/06	479
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/06	811
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	08/06	1705
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	07/06	2555
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	09/06	659
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/06	834
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	08/06	1086
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	08/06	2350
422.0	DEPOT STREET	@ END BRIDGE 286	09/05	9992
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	08/05	969
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	07/05	1524
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	08/05	3969
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	07/05	348
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	07/05	626
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	08/05	1233
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	08/05	1234
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	07/06	1405
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	06/06	3991
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	08/06	4200
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	07/05	922
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	08/05	2284
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	08/05	2679
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	08/05	258
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	07/05	585
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	07/05	1167
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	08/05	1486
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	08/03	2251
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	08/03	2773
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	08/05	2896
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	08/05	4980
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	07/05	1635
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	06/06	2520
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	06/06	6790
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	07/05	14540
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/05	15337
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	08/06	891
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	08/05	2199
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	07/03	13259
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	08/05	495
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	07/05	2359
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	08/06	1511
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	07/06	3127
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	07/06	12702
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	08/05	6170
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	08/05	7799
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	07/05	1538
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	07/06	1728
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	07/06	1125
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	08/05	675
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	07/05	1159

Loc #	Road Name	Location	Date	Count
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/05	2420
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	08/05	2598
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	07/05	359
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	08/05	654
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	08/05	1514
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (WEST END)	07/05	511
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	08/06	830
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	08/06	998
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	08/06	415
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	08/06	1177
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	08/06	2746
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	08/06	3394
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	08/06	399
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	08/05	674
913.0	HALE WAY	SOUTH OF FALCON STREET	08/05	1217
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	08/05	1835
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	06/06	838
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	08/05	1379
171.0	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	07/05	16177
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	08/06	4880
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	07/06	6513
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	08/06	6713
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/06	1752
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	08/06	1708
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	08/06	4904
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	06/06	537
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	08/06	443
605.0	INDIAN CREEK ROAD	100 YDS. EAST OF HIGHWAY 62	06/99	263
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	08/05	991
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	09/05	3896
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	09/05	5184
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	09/04	3019
328.0	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	08/05	3827
306.0	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/05	4704
329.0	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	08/05	6876
331.0	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	08/05	8629
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	08/05	400
288.1	LEIGH WAY	EAST OF AGATE ROAD	08/05	3409
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	07/05	564
751.1	LINN ROAD	EAST OF DAHLIA TERRACE	01/20	1500
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	06/06	617
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	07/06	724
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	08/06	1029
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	08/06	961
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	08/05	352
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	07/05	722
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	08/05	842
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF EAST VILAS ROAD	07/05	1162
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	08/05	285
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	08/05	699
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	07/05	802
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	08/05	859
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	08/05	2171
655.0	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	07/05	257
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	09/05	322

Loc #	Road Name	Location	Date	Count
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	08/05	421
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	07/05	517
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	09/05	1060
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05	1376
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	08/03	877
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	08/05	1948
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	07/05	3888
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	07/05	4089
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	06/06	506
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	06/06	887
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	08/05	855
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	06/06	631
1003.0	NORTH PHOENIX ROAD	50 YDS. SOUTH OF COAL MINE ROAD	06/93	4108
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	07/05	1173
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	08/05	1325
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	08/06	1330
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	07/06	2970
607.0	OLD FERRY ROAD	0.5 MILES EAST OF HIGHWAY 62	06/99	668
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	08/06	1274
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	07/05	419
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	07/05	849
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	07/05	1297
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	07/06	1697
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	07/06	2114
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	07/06	2275
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	07/06	2693
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	07/06	2845
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	07/06	2885
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	08/06	3586
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	07/05	261
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	08/06	784
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/06	948
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	08/06	1769
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	07/05	2413
305.0	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	08/05	4596
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	07/06	626
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	07/06	672
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	07/06	1100
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	07/05	789
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/05	1954
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	08/05	397
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	07/06	776
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	08/06	805
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	08/06	978
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	08/06	1247
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	07/06	1300
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	08/06	1534
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	07/06	1885
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/05	670
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	06/99	733
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	07/06	902
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	07/05	623
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	08/03	1042

Loc #	Road Name	Location	Date	Count
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK	07/05	1463
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	08/05	433
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	07/05	513
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05	483
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	07/05	662
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	08/05	917
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	08/05	1918
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	06/06	730
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	08/05	608
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	08/05	1144
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	07/05	1217
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	08/05	1272
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	08/05	1686
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	07/05	2393
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	08/05	2657
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	08/05	3317
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	07/06	810
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	07/06	3714
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	07/06	4463
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	07/05	851
388.0	SAVAGE CREEK ROAD	200 YDS. SOUTH OF OLD HIGHWAY 99	08/98	698
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	07/06	1280
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	07/06	1412
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	08/06	1972
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	08/06	2506
1056.0	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	07/06	14077
1058.0	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	07/06	17566
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	08/06	2882
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	08/06	3504
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	08/06	3889
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	08/06	4192
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	08/06	4286
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	08/06	4973
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	08/06	5033
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	08/06	5647
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	08/04	6572
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	07/06	6901
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	07/06	7220
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	08/06	7288
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	07/06	704
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/06	821
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	08/05	809
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	08/05	1447
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	07/06	475
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	08/06	617
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	08/06	877
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	08/06	802
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	08/06	2168
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	07/05	1845
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	07/05	2891
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	07/05	7326
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	07/05	9110
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	06/03	15081
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	07/03	15143

Loc #	Road Name	Location	Date	Count
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	06/03	17532
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	06/03	18265
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	08/05	478
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	07/06	390
1219.0	TARRY LANE	100 YDS. SOUTH OF FOSS ROAD	09/98	362
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	08/06	1358
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	06/06	863
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	06/06	1541
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	06/06	3923
349.0	TOLO ROAD	ZOO YDS. NORTH OF SCENIC AVENUE	07/06	777
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	07/05	892
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	07/05	446
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	07/05	715
386.0	UPPER RIVER ROAD	75 YDS. NORTH OF BLACKWELL ROAD	06/99	525
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	08/05	2749
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	08/05	4291
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	07/06	2388
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	07/06	880
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	08/06	1673
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	07/06	2533
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	07/06	2885
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	08/06	472
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	08/06	713
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	07/05	1307
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	07/05	2833
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	07/05	1214
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	08/05	1385
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	08/05	1537
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	08/05	2510
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	08/05	3088
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	07/06	1602
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	07/05	1439
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	09/06	7381
1496.1	WEST MAIN STREET	100 FEET WEST OF RENAULT	01/20	8500
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	08/06	5198
112.1	WEST PINE STREET	WEST OF GLENN WAY	08/06	6789
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	08/06	816
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	08/06	1022
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	08/06	1314
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	07/05	14767
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	07/03	2046
889.2	WILSON WAY (WHITE CITY)	NORTH OF AVENUE H	01/20	500
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	08/06	795
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	07/05	587

Jackson County Traffic Volume : July 2007

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	07/06	442
739.0	AGATE LOOP	WEST OF AGATE ROAD	05/07	1542
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	05/07	2003
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/07	2482
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	05/07	2652
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	06/07	3734
287.0	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	06/07	4735
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	06/07	4959
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	05/07	484
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	05/07	3338
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/06	704
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	06/07	2017
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	05/07	2543
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	06/07	2926
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	05/07	5299
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	06/07	7847
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	05/07	9520
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	05/07	12511
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	06/07	12598
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	05/07	12995
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	06/07	922
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	05/07	1653
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	06/07	1960
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	05/07	2044
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	07/06	916
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	07/06	1458
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	06/06	2345
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	06/06	3127
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	08/06	1378
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	08/06	680
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	08/06	1403
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	05/07	622
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	05/07	791
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	05/07	1145
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	05/07	2089
895.0	AVENUE A	150 FT. EAST OF ATLANTIC AVENUE	06/07	546
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	05/07	901
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	06/07	1448
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	05/07	2081
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	05/07	602
869.0	AVENUE G	EAST OF DIVISION	05/07	3054
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	05/07	4064
880.0	AVENUE G	75 YDS. WEST OF AGATE ROAD	06/07	4810
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	06/07	5264
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	05/07	732
889.1	AVENUE H	EAST OF DIVISION	06/07	1167
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	05/07	826
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	06/03	1149
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	05/07	566
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	05/07	597
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	08/06	1658
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	08/06	2311
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	08/06	3840

Loc #	Road Name	Location	Date	Count
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/04	4037
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	08/06	6786
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/05	1517
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	08/06	389
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	08/06	3283
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	08/06	3571
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/05	6540
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/05	7651
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	05/07	2783
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	05/07	2803
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	05/07	3160
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	08/05	4001
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	07/05	4987
337.0	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	06/07	8074
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	05/07	293
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/07	528
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	05/07	724
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	05/07	815
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	05/07	1507
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	06/07	3300
758.0	BROWNSBORO-EAGLE POINT	100 FT. EAST OF OLD HIGHWAY 62	05/07	4007
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	05/07	1130
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	05/07	1166
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	05/07	1297
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	05/07	1616
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	05/07	1755
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	05/07	2065
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	05/07	2145
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	05/07	155
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	06/07	221
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	06/07	492
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	05/07	775
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	06/07	197
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	05/07	288
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	06/07	1000
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	08/06	538
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/06	777
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	07/06	983
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/06	339
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	07/06	664
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	06/06	1428
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	08/05	1288
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/06	807
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	07/06	920
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	08/06	1399
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	07/06	2184
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	08/06	5670
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	07/06	3100
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	07/06	3232
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	07/06	3440
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	08/05	1973

Loc #	Road Name	Location	Date	Count
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	05/07	2775
472.0	COVERED BRIDGE ROAD	100 YDS. NORTH OF EAST EVANS CREEK ROAD	06/07	244
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	05/07	344
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	05/07	355
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	06/06	1581
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	07/06	479
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/06	811
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	08/06	1705
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	07/06	2555
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	09/06	659
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/06	834
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	08/06	1086
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	08/06	2350
422.0	DEPOT STREET	@ END BRIDGE 286	06/07	7677
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	06/07	876
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	06/07	1561
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	05/07	3688
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	06/07	401
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	06/07	720
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	05/07	1288
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	06/07	1349
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	07/06	1405
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	06/06	3991
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	08/06	4200
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	05/07	1010
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	05/07	2391
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	05/07	2856
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	05/07	258
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	06/07	613
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	06/07	1230
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	06/07	1632
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	06/07	2218
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	06/07	2732
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	06/07	3313
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	06/07	5355
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	07/05	1635
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	06/06	2520
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	06/06	6790
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	07/05	14540
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/05	15337
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	08/06	891
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	08/05	2199
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	07/03	13259
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	06/07	588
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	05/07	2217
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	08/06	1511
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	07/06	3127
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	07/06	12702
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	08/05	6170
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	08/05	7799
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	06/07	1436
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	06/07	1791
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	07/06	1125
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	08/05	675
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	07/05	1159

Loc #	Road Name	Location	Date	Count
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/05	2420
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	08/05	2598
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	06/07	362
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	06/07	574
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	05/07	1384
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD	07/05	511
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	08/06	830
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	08/06	998
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	08/06	415
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	08/06	1177
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	08/06	2746
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	08/06	3394
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	08/06	399
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	06/07	602
913.0	HALE WAY	SOUTH OF FALCON STREET	08/05	1217
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	06/07	1841
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	06/06	838
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	08/05	1379
171.0	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	07/05	16177
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	08/06	4880
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	07/06	6513
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	08/06	6713
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/06	1752
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	08/06	1708
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	08/06	4904
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	06/06	537
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	08/06	443
605.0	INDIAN CREEK ROAD	100 YDS. EAST OF HIGHWAY 62	05/07	344
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	08/05	991
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	06/07	3893
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	06/07	4993
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	09/04	3019
328.0	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	06/07	4380
306.0	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	06/07	4556
329.0	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	06/07	6352
331.0	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	06/07	7745
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	05/07	414
288.1	LEIGH WAY	EAST OF AGATE ROAD	05/07	3603
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	06/07	699
751.1	LINN ROAD	EAST OF DAHLIA TERRACE	05/07	1263
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	06/06	617
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	07/06	724
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	08/06	1029
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	08/06	961
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	05/07	375
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	05/07	744
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	08/05	842
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF EAST VILAS ROAD	07/05	1162
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	06/07	340
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	05/07	653
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	05/07	776
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	06/07	594
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	06/07	1609
655.0	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	06/07	206
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	06/07	330

Loc #	Road Name	Location	Date	Count
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	06/07	395
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	06/07	402
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	06/07	812
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	06/07	1151
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	06/07	772
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	06/07	1786
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	06/07	3634
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	06/07	3926
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	06/06	506
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	06/06	887
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	05/07	880
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	06/06	631
1003.0	NORTH PHOENIX ROAD	50 YDS. SOUTH OF COAL MINE ROAD	06/93	4108
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	06/07	1281
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	06/07	1447
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	08/06	1330
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	07/06	2970
607.0	OLD FERRY ROAD	0.5 MILES EAST OF HIGHWAY 62	05/07	743
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	08/06	1274
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	06/07	426
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	06/07	880
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	06/07	1329
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	07/06	1697
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	07/06	2114
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	07/06	2275
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	07/06	2845
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	05/07	2881
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	07/06	2885
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	08/06	3586
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	05/07	270
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	08/06	784
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/06	948
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	08/06	1769
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	06/07	2445
305.0	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	06/07	5073
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	07/06	626
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	07/06	672
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	07/06	1100
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	07/05	789
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/05	1954
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	06/07	378
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	07/06	776
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	08/06	805
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	08/06	978
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	08/06	1247
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	07/06	1300
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	08/06	1534
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	07/06	1885
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	06/07	697
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	06/07	648
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	07/06	902
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	06/07	668
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	06/07	1135

Loc #	Road Name	Location	Date	Count
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK	06/07	1345
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	05/07	476
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	06/07	466
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	06/07	375
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	05/07	734
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	05/07	904
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/07	2605
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	06/06	730
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	05/07	582
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	06/07	882
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	06/07	1070
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	05/07	1153
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	05/07	1500
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	05/07	2272
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	06/07	2420
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	06/07	3036
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	07/06	810
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	07/06	3714
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	07/06	4463
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	05/07	772
388.0	SAVAGE CREEK ROAD	200 YDS. SOUTH OF OLD HIGHWAY 99	06/07	663
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	07/06	1280
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	07/06	1412
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	08/06	1972
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	08/06	2506
1056.0	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	07/06	14077
1058.0	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	07/06	17566
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	08/06	2882
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	08/06	3504
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	08/06	3889
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	08/06	4192
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	08/06	4286
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	08/06	4973
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	08/06	5033
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	08/06	5647
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	08/04	6572
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	07/06	6901
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	07/06	7220
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	08/06	7288
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	07/06	704
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/06	821
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	05/07	796
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	06/07	1140
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	07/06	475
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	08/06	617
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	08/06	877
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	08/06	802
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	08/06	2168
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	06/07	1971
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	06/07	3048
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	06/07	7015
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	06/07	8637
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	06/03	15081
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	07/03	15143

Loc #	Road Name	Location	Date	Count
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	06/03	17532
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	06/03	18265
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	06/07	772
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	07/06	390
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	08/06	1358
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	06/06	863
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	06/06	1541
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	06/06	3923
349.0	TOLO ROAD	Z00 YDS. NORTH OF SCENIC AVENUE	07/06	777
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	07/05	892
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	05/07	497
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	05/07	760
386.0	UPPER RIVER ROAD	75 YDS. NORTH OF BLACKWELL ROAD	05/07	583
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	08/05	2749
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	08/05	4291
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	07/06	2388
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	07/06	880
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	08/06	1673
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	07/06	2533
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	07/06	2885
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	08/06	472
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	08/06	713
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	06/07	1424
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	06/07	3615
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	06/07	960
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	06/07	1091
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	06/07	1132
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	06/07	1961
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	06/07	2662
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	07/06	1602
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	07/05	1439
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	09/06	7381
1496.1	WEST MAIN STREET	100 FEET WEST OF RENAULT	01/20	8500
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	08/06	5198
112.1	WEST PINE STREET	WEST OF GLENN WAY	08/06	6789
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	08/06	816
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	08/06	1022
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	08/06	1314
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	07/05	14767
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	07/03	2046
889.2	WILSON WAY (WHITE CITY)	NORTH OF AVENUE H	05/07	489
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	08/06	795
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	05/07	628

Jackson County Traffic Volume : November 2008

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	09/08	446
739.0	AGATE LOOP	WEST OF AGATE ROAD	05/07	1542
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	05/07	2003
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/07	2482
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	05/07	2652
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	06/07	3734
287.0	AGATE ROAD	75 YDS. NORTH OF ANTELOPE ROAD	06/07	4735
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	06/07	4959
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	05/07	484
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	05/07	3338
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/08	658
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	06/07	2017
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	05/07	2543
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	06/07	2926
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	05/07	5299
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	06/07	7847
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	05/07	9520
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	05/07	12511
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	06/07	12598
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	05/07	12995
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	06/07	922
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	05/07	1653
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	06/07	1960
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	05/07	2044
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	09/08	420
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	07/08	1250
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	09/08	1626
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	09/08	2267
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	07/08	1334
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	09/08	795
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	09/08	1176
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	05/07	622
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	05/07	791
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	05/07	1145
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	05/07	2089
895.0	AVENUE A	150 FT. EAST OF ATLANTIC AVENUE	06/07	546
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	05/07	901
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	06/07	1448
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	05/07	2081
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	05/07	602
869.0	AVENUE G	EAST OF DIVISION	05/07	3054
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	05/07	4064
880.0	AVENUE G	75 YDS. WEST OF AGATE ROAD	06/07	4810
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	06/07	5264
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	05/07	732
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	05/07	826
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	09/08	1680
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	05/07	566
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	05/07	597
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	08/08	1738
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	08/08	2426
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	09/08	2997
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/04	4037

Loc #	Road Name	Location	Date	Count
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	08/08	6714
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/08	1633
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	09/08	346
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	09/08	2526
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	07/08	3219
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/05	6540
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/08	7211
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	05/07	2783
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	05/07	2803
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	05/07	3160
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	08/05	4001
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	07/05	4987
337.0	BLACKWELL ROAD	100 YDS. NORTH OF I-5 INTERCHANGE	06/07	8074
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	05/07	293
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/07	528
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	05/07	724
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	05/07	815
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	05/07	1507
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	06/07	3300
758.0	BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	05/07	4007
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	05/07	1130
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	05/07	1166
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	05/07	1297
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	05/07	1616
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	05/07	1755
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	05/07	2065
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	05/07	2145
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	05/07	155
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	06/07	221
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	06/07	492
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	05/07	775
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	06/07	197
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	05/07	288
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	06/07	1000
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	09/08	503
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/08	698
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	08/08	980
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/08	356
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	08/08	733
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	09/08	1762
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	08/08	1226
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/08	826
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	08/08	908
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	08/08	1353
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	09/08	2050
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	08/08	4592
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	08/08	3087
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	08/08	3090
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	08/08	3437
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	08/08	1809
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	05/07	2775
472.0	COVERED BRIDGE ROAD	100 YDS. NORTH OF EAST EVANS CREEK ROAD	06/07	244
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	05/07	344
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	05/07	355
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	08/08	1459

Loc #	Road Name	Location	Date	Count
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	08/08	491
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/08	767
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	08/08	1643
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	09/08	2138
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	08/08	621
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/08	765
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	08/08	1038
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	08/08	2087
422.0	DEPOT STREET	@ END BRIDGE 286	06/07	7677
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	06/07	876
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	06/07	1561
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	05/07	3688
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	06/07	401
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	06/07	720
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	05/07	1288
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	06/07	1349
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	09/08	1311
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	08/08	3779
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	08/08	3834
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	05/07	1010
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	05/07	2391
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	05/07	2856
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	05/07	258
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	06/07	613
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	06/07	1230
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	06/07	1632
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	06/07	2218
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	06/07	2732
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	06/07	3313
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	06/07	5355
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	09/08	1384
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	09/08	2413
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	08/08	6167
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/08	14347
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/08	14370
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	09/08	439
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	09/08	1849
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	08/08	13453
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	06/07	588
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	05/07	2217
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	07/08	1350
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	09/08	2754
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	08/08	12562
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	09/08	4770
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	09/08	6320
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	06/07	1436
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	06/07	1791
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	09/08	826
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	09/08	556
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	08/08	1021
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	09/08	1482
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	09/08	1798
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	06/07	362
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	06/07	574
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	05/07	1384

Loc #	Road Name	Location	Date	Count
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (EAST END)	07/07	493
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	08/08	851
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	08/08	1048
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	08/08	423
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	08/08	1124
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	08/08	2514
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	08/08	3268
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	09/08	294
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	06/07	602
913.0	HALE WAY	SOUTH OF FALCON STREET	08/05	1217
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	06/07	1841
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	09/08	604
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	09/08	836
171.0	HAMRICK ROAD	50 YDS. NORTH OF BIDDLE ROAD	08/08	15012
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	08/08	4421
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	08/08	5992
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	08/08	6136
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/08	1599
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	07/08	1573
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	09/08	4748
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	07/08	464
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	08/08	422
605.0	INDIAN CREEK ROAD	100 YDS. EAST OF HIGHWAY 62	05/07	344
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	09/08	658
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	06/07	3893
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	06/07	4993
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	09/08	2693
328.0	KIRTLAND ROAD	75 YDS. WEST OF PACIFIC AVENUE	06/07	4380
306.0	KIRTLAND ROAD	100 YDS. WEST OF TABLE ROCK ROAD	06/07	4556
329.0	KIRTLAND ROAD	50 YDS. EAST OF HIGH BANKS ROAD	06/07	6352
331.0	KIRTLAND ROAD	100 FT. NORTH OF BLACKWELL ROAD	06/07	7745
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	05/07	414
288.1	LEIGH WAY	EAST OF AGATE ROAD	05/07	3603
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	06/07	699
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	07/08	567
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	09/08	501
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	08/08	929
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	07/08	930
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	05/07	375
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	05/07	744
976.0	MCCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	08/08	852
981.0	MCCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	08/08	1170
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	06/07	340
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	05/07	653
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	05/07	776
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	06/07	594
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	06/07	1609
655.0	MILL CREEK DRIVE	SOUTHEAST OF HIGHWAY 62	06/07	206
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	06/07	330
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	06/07	395
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	06/07	402
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	06/07	812
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	06/07	1151
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	06/07	772
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	06/07	1786

Loc #	Road Name	Location	Date	Count
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	06/07	3634
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	06/07	3926
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	08/08	509
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	08/08	780
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	05/07	880
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	08/08	631
1003.0	NORTH PHOENIX ROAD	50 YDS. SOUTH OF COAL MINE ROAD	09/08	8602
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	06/07	1281
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	06/07	1447
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	08/08	1193
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	08/08	3036
607.0	OLD FERRY ROAD	0.5 MILES EAST OF HIGHWAY 62	05/07	743
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	09/08	693
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	06/07	426
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	06/07	880
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	06/07	1329
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	08/08	1674
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	08/08	2040
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	08/08	2066
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	09/08	2253
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	09/08	2342
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	09/08	2377
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	05/07	2881
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	05/07	270
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	08/08	787
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/08	937
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	07/08	1700
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	06/07	2445
305.0	PACIFIC AVENUE	75 YDS. NORTH OF KIRTLAND ROAD	06/07	5073
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	09/08	570
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	07/08	577
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	07/08	966
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	08/08	764
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/08	1733
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	06/07	378
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	08/08	757
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	08/08	844
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	08/08	967
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	08/08	1177
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	08/08	1247
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	08/08	1439
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	08/08	1995
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	06/07	697
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	06/07	648
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	09/08	612
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	06/07	668
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	06/07	1135
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	06/07	1345
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	05/07	476
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	06/07	466
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	06/07	375
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	05/07	734
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	05/07	904

Loc #	Road Name	Location	Date	Count
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/07	2605
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	09/08	638
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	05/07	582
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	06/07	882
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	06/07	1070
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	05/07	1153
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	05/07	1500
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	05/07	2272
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	06/07	2420
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	06/07	3036
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	08/08	744
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	09/08	3031
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	09/08	3879
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	05/07	772
388.0	SAVAGE CREEK ROAD	200 YDS. SOUTH OF OLD HIGHWAY 99	06/07	663
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	09/08	1044
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	09/08	1136
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	08/08	1736
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	07/08	2300
1056.0	SOUTH VALLEY VIEW ROAD	100 YDS. NORTH OF HIGHWAY 99	07/06	14077
1058.0	SOUTH VALLEY VIEW ROAD	50 YDS. SOUTH OF I-5	07/06	17566
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	09/08	3290
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	08/08	3999
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	09/08	4390
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	09/08	4738
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	09/08	5239
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	09/08	5294
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	09/08	5306
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	07/08	5599
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	08/04	6572
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	08/08	6620
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	08/08	6975
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	07/08	7727
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	09/08	615
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/08	769
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	05/07	796
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	06/07	1140
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	09/08	381
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	09/08	506
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	09/08	606
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	07/08	721
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	07/08	2051
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	06/07	1971
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	06/07	3048
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	06/07	7015
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	06/07	8637
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	08/08	15290
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	08/08	16544
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	08/08	17085
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	08/08	18524
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	06/07	772
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	08/08	347
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	09/08	1204
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	07/08	815
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	08/08	1467

Loc #	Road Name	Location	Date	Count
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	08/08	3752
349.0	TOLO ROAD	200 YDS. NORTH OF SCENIC AVENUE	09/08	677
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	07/05	892
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	05/07	497
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	05/07	760
386.0	UPPER RIVER ROAD	75 YDS. NORTH OF BLACKWELL ROAD (WEST END)	07/07	510
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	09/08	1473
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	09/08	2862
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	08/08	2246
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	08/08	789
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	09/08	1490
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	08/08	2284
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	08/08	2630
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	07/08	404
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	09/08	758
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	06/07	1424
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	06/07	3615
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	06/07	960
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	06/07	1091
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	06/07	1132
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	06/07	1961
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	06/07	2662
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	08/08	1429
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/08	1384
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	08/08	6956
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	08/08	4814
112.1	WEST PINE STREET	WEST OF GLENN WAY	08/08	6567
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	09/08	607
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	09/08	820
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	09/08	870
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/08	14013
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	08/08	1816
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	09/08	627
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	05/07	628

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	09/08	446
739.0	AGATE LOOP	WEST OF AGATE ROAD	07/09	1,472
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	07/09	1,816
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/09	2,187
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	06/09	2,249
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	06/09	3,322
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	07/09	3,948
289.1	AGATE ROAD	NORTH OF GREGORY ROAD	06/09	4,302
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	07/09	418
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	07/09	2,904
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	08/08	658
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	05/09	1,935
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	07/09	2,459
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	05/09	2,713
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	06/09	5,071
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	06/09	7,489
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	07/09	8,544
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	06/09	11,616
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	06/09	12,139
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	07/09	12,538
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	06/09	897
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	06/09	1,489
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	07/09	1,862
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	06/09	1,873
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	09/08	420
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	07/08	1,250
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	09/08	1,626
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	09/08	2,267
1492.0	APPLEGATE STREET	50 FT. SOUTH OF OREGON STREET	07/08	1,334
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	09/08	795
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	09/08	1,176
894.0	ATLANTIC AVENUE	100 FT. NORTH OF AVENUE "A"	05/09	560
890.0	ATLANTIC AVENUE	200 FT. NORTH OF AVENUE "G"	05/07	791
891.0	ATLANTIC AVENUE	150 FT. SOUTH OF AVENUE "G"	05/09	1,055
892.0	ATLANTIC AVENUE	100 FT. NORTH OF ANTELOPE ROAD	05/09	1,916
895.0	AVENUE A	150 FT. EAST OF ATLANTIC AVENUE	05/09	526
896.0	AVENUE A	50 FT. WEST OF ATLANTIC AVENUE	05/09	896
963.0	AVENUE A	50 YDS. EAST OF LAKEVIEW DRIVE	05/09	1,468
959.0	AVENUE A	250 FT. EAST OF HIGHWAY 62	06/09	2,019
865.0	AVENUE G	75 YDS. WEST OF ATLANTIC AVENUE	05/07	602
869.0	AVENUE G	EAST OF DIVISION	07/09	2,924
870.0	AVENUE G	50 YDS. EAST OF HIGHWAY 62	06/09	4,252
871.0	AVENUE G	150 YDS. WEST OF HIGHWAY 62	07/09	4,696
887.0	AVENUE H	150 YDS. EAST OF ATLANTIC AVENUE	07/09	579
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	06/09	801
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	09/08	1,680
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	05/09	502
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	05/09	548
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	08/08	1,738
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	08/08	2,426
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	09/08	2,997

Loc #	Road Name	Location	Date	Count
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	10/04	4,037
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	08/08	6,714
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/08	1,633
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	09/08	346
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	09/08	2,526
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	07/08	3,219
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/05	6,540
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/08	7,211
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	07/09	2,530
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	05/09	2,600
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	06/09	3,231
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	06/09	4,056
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	06/09	4,704
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	06/09	270
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/09	461
766.0	BROWNSBORO-EAGLE POINT ROAD	300 YDS. WEST OF HIGHWAY 140	05/09	740
768.0	BROWNSBORO-EAGLE POINT ROAD	50 FT. EAST OF BROPHY ROAD	06/09	759
771.0	BROWNSBORO-EAGLE POINT ROAD	150 FT. EAST OF REESE CREEK ROAD	05/09	1,433
772.0	BROWNSBORO-EAGLE POINT ROAD	100 YDS. WEST OF REESE CREEK ROAD	07/09	3,378
758.0	BROWNSBORO-EAGLE POINT ROAD	100 FT. EAST OF OLD HIGHWAY 62	07/09	3,897
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	07/09	1,165
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	07/09	1,268
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	06/09	1,295
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	07/09	1,702
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	06/09	1,853
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	06/09	2,023
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	06/09	2,157
684.0	BUTTE FALLS-FISH LAKE ROAD	100 FT. NORTH OF HIGHWAY 140	07/09	183
691.0	BUTTE FALLS-FISH LAKE ROAD	100 YDS. WEST OF COOK ROAD	05/09	291
693.0	BUTTE FALLS-FISH LAKE ROAD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	05/09	568
703.0	BUTTE FALLS-FISH LAKE ROAD	AT CITY LIMITS	06/09	808
678.0	BUTTE FALLS-PROSPECT ROAD	0.2 MILE SOUTH OF RED BLANKET ROAD	06/09	340
695.0	BUTTE FALLS-PROSPECT ROAD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	05/09	387
674.0	BUTTE FALLS-PROSPECT ROAD	150 FT. EAST OF MILL CREEK DRIVE	06/09	1,053
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	09/08	503
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/08	698
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	08/08	980
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	08/08	356
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	08/08	733
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	09/08	1,762
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	08/08	1,226
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/08	826
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	08/08	908
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	08/08	1,353
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	09/08	2,050
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	08/08	4,592
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	08/08	3,087
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	08/08	3,090
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	08/08	3,437
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	08/08	1,809
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	06/09	2,566
472.0	COVERED BRIDGE ROAD	100 YDS. NORTH OF EAST EVANS CREEK ROAD	05/09	498
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	06/09	315

Loc #	Road Name	Location	Date	Count
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	08/09	337
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	08/08	1,459
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	08/08	491
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	08/08	767
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	08/08	1,643
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	09/08	2,138
1170.0	DEAD INDIAN MEMORIAL ROAD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	08/08	621
1169.0	DEAD INDIAN MEMORIAL ROAD	100 YDS. WEST OF HYATT PRAIRIE ROAD	08/08	765
1168.0	DEAD INDIAN MEMORIAL ROAD	200 YDS. SOUTHWEST OF COVE ROAD	08/08	1,038
1144.0	DEAD INDIAN MEMORIAL ROAD	350 YDS. NORTH OF HIGHWAY 66	08/08	2,087
932.0	DIVISION ROAD	SOUTH OF ANTELOPE ROAD	07/09	854
940.0	DIVISION ROAD	50 YDS. SOUTH OF AVENUE "G"	06/09	1,762
933.0	DIVISION ROAD	75 YDS. NORTH OF ANTELOPE ROAD	06/09	3,888
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	05/09	333
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	06/09	636
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	05/09	1,174
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	06/09	842
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	09/08	1,311
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	08/08	3,779
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	08/08	3,834
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	05/09	951
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	05/09	1,747
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	05/09	2,111
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	06/09	234
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	05/09	636
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	05/09	1,248
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	06/09	1,309
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	07/09	1,688
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	05/09	2,662
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	05/09	3,221
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	05/09	4,878
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	09/08	1,384
1131.0	EAST MAIN STREET (ASHLAND)	75 YDS. WEST OF HIGHWAY 66	09/08	2,413
1102.0	EAST MAIN STREET (ASHLAND)	25 YDS. WEST OF CLAY STREET	08/08	6,167
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/08	14,347
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/08	14,370
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	09/08	439
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	09/08	1,849
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	08/08	13,453
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	07/09	502
941.0	FALCON STREET	50 FT. EAST OF DIVISION ROAD	06/09	2,335
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	07/08	1,350
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	09/08	2,754
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	08/08	12,562
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	09/08	4,770
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	09/08	6,320
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	05/09	1,328
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	07/09	1,629
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	09/08	826
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	09/08	556
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	08/08	1,021
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	09/08	1,482
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	09/08	1,798

Loc #	Road Name	Location	Date	Count
945.0	GLADSTONE AVENUE	50 FT. SOUTH OF FALCON STREET	06/09	385
958.0	GLADSTONE AVENUE	SOUTH OF ANTELOPE ROAD	06/09	601
957.0	GLADSTONE AVENUE	50 FT. NORTH OF ANTELOPE ROAD	06/09	1,262
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD (EAST END)	06/09	516
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	08/08	851
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	08/08	1,048
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	08/08	423
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	08/08	1,124
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	08/08	2,514
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	08/08	3,268
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	09/08	294
910.0	HALE WAY	SOUTH OF ANTELOPE ROAD	08/09	522
913.0	HALE WAY	SOUTH OF FALCON STREET	06/09	1,006
909.0	HALE WAY	50 FT. NORTH OF ANTELOPE ROAD	07/09	1,579
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	09/08	604
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	09/08	836
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	08/08	4,421
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	08/08	5,992
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	08/08	6,136
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/08	1,599
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	07/08	1,573
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	09/08	4,748
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	07/08	464
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	08/08	422
605.0	INDIAN CREEK ROAD	100 YDS. EAST OF HIGHWAY 62	07/09	287
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	09/08	658
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	05/09	3,848
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	05/09	4,792
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	09/08	2,693
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	06/09	427
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	06/09	726
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	07/08	567
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	09/08	501
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	08/08	929
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	07/08	930
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	06/09	350
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	06/09	699
976.0	MCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	08/08	852
981.0	MCLOUGHLIN DRIVE	250 FT. NORTH OF VILAS ROAD	08/08	1,170
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	05/09	289
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	06/09	530
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	06/09	709
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	05/09	582
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	06/09	1,593
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	06/09	399
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	07/09	405
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	06/09	478
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	07/09	927
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/09	1,349
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	05/09	778
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	06/09	1,458
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	06/09	3,053
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	05/09	3,317

Loc #	Road Name	Location	Date	Count
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	08/08	509
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	08/08	780
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	06/09	1,129
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	08/08	631
1003.0	NORTH PHOENIX ROAD	50 YDS. SOUTH OF COAL MINE ROAD	09/08	8,602
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	06/09	1,185
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	07/09	1,431
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	08/08	1,193
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	08/08	3,036
607.0	OLD FERRY ROAD	0.5 MILES EAST OF HIGHWAY 62	06/09	731
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	09/08	693
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	06/09	439
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	06/09	803
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	07/09	1,247
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	08/08	1,674
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	08/08	2,040
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	08/08	2,066
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	09/08	2,253
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	09/08	2,342
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	07/09	2,372
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	09/08	2,377
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	06/09	245
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	08/08	787
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	08/08	937
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	07/08	1,700
302.0	PACIFIC AVENUE	200 FT. NORTH OF ANTELOPE ROAD	06/09	2,480
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	09/08	570
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	07/08	577
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	07/08	966
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	08/08	764
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/08	1,733
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	07/09	338
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	08/08	757
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	08/08	844
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	08/08	967
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	08/08	1,177
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	08/08	1,247
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	08/08	1,439
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	08/08	1,995
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	06/09	678
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	06/09	675
1454.0	POORMAN CR RD	50 YDS. EAST OF STERLING CREEK ROAD	09/08	612
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	06/09	743
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	06/09	1,148
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	06/09	1,376
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	06/09	485
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	06/09	453
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/09	423
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	05/07	734
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	07/09	826
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	05/09	2,103

Loc #	Road Name	Location	Date	Count
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	09/08	638
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	05/09	579
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	05/09	946
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	05/09	1,058
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	06/09	1,241
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	06/09	1,561
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	07/09	2,101
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	07/09	2,273
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	06/09	2,916
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	08/08	744
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	09/08	3,031
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	09/08	3,879
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	07/09	753
388.0	SAVAGE CREEK ROAD	200 YDS. SOUTH OF OLD HIGHWAY 99	05/09	690
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	09/08	1,044
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	09/08	1,136
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	08/08	1,736
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	07/08	2,300
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	09/08	3,290
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	08/08	3,999
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	09/08	4,390
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	09/08	4,738
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	09/08	5,239
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	09/08	5,294
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	09/08	5,306
1429.0	STAGE ROAD SOUTH	75 FT. EAST OF HIGHWAY 238	07/08	5,599
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	08/04	6,572
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	08/08	6,620
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	08/08	6,975
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	07/08	7,727
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	09/08	615
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/08	769
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	05/09	849
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	05/09	1,218
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	09/08	381
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	09/08	506
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	09/08	606
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	07/08	721
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	07/08	2,051
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	05/09	1,784
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	06/09	2,898
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	06/09	6,444
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	07/09	8,924
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	08/08	15,290
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	08/08	16,544
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	08/08	17,085
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	08/08	18,524
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	07/09	813
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	08/08	347
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	09/08	1,204
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	07/08	815
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	08/08	1,467
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	08/08	3,752

Loc #	Road Name	Location	Date	Count
349.0	TOLO ROAD	200 YDS. NORTH OF SCENIC AVENUE	09/08	677
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	06/09	796
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	07/09	420
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	06/09	709
386.0	UPPER RIVER ROAD	75 YDS. NORTH OF BLACKWELL ROAD (WEST END)	07/09	514
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	09/08	1,473
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	09/08	2,862
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	08/08	2,246
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	08/08	789
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	09/08	1,490
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	08/08	2,284
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	08/08	2,630
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	07/08	404
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	09/08	758
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	05/09	1,370
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	06/09	3,150
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	06/09	1,016
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	06/09	1,173
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	05/09	1,233
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	05/09	1,999
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	05/09	2,696
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	08/08	1,429
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/08	1,384
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	08/08	6,956
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	08/08	4,814
112.1	WEST PINE STREET	WEST OF GLENN WAY	08/08	6,567
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	09/08	607
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	09/08	820
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	09/08	870
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/08	14,013
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	08/08	1,816
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	09/08	627
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	06/09	675

Jackson County Traffic Volume : November 2010

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	50 FT. WEST OF COLVER ROAD	08/10	379
742.0	AGATE ROAD	100 FT. NORTH OF MOUNTAIN VIEW DRIVE	07/09	1,816
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/09	2,187
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	06/09	2,249
292.0	AGATE ROAD	300 YDS. NORTH OF AVENUE "H"	06/09	3,322
289.0	AGATE ROAD	BETWEEN GREGORY ROAD AND HIGHWAY 62	07/09	3,948
289.1	AGATE ROAD	NORTH OF GREGORY ROAD	06/09	4,302
846.0	ALTA VISTA ROAD	75 YDS. WEST OF RILEY ROAD	07/09	418
844.0	ALTA VISTA ROAD	100 FT. EAST OF BIGHAM-BROWN ROAD	07/09	2,904
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	06/10	719
907.0	ANTELOPE ROAD	100 FT. WEST OF KERSHAW ROAD	05/09	1,935
905.0	ANTELOPE ROAD	100 YDS. WEST OF ATLANTIC AVENUE	07/09	2,459
908.0	ANTELOPE ROAD	75 YDS. EAST OF KERSHAW ROAD	05/09	2,713
904.0	ANTELOPE ROAD	75 FT. EAST OF HALE WAY	06/09	5,071
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	06/09	7,489
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	07/09	8,544
900.0	ANTELOPE ROAD	EAST OF HIGHWAY 62	06/09	11,616
309.0	ANTELOPE ROAD	150 YDS. EAST OF TABLE ROCK ROAD	06/09	12,139
285.0	ANTELOPE ROAD	100 YDS. WEST OF AGATE ROAD	07/09	12,538
541.0	ANTIOCH ROAD	BETWEEN BEAGLE ROAD AND SWEET LANE	06/09	897
524.0	ANTIOCH ROAD	100 YDS. NORTH OF DODGE ROAD	06/09	1,489
521.0	ANTIOCH ROAD	50 YDS. NORTHWEST OF MODOC ROAD	07/09	1,862
522.0	ANTIOCH ROAD	100 YDS. NORTH OF HIGHWAY 234	06/09	1,873
1442.0	APPLEGATE ROAD	200 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	08/10	892
1476.0	APPLEGATE ROAD	500 FT. SOUTH OF LITTLE APPLEGATE ROAD	08/10	1,538
1478.0	APPLEGATE ROAD	100 FT. SOUTH OF HAMILTON ROAD	08/10	2,240
1484.0	APPLEGATE ROAD	0.2 MILE SOUTH OF HIGHWAY 238	08/10	2,838
1419.0	ARNOLD LANE	50 FEET SOUTH OF BELLINGER LANE	08/10	859
1425.0	ARNOLD LANE	100 YDS. SOUTH OF HIGHWAY 238	07/10	1,213
894.0	ATLANTIC AVENUE (WC)	100 FT. NORTH OF AVENUE "A"	05/09	560
890.0	ATLANTIC AVENUE (WC)	200 FT. NORTH OF AVENUE "G"	05/07	791
891.0	ATLANTIC AVENUE (WC)	150 FT. SOUTH OF AVENUE "G"	05/09	1,055
892.0	ATLANTIC AVENUE (WC)	100 FT. NORTH OF ANTELOPE ROAD	05/09	1,916
895.0	AVENUE A (WC)	150 FT. EAST OF ATLANTIC AVENUE	05/09	526
896.0	AVENUE A (WC)	50 FT. WEST OF ATLANTIC AVENUE	05/09	896
963.0	AVENUE A (WC)	50 YDS. EAST OF LAKEVIEW DRIVE	05/09	1,468
959.0	AVENUE A (WC)	250 FT. EAST OF HIGHWAY 62	06/09	2,019
865.0	AVENUE G (WC)	75 YDS. WEST OF ATLANTIC AVENUE	05/07	602
869.0	AVENUE G (WC)	EAST OF DIVISION	07/09	2,924
870.0	AVENUE G (WC)	50 YDS. EAST OF HIGHWAY 62	06/09	4,252
871.0	AVENUE G (WC)	150 YDS. WEST OF HIGHWAY 62	07/09	4,696
887.0	AVENUE H (WC)	150 YDS. EAST OF ATLANTIC AVENUE	07/09	579
889.1	AVENUE H (WC)	EAST OF DIVISION	07/09	1,067
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	06/09	801
240.0	BATEMAN DRIVE	EAST OF TABLE ROCK ROAD	08/10	1,490
538.0	BEAGLE ROAD	100 YDS. EAST OF ANTIOCH ROAD	05/09	502
529.0	BEAGLE ROAD	150 YDS. NORTH OF DODGE ROAD	05/09	548
71.0	BEALL LANE	50 YDS. EAST OF OLD STAGE ROAD	07/10	1,610
76.0	BEALL LANE	75 FT. EAST OF FREELAND ROAD	07/10	2,290
79.0	BEALL LANE	50 YDS. EAST OF HANLEY ROAD	07/10	3,833
78.0	BEALL LANE	75 YDS. WEST OF HANLEY ROAD	08/10	3,940

Loc #	Road Name	Location	Date	Count
119.0	BEALL LANE	75 YDS. WEST OF HIGHWAY 99	07/10	7,201
173.0	BEEBE ROAD	30 YDS. WEST OF HAMRICK ROAD	08/10	1,556
1217.0	BEESON LANE	25 YDS. WEST OF WAGNER CREEK ROAD	06/10	358
1426.0	BELLINGER LANE	75 YDS. EAST OF STAGE ROAD SOUTH	07/10	2,634
1413.0	BELLINGER LANE	75 FT. WEST OF HULL ROAD	07/10	3,310
162.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/10	7,958
161.0	BIDDLE ROAD	300 YDS. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/10	8,013
855.0	BIGHAM BROWN ROAD	150 FT. NORTH OF ANTELOPE ROAD	07/09	2,530
845.0	BIGHAM BROWN ROAD	50 FT. SOUTH OF ALTA VISTA ROAD	05/09	2,600
382.0	BLACKWELL ROAD	100 YDS. EAST OF UPPER RIVER ROAD	06/09	3,231
334.0	BLACKWELL ROAD	100 YDS. WEST OF TOLO ROAD	06/09	4,056
335.0	BLACKWELL ROAD	150 YDS. EAST OF TOLO ROAD	06/09	4,704
776.0	BROPHY ROAD	BETWEEN REESE CREEK ROAD AND BALL ROAD	06/09	270
770.0	BROPHY ROAD	NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/09	461
766.0	BROWNSBORO-EAGLE POINT RD	300 YDS. WEST OF HIGHWAY 140	05/09	740
768.0	BROWNSBORO-EAGLE POINT RD	50 FT. EAST OF BROPHY ROAD	06/09	759
771.0	BROWNSBORO-EAGLE POINT RD	150 FT. EAST OF REESE CREEK ROAD	05/09	1,433
772.0	BROWNSBORO-EAGLE POINT RD	100 YDS. WEST OF REESE CREEK ROAD	07/09	3,378
758.0	BROWNSBORO-EAGLE POINT RD	100 FT. EAST OF OLD HIGHWAY 62	07/09	3,897
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	07/09	1,165
722.0	BUTTE FALLS ROAD	100 YDS. WEST OF COBLEIGH ROAD	07/09	1,268
706.0	BUTTE FALLS ROAD	75 YDS. WEST OF FIR STREET	06/09	1,295
726.0	BUTTE FALLS ROAD	300 YDS. WEST OF CROWFOOT ROAD	07/09	1,702
729.0	BUTTE FALLS ROAD	1/8 MILE SOUTHWEST OF MIDWAY STORE	06/09	1,853
734.0	BUTTE FALLS ROAD	300 YDS. EAST OF HIGHWAY 62	06/09	2,023
730.0	BUTTE FALLS ROAD	EAST OF REESE CREEK ROAD	06/09	2,157
684.0	BUTTE FALLS-FISH LAKE RD	100 FT. NORTH OF HIGHWAY 140	07/09	183
691.0	BUTTE FALLS-FISH LAKE RD	100 YDS. WEST OF COOK ROAD	05/09	291
693.0	BUTTE FALLS-FISH LAKE RD	300 YDS. EAST OF BUTTE FALLS-PROSPECT ROAD	05/09	568
703.0	BUTTE FALLS-FISH LAKE RD	AT CITY LIMITS	06/09	808
678.0	BUTTE FALLS-PROSPECT RD	0.2 MILE SOUTH OF RED BLANKET ROAD	06/09	340
695.0	BUTTE FALLS-PROSPECT RD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	05/09	387
674.0	BUTTE FALLS-PROSPECT RD	150 FT. EAST OF MILL CREEK DRIVE	06/09	1,053
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	07/10	547
1489.0	CADY ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/10	747
1254.0	CAMP BAKER ROAD	25 YDS. WEST OF COLVER ROAD	06/10	968
1272.0	CARPENTER HILL ROAD	50 FT. EAST OF PIONEER ROAD	07/10	391
1268.0	CARPENTER HILL ROAD	50 YDS. WEST OF VOORHIES ROAD	07/10	798
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF HIGHWAY 66	07/10	2,848
216.0	COKER BUTTE ROAD	100 YDS. WEST OF FOOTHILL ROAD	07/10	1,149
1240.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF PIONEER ROAD	06/10	855
1247.0	COLEMAN CREEK ROAD	100 YDS. SOUTH OF CAMP BAKER ROAD	06/10	991
1265.0	COLEMAN CREEK ROAD	50 YDS. SOUTH OF HOUSTON ROAD	07/10	1,446
1267.0	COLEMAN CREEK ROAD	75 YDS. EAST OF VOORHIES ROAD (BRIDGE #83)	06/10	2,238
1310.0	COLUMBUS AVENUE	75 YDS. NORTH OF STAGE ROAD SOUTH	07/10	3,633
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	08/10	2,570
1230.0	COLVER ROAD	50 FT. SOUTH OF ADAMS ROAD	06/10	3,013
1233.0	COLVER ROAD	50 YDS. SOUTH OF PIONEER ROAD	06/10	3,180
975.0	COREY ROAD	EAST OF McLOUGHLIN DRIVE	07/10	1,856
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	06/09	2,566
472.0	COVERED BRIDGE ROAD	100 YDS. NORTH OF EAST EVANS CREEK ROAD	05/09	498
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	06/09	315
639.0	CROWFOOT ROAD	SOUTH OF HIGHWAY 62	08/09	337

Loc #	Road Name	Location	Date	Count
1129.0	CROWSON ROAD	100 FT. NORTH OF SISKIYOU BLVD.	07/10	1,545
1246.0	DARK HOLLOW ROAD	100 YDS. WEST OF PIONEER ROAD	06/10	538
1296.0	DARK HOLLOW ROAD	100 YDS. SOUTH OF PIONEER ROAD	06/10	827
1295.0	DARK HOLLOW ROAD	100 YDS. NORTH OF PIONEER ROAD	06/10	1,664
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF SOUTH STAGE ROAD	06/10	2,199
1170.0	DEAD INDIAN MEMORIAL RD	0.1 MILE EAST OF HYATT PRAIRIE ROAD	07/10	718
1169.0	DEAD INDIAN MEMORIAL RD	100 YDS. WEST OF HYATT PRAIRIE ROAD	07/10	862
1168.0	DEAD INDIAN MEMORIAL RD	200 YDS. SOUTHWEST OF COVE ROAD	07/10	1,156
1144.0	DEAD INDIAN MEMORIAL RD	350 YDS. NORTH OF HIGHWAY 66	07/10	2,388
932.0	DIVISION ROAD (WC)	SOUTH OF ANTELOPE ROAD	07/09	854
940.0	DIVISION ROAD (WC)	50 YDS. SOUTH OF AVENUE "G"	06/09	1,762
933.0	DIVISION ROAD (WC)	75 YDS. NORTH OF ANTELOPE ROAD	06/09	3,888
525.0	DODGE ROAD	50 YDS. WEST OF ANTIOCH ROAD	05/09	333
526.0	DODGE ROAD	100 YDS. EAST OF ANTIOCH ROAD	06/09	636
530.0	DODGE ROAD	50 YDS. WEST OF HIGHWAY 234	05/09	1,174
821.0	DRY CREEK ROAD	SOUTHWEST OF ANTELOPE ROAD	06/09	842
1088.0	EAGLE MILL ROAD	100 YDS. NORTHEAST OF OAK STREET	07/10	1,232
1057.0	EAGLE MILL ROAD	25 YDS. EAST OF VALLEY VIEW ROAD	06/10	4,167
1087.0	EAGLE MILL ROAD	25 YDS. WEST OF OAK STREET	06/10	4,178
820.0	EAST ANTELOPE ROAD	100 FT. EAST OF DRY CREEK ROAD	05/09	951
826.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF YANKEE CREEK ROAD	05/09	1,747
830.0	EAST ANTELOPE ROAD	100 FT. SOUTH OF HIGHWAY 140	05/09	2,111
507.0	EAST EVANS CREEK ROAD	100 YDS. WEST OF MEADOWS ROAD	06/09	234
475.0	EAST EVANS CREEK ROAD	50 YDS. EAST OF SYKES CREEK ROAD	05/09	636
471.0	EAST EVANS CREEK ROAD	1/8 MILE EAST OF COVERED BRIDGE ROAD	05/09	1,248
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	06/09	1,309
469.0	EAST EVANS CREEK ROAD	100 YDS. SOUTH OF PLEASANT CREEK ROAD	07/09	1,688
460.0	EAST EVANS CREEK ROAD	50 YDS. NORTH OF MINTHORNE ROAD	05/09	2,662
459.0	EAST EVANS CREEK ROAD	50 YDS. SOUTH OF MINTHORNE ROAD	05/09	3,221
431.0	EAST EVANS CREEK ROAD	ROGUE RIVER CITY LIMITS	05/09	4,878
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	07/10	1,424
1131.0	EAST MAIN STREET (ASH)	75 YDS. WEST OF HIGHWAY 66	07/10	2,554
1102.0	EAST MAIN STREET (ASH)	25 YDS. WEST OF CLAY STREET	07/10	6,839
160.0	EAST PINE STREET	200 YDS. WEST OF HAMRICK ROAD (WEST BOUND LANES)	07/10	13,630
159.0	EAST PINE STREET	100 YDS. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/10	14,901
1064.0	EAST VALLEY VIEW ROAD	25 YDS. EAST OF NORTH VALLEY VIEW ROAD	07/10	472
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	07/10	1,797
234.0	EAST VILAS ROAD	75 YDS. WEST OF HIGHWAY 62	07/10	13,790
637.0	ELK CREEK ROAD	0.2 MILE NORTH OF HIGHWAY 62	07/09	502
941.0	FALCON STREET (WC)	50 FT. EAST OF DIVISION ROAD	06/09	2,335
1013.0	FERN VALLEY ROAD	100 YDS. WEST OF PAYNE ROAD	06/10	1,411
1012.0	FERN VALLEY ROAD	100 YDS. EAST OF NORTH PHOENIX ROAD	06/10	2,815
1008.0	FERN VALLEY ROAD	75 YDS. EAST OF HIGHWAY 99	06/10	11,925
221.0	FOOTHILL ROAD	100 YDS. NORTH OF VILAS ROAD	07/10	5,136
218.0	FOOTHILL ROAD	75 YDS. NORTH OF COKER BUTTE ROAD	07/10	6,472
403.0	FOOTHILLS BOULEVARD	150 YDS. EAST OF FIELDER LANE	05/09	1,328
390.0	FOOTS CREEK ROAD	150 YDS. SOUTH OF HIGHWAY 99	07/09	1,629
1226.0	FOSS ROAD	WEST OF WAGNER CREEK ROAD	07/10	678
175.0	GEBHARD ROAD	50 YDS. SOUTH OF WILSON ROAD	07/10	578
318.0	GIBBON ROAD	50 YDS. WEST OF UPTON ROAD	07/10	1,032
267.0	GIBBON ROAD	100 YDS. WEST OF DOWNING ROAD	08/10	1,619
270.0	GIBBON ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/10	1,940
945.0	GLADSTONE AVENUE (WC)	50 FT. SOUTH OF FALCON STREET	06/09	385

Loc #	Road Name	Location	Date	Count
958.0	GLADSTONE AVENUE (WC)	SOUTH OF ANTELOPE ROAD	06/09	601
957.0	GLADSTONE AVENUE (WC)	50 FT. NORTH OF ANTELOPE ROAD	06/09	1,262
333.0	GOLD RAY ROAD	150 YDS. NORTH OF BLACKWELL ROAD	06/09	516
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	07/10	860
102.0	GRANT ROAD	150 YDS. SOUTH OF TAYLOR ROAD	07/10	1,090
1288.0	GRIFFIN CREEK ROAD	25 YDS. SOUTH OF GRIFFIN LANE	06/10	441
1284.0	GRIFFIN CREEK ROAD	50 YDS. SOUTH OF WEST GRIFFIN CREEK ROAD	06/10	1,141
1278.0	GRIFFIN CREEK ROAD	100 FT. NORTH OF PIONEER ROAD	06/10	2,648
1275.0	GRIFFIN CREEK ROAD	75 FT. SOUTH OF STAGE ROAD, SOUTH	06/10	3,597
1289.0	GRIFFIN LANE	100 YDS. WEST OF GRIFFIN CREEK ROAD	07/10	304
910.0	HALE WAY (WC)	SOUTH OF ANTELOPE ROAD	08/09	522
913.0	HALE WAY (WC)	SOUTH OF FALCON STREET	06/09	1,006
909.0	HALE WAY (WC)	50 FT. NORTH OF ANTELOPE ROAD	07/09	1,579
1483.0	HAMILTON ROAD	200 YDS. SOUTH OF HIGHWAY 238	08/10	829
177.0	HAMRICK ROAD	75 YDS. WEST OF TABLE ROCK ROAD	08/10	703
81.0	HANLEY ROAD	75 YDS. SOUTH OF BEALL LANE	07/10	5,052
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	07/10	6,249
86.0	HANLEY ROAD	75 FEET NORTH OF ROSSANLEY DRIVE	07/10	6,503
1260.0	HOUSTON ROAD	50 YDS. WEST OF COLVER ROAD	08/10	1,710
1411.0	HULL ROAD	50 YDS. SOUTH OF BELLINGER LANE	07/10	1,514
1412.0	HULL ROAD	300 FT. NORTH OF BELLINGER LANE	07/10	4,728
16.0	HUMBUG CREEK ROAD	50 YDS. NORTH OF HIGHWAY 238	08/10	528
1171.0	HYATT PRAIRIE ROAD	150 YDS. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/10	584
605.0	INDIAN CREEK ROAD	100 YDS. EAST OF HIGHWAY 62	07/09	287
1505.0	IRONWOOD DRIVE	100 FT. NORTHWEST OF REDWING DRIVE	05/09	78
1504.0	IRONWOOD DRIVE	100 FT. WEST OF WEDGEWOOD DRIVE	05/09	227
1503.0	IRONWOOD DRIVE	400 FT. WEST OF ROGUE RIVER DRIVE	07/09	371
227.0	JUSTICE ROAD	300 FT. WEST OF HIGHWAY 62	07/10	608
858.0	KERSHAW ROAD	75 FT. SOUTH OF ANTELOPE ROAD	05/09	3,848
859.0	KERSHAW ROAD	450 FT. SOUTH OF HIGHWAY 140	05/09	4,792
1304.0	KINGS HIGHWAY	100 FT. NORTH OF STAGE ROAD, SOUTH	06/10	2,549
799.0	LAKE CREEK LOOP	100 YDS. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	06/09	427
1508.0	LAMPMAN ROAD	500' EAST OF ROGUE RIVER HIGHWAY	09/09	723
1509.0	LAMPMAN ROAD	200' WEST OF GOLD HILL 99 SPUR	09/09	899
751.0	LINN ROAD	100 YDS. EAST OF AGATE ROAD	06/09	726
751.1	LINN ROAD	EAST OF DAHLIA TERRACE	05/09	954
1475.0	LITTLE APPLGATE ROAD	300 FT. EAST OF APPLGATE ROAD	07/10	573
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	07/10	534
1059.0	LOWE ROAD	NEAR SOUTH VALLEY VIEW ROAD	06/10	1,000
1388.0	MADRONA LANE	50 FT. WEST OF OAK GROVE ROAD	07/10	870
609.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 227	06/09	350
608.0	MAIN STREET (TRAIL)	WEST OF HIGHWAY 62	06/09	699
976.0	MCCLOUGHLIN DRIVE	SOUTH OF COREY ROAD	07/10	809
981.0	MCCLOUGHLIN DRIVE	250 FT. NORTH OF EAST VILAS ROAD	07/10	1,254
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	05/09	289
502.0	MEADOWS ROAD	150 YDS. NORTH OF SWEET LANE	06/09	530
484.0	MEADOWS ROAD	100 YDS. NORTH OF HIGHWAY 234	06/09	709
833.0	MERIDIAN ROAD	500 FT. NORTH OF HIGHWAY 140	05/09	582
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	06/09	1,593
673.0	MILL CREEK DRIVE	SOUTH OF HIGHWAY 62	06/09	399
662.0	MILL CREEK DRIVE	50 YDS. EAST OF ULRICH ROAD	07/09	405
665.0	MILL CREEK DRIVE	50 YDS. EAST OF HIGHWAY 62 ACCESS ROAD	06/09	478
655.1	MILL CREEK DRIVE	400' SOUTH OF HWY 62 OR AT GORGE MARKET	06/09	526

Loc #	Road Name	Location	Date	Count
668.0	MILL CREEK DRIVE	100 YDS. SOUTH OF BUTTE FALLS-PROSPECT ROAD	07/09	927
669.0	MILL CREEK DRIVE	75 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/09	1,349
457.0	MINTHORNE ROAD	BETWEEN EAST EVANS CREEK ROAD AND PINE GROVE ROAD	05/09	778
518.0	MODOC ROAD	200 YDS. NORTH OF ANTIOCH ROAD	06/09	1,458
519.0	MODOC ROAD	50 YDS. SOUTH OF ANTIOCH ROAD	06/09	3,053
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	05/09	3,317
1151.0	NEIL CREEK ROAD	50 YDS. SOUTH OF HIGHWAY 66	07/10	526
1094.0	NEVADA STREET	50 FT. EAST OF MOUNTAIN AVENUE	06/10	815
756.0	NICK YOUNG ROAD	100 YDS. EAST OF AGATE ROAD	06/09	1,129
20.0	NORTH APPLGATE ROAD	NORTH OF HIGHWAY 238	07/10	694
1003.0	NORTH PHOENIX ROAD	50 YDS. SOUTH OF COAL MINE ROAD	06/10	9,242
407.0	NORTH RIVER ROAD	@ CITY LIMITS (ROGUE RIVER)	06/09	1,185
411.0	NORTH RIVER ROAD	WEST OF HIGHWAY 99 AND HIGHWAY 234	07/09	1,431
1066.0	NORTH VALLEY VIEW ROAD	50 YDS. NORTH OF WEST VALLEY VIEW ROAD	06/10	1,268
1089.0	OAK STREET	SOUTH OF EAGLE MILL ROAD	06/10	3,261
607.0	OLD FERRY ROAD	0.5 MILES EAST OF HIGHWAY 62	06/09	731
739.0	OLD HWY 234	WEST OF AGATE ROAD	07/09	1,472
1043.0	OLD PACIFIC HIGHWAY (TAL)	120 YDS. WEST OF PACIFIC HIGHWAY	08/10	840
553.0	OLD SAMS VALLEY ROAD	100 YDS. EAST OF RAMSEY ROAD	06/09	439
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	06/09	803
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	07/09	1,247
1507.0	OLD STAGE ROAD	550' EAST OF OLD STAGE/LAMPMAN CONNECTOR	09/09	241
1506.0	OLD STAGE ROAD	125' WEST OF GOLD HILL 99 SPUR	09/09	946
45.0	OLD STAGE ROAD	500 FT. NORTH OF ROSS LANE	07/10	1,698
93.0	OLD STAGE ROAD	NORTH OF BEALL LANE	07/10	2,171
98.0	OLD STAGE ROAD	100 YDS. NORTH OF TAYLOR ROAD	07/10	2,178
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE FRONTAGE ROAD	07/09	2,372
28.0	OLD STAGE ROAD	50 FT. NORTH OF TAMI LANE	07/10	2,374
357.0	OLD STAGE ROAD	100 FT. NORTH OF SCENIC AVENUE	07/10	2,379
26.0	OLD STAGE ROAD	@ CITY LIMITS (JACKSONVILLE)	07/10	2,504
610.0	OLD TRAIL CREEK ROAD	300 YDS. NORTH OF RAGSDALE ROAD	06/09	245
1313.0	ORCHARD HOME DRIVE	75 FT. SOUTH OF STAGE ROAD SOUTH	06/10	790
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	06/10	886
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	06/10	1,721
302.0	PACIFIC AVENUE (WC)	200 FT. NORTH OF ANTELOPE ROAD	06/09	2,480
1015.0	PAYNE ROAD	50 YDS. NORTH OF FERN VALLEY ROAD	06/10	603
1030.0	PAYNE ROAD	50 YDS. NORTH OF SUNCREST ROAD	06/10	633
1014.0	PAYNE ROAD	50 YDS. SOUTH OF FERN VALLEY ROAD	06/10	1,092
231.0	PEACE LANE	350 FT. NORTH OF VILAS ROAD	07/10	798
158.1	PENINGER ROAD	NORTH OF PINE STREET	08/10	1,983
496.0	PERRY ROAD	100 YDS. NORTH OF OLD SAMS VALLEY ROAD	07/09	338
1245.0	PIONEER ROAD	100 YDS. NORTH OF DARK HOLLOW ROAD	06/10	803
1280.0	PIONEER ROAD	100 YDS. EAST OF GRIFFIN CREEK ROAD	06/10	919
1273.0	PIONEER ROAD	100 YDS. SOUTH OF CARPENTER HILL ROAD	06/10	999
1298.0	PIONEER ROAD	100 YDS. EAST OF DARK HOLLOW ROAD	06/10	1,271
1243.0	PIONEER ROAD	50 YDS. WEST OF COLEMAN CREEK ROAD	07/10	1,286
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	06/10	1,504
1235.0	PIONEER ROAD	50 YDS. WEST OF COLVER ROAD	08/10	1,801
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	06/09	678
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	06/09	675
1454.0	POORMAN CREEK ROAD	50 YDS. EAST OF STERLING CREEK ROAD	07/10	725
449.0	QUEENS BRANCH ROAD (EAST)	50 YDS. EAST OF WEST EVANS CREEK ROAD	06/09	743

Loc #	Road Name	Location	Date	Count
448.0	QUEENS BRANCH ROAD (EAST)	100 YDS. WEST OF EAST EVANS CREEK ROAD	06/09	1,148
450.0	QUEENS BRANCH ROAD (EAST)	BETWEEN BOTH INTERSECTIONS WITH WEST EVANS CREEK ROAD	06/09	1,376
612.0	RAGSDALE ROAD	200 YDS. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	06/09	485
552.0	RAMSEY ROAD	100 FT. NORTH OF HIGHWAY 234	06/09	453
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/09	423
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	05/07	734
775.0	REESE CREEK ROAD	100 YDS. WEST OF BROPHY ROAD	07/09	826
773.0	REESE CREEK ROAD	100 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	05/09	2,103
1145.0	REITEN DRIVE	100 YDS. SOUTH OF HIGHWAY 66	07/10	660
853.0	RILEY ROAD	50 YDS. SOUTH OF STEVENS ROAD	05/09	579
850.0	RILEY ROAD	100 YDS. NORTH OF ALTA VISTA ROAD	05/09	946
851.0	RILEY ROAD	150 YDS. NORTH OF HIGHWAY 140	05/09	1,058
596.0	ROGUE RIVER DRIVE	0.13 MILE SOUTH OF LONG BRANCH ROAD	06/09	1,241
602.0	ROGUE RIVER DRIVE	WEST OF DEER PARK LANE	06/09	1,561
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	07/09	2,101
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	07/09	2,273
604.0	ROGUE RIVER DRIVE	75 FT. WEST OF HIGHWAY 62	06/09	2,916
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	07/10	724
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	07/10	3,225
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	07/10	3,710
371.0	SARDINE CREEK ROAD	AT RAILROAD CROSSING NORTH OF HIGHWAY 99	07/09	753
388.0	SAVAGE CREEK ROAD	200 YDS. SOUTH OF OLD HIGHWAY 99	05/09	690
354.0	SCENIC AVENUE	50 YDS. WEST OF TOLO ROAD	07/10	1,152
347.0	SCENIC AVENUE	75 FT. WEST OF SEVEN OAKS ROAD	07/10	1,204
342.0	SCENIC AVENUE	BETWEEN HIGHWAY 99 AND GRANT ROAD	07/10	1,679
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF ASHLAND LANE	06/10	2,288
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	07/10	3,497
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	07/10	3,865
1396.0	STAGE ROAD SOUTH	75 FT. EAST OF GRIFFIN CREEK ROAD	06/10	4,020
1404.0	STAGE ROAD SOUTH	75 YDS. WEST OF HULL ROAD	07/10	4,387
1311.0	STAGE ROAD SOUTH	75 FT. EAST OF ORCHARD HOME DRIVE	07/10	4,865
1391.0	STAGE ROAD SOUTH	100 FT. SOUTH OF SUNSET DRIVE	06/10	4,895
1428.0	STAGE ROAD SOUTH	100 YDS. WEST OF BELLINGER LANE	07/10	5,526
1307.0	STAGE ROAD SOUTH	75 FT. EAST OF COLUMBUS AVENUE	06/10	6,112
1305.0	STAGE ROAD SOUTH	50 YDS. EAST OF KINGS HIGHWAY	07/10	6,391
1302.0	STAGE ROAD SOUTH	75 FT. WEST OF VOORHIES ROAD	06/10	6,730
1299.0	STAGE ROAD SOUTH	100 YDS. WEST OF OLD HIGHWAY 99	06/10	7,220
1457.0	STERLING CREEK ROAD	100 YDS. SOUTH OF POORMAN CREEK ROAD	07/10	673
1490.0	STERLING CREEK ROAD	50 YDS. SOUTH OF CADY ROAD	07/10	845
837.0	STEVENS ROAD	50 YDS. EAST OF RILEY ROAD	05/09	849
838.0	STEVENS ROAD	50 YDS. WEST OF RILEY ROAD	05/09	1,218
1028.0	SUNCREST ROAD	BETWEEN ROYAL CREST & PAYNE ROAD	07/10	443
1031.0	SUNCREST ROAD	120 YDS. SOUTH OF PAYNE ROAD	07/10	566
1039.0	SUNCREST ROAD	25 YDS. NORTH OF WEST VALLEY VIEW	06/10	641
1379.0	SUNSET DRIVE	25 YDS. EAST OF THOMAS ROAD	07/10	792
1378.0	SUNSET DRIVE	50 YDS. WEST OF THOMAS ROAD	06/10	2,186
586.0	TABLE ROCK ROAD	100 YDS. SOUTH OF HIGHWAY 234	05/09	1,784
315.0	TABLE ROCK ROAD	100 YDS. WEST OF MODOC ROAD	06/09	2,898
313.0	TABLE ROCK ROAD	25 YDS. NORTH OF KIRTLAND ROAD	06/09	6,444
311.0	TABLE ROCK ROAD	0.2 MILE NORTH OF ANTELOPE ROAD	07/09	8,924
257.0	TABLE ROCK ROAD	75 YDS. NORTH OF GREGORY ROAD	07/10	14,718
242.0	TABLE ROCK ROAD	200 YDS. NORTH OF WILSON ROAD	08/10	16,829

Loc #	Road Name	Location	Date	Count
166.0	TABLE ROCK ROAD	150 YDS. NORTH OF BIDDLE ROAD	08/10	18,461
238.0	TABLE ROCK ROAD	50 YDS. NORTH OF VILAS ROAD	07/10	18,482
638.0	TAKELMA DRIVE	NORTH OF HIGHWAY 62	07/09	813
27.0	TAMI LANE	50 YDS. WEST OF OLD STAGE ROAD	07/10	368
100.0	TAYLOR ROAD	WEST OF GRANT ROAD	08/10	1,329
19.0	THOMPSON CREEK ROAD	150 FT. SOUTH OF HIGHWAY 238	07/10	837
1502.0	TILLER TRAIL HIGHWAY	900 FT. SOUTH RAGSDALE BUTTE ROAD	08/09	476
1501.0	TILLER TRAIL HIGHWAY	100 FT. SOUTH OF SWINGLE ROAD	08/09	575
1500.0	TILLER TRAIL HIGHWAY	NORTH OF OLD 62	08/09	1,353
1135.0	TOLMAN CREEK ROAD	75 FT. SOUTH OF SISKIYOU BOULEVARD	07/10	1,509
1106.0	TOLMAN CREEK ROAD	100 YDS. SOUTH OF EAST MAIN STREET (ASHLAND)	07/10	4,081
349.0	TOLO ROAD	Z00 YDS. NORTH OF SCENIC AVENUE	08/10	772
332.0	TOLO ROAD	100 YDS. SOUTH OF BLACKWELL ROAD	06/09	796
575.0	TRESHAM LANE	100 YDS. EAST OF HWY. 234	07/09	420
571.0	TRESHAM LANE	WEST OF TABLE ROCK ROAD	06/09	709
386.0	UPPER RIVER ROAD	75 YDS. NORTH OF BLACKWELL ROAD	07/09	514
317.0	UPTON ROAD	25 YDS. SOUTH OF GIBBON ROAD	08/10	1,623
249.0	UPTON ROAD	50 YDS. SOUTH OF WILSON ROAD	08/10	3,163
1301.0	VOORHIES ROAD	75 FT. SOUTH OF STAGE ROAD SOUTH	07/10	2,503
1194.0	WAGNER CREEK ROAD	100 FT. SOUTH OF YANK GULCH ROAD	07/10	899
1193.0	WAGNER CREEK ROAD	50 YDS. NORTH OF YANK GULCH ROAD	06/10	1,483
1203.0	WAGNER CREEK ROAD	100 YDS. NORTH OF ANDERSON CREEK ROAD	06/10	2,480
1055.0	WAGNER CREEK ROAD	50 YDS. WEST OF RAPP ROAD	06/10	2,815
4.0	WAGON TRAIL DRIVE	100 YDS. WEST OF HIGHWAY 238	07/10	442
1225.0	WALDEN LANE	50 FT. SOUTH OF COLVER ROAD	07/10	486
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	05/09	1,370
308.0	WEST ANTELOPE ROAD	WEST OF TABLE ROCK ROAD	06/09	3,150
453.0	WEST EVANS CREEK ROAD	300 YDS. SOUTH OF QUEENS BRANCH ROAD	06/09	1,016
452.0	WEST EVANS CREEK ROAD	100 YDS. NORTH OF QUEENS BRANCH ROAD	06/09	1,173
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	05/09	1,233
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	05/09	1,999
426.0	WEST EVANS CREEK ROAD	@ CITY LIMITS	05/09	2,696
1285.0	WEST FORK GRIFFIN CR RD	100 YDS. WEST OF GRIFFIN CREEK ROAD AT BRIDGE #107	06/10	1,486
259.1	WEST GREGORY ROAD	50 FT. WEST OF TABLE ROCK ROAD	08/10	1,074
1496.0	WEST MAIN STREET	EAST OF HANLEY ROAD	07/10	7,613
1496.1	WEST MAIN STREET	100 FEET WEST OF RENAULT	07/10	8,815
113.0	WEST PINE STREET	50 FT. EAST OF RACHEL DRIVE	07/10	5,084
112.1	WEST PINE STREET	WEST OF GLENN WAY	07/10	6,709
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	07/10	683
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	06/10	881
1038.0	WEST VALLEY VIEW ROAD	75 FT. SOUTH OF SUNCREST ROAD	06/10	912
239.0	WEST VILAS ROAD	100 YDS. WEST OF TABLE ROCK ROAD	08/10	11,389
243.0	WILSON ROAD (MEDFORD)	100 YDS. WEST OF TABLE ROCK ROAD	08/10	1,985
889.2	WILSON WAY (WC)	NORTH OF AVENUE H	07/09	555
1195.0	YANK GULCH ROAD	75 YDS. WEST OF WAGNER CREEK ROAD	08/10	656
672.0	ZZ 01ST STREET (PROSPECT)	150 YDS. WEST OF MILL CREEK DRIVE	06/09	675

Loc #	Road Name	Location	Date	Count
1232.0	ADAMS ROAD	100 FT. WEST OF COLVER ROAD	08/10	379
742.0	AGATE ROAD	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/11	1,720
749.0	AGATE ROAD	50 FT. NORTH OF LINN ROAD	06/11	2,231
754.0	AGATE ROAD	50 FT. NORTH OF NICK YOUNG ROAD	06/11	2,345
292.0	AGATE ROAD	900 FT. NORTH OF AVENUE "H"	06/11	3,520
289.0	AGATE ROAD	50 FT. SOUTH GREGORY ROAD	08/11	3,719
289.1	AGATE ROAD	450 FT. NORTH OF GREGORY ROAD	05/11	4,124
846.0	ALTA VISTA ROAD	450 FT. WEST OF RILEY ROAD	06/11	405
844.0	ALTA VISTA ROAD	200 FT. EAST OF BIGHAM-BROWN ROAD	06/11	3,046
1205.0	ANDERSON CREEK ROAD	100 FT. WEST OF WAGNER CREEK ROAD	06/10	719
907.0	ANTELOPE ROAD	275 FT. WEST OF KERSHAW ROAD	06/11	1,847
905.0	ANTELOPE ROAD	175 FT. WEST OF ATLANTIC AVENUE	06/11	2,227
908.0	ANTELOPE ROAD	275 FT. EAST OF KERSHAW ROAD	06/11	2,534
904.0	ANTELOPE ROAD	150 FT. EAST OF HALE WAY	06/11	5,144
901.0	ANTELOPE ROAD	200 FT. EAST OF DIVISION ROAD	06/11	7,538
286.0	ANTELOPE ROAD	100 FT. EAST OF AGATE ROAD	05/11	8,052
900.0	ANTELOPE ROAD	150 FT. EAST OF HIGHWAY 62	09/11	11,995
285.0	ANTELOPE ROAD	300 FT. WEST OF AGATE ROAD	06/11	12,186
309.0	ANTELOPE ROAD	450 FT. EAST OF TABLE ROCK ROAD	09/11	12,928
541.0	ANTIOCH ROAD	500 FT. NORTH OF BEAGLE ROAD	08/11	809
524.0	ANTIOCH ROAD	300 FT. NORTH OF DODGE ROAD	06/11	1,376
521.0	ANTIOCH ROAD	150 FT. NORTHWEST OF MODOC ROAD	06/11	1,750
522.0	ANTIOCH ROAD	300 FT. NORTH OF HIGHWAY 234	09/11	1,821
1442.0	APPLEGATE ROAD	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE ROAD	08/10	892
1476.0	APPLEGATE ROAD	550 FT. SOUTH OF LITTLE APPLEGATE ROAD	08/10	1,538
1478.0	APPLEGATE ROAD	150 FT. SOUTH OF HAMILTON ROAD	08/10	2,240
1484.0	APPLEGATE ROAD	1050 FT. SOUTH OF HIGHWAY 238	08/10	2,838
1419.0	ARNOLD LANE	125 FT. SOUTH OF BELLINGER LANE	08/10	859
1425.0	ARNOLD LANE	200 FT. SOUTH OF WEST MAIN STREET	07/10	1,213
894.0	ATLANTIC AVENUE (WC)	100 FT. NORTH OF AVENUE "A"	09/11	501
890.0	ATLANTIC AVENUE (WC)	120 FT. NORTH OF AVENUE "G"	06/11	723
891.0	ATLANTIC AVENUE (WC)	150 FT. SOUTH OF AVENUE "G"	09/11	1,039
892.0	ATLANTIC AVENUE (WC)	100 FT. NORTH OF ANTELOPE ROAD	09/11	1,707
895.0	AVENUE A (WC)	150 FT. EAST OF ATLANTIC AVENUE	06/11	481
896.0	AVENUE A (WC)	300 FT. WEST OF ATLANTIC AVENUE	09/11	827
963.0	AVENUE A (WC)	100 FT. EAST OF LAKEVIEW DRIVE	06/11	1,450
959.0	AVENUE A (WC)	250 FT. EAST OF HIGHWAY 62	06/11	2,034
865.0	AVENUE G (WC)	150 FT. WEST OF ATLANTIC AVENUE	06/11	562
869.0	AVENUE G (WC)	250 FT. EAST OF DIVISION	09/11	2,697
871.0	AVENUE G (WC)	450 FT. WEST OF HIGHWAY 62	09/11	3,825
870.0	AVENUE G (WC)	250 FT. EAST OF HIGHWAY 62	09/11	3,927
887.0	AVENUE H (WC)	450 FT. EAST OF ATLANTIC AVENUE	09/11	573
889.1	AVENUE H (WC)	200 FT. EAST OF DIVISION	06/11	1,070
781.0	BALL ROAD	200 FT. EAST OF HIGHWAY 62	07/11	737
240.0	BATEMAN DRIVE	50 FT. EAST OF TABLE ROCK ROAD	08/10	1,490
538.0	BEAGLE ROAD	300 FT. EAST OF ANTIOCH ROAD	06/11	505
529.0	BEAGLE ROAD	375 FT. NORTH OF DODGE ROAD	06/11	512
71.0	BEALL LANE	150 FT. EAST OF OLD STAGE ROAD	07/10	1,610
76.0	BEALL LANE	125 FT. EAST OF FREELAND ROAD	07/10	2,290
79.0	BEALL LANE	300 FT. EAST OF HANLEY ROAD	07/10	3,833
78.0	BEALL LANE	150 FT. WEST OF HANLEY ROAD	08/10	3,940

Loc #	Road Name	Location	Date	Count
119.0	BEALL LANE	200 FT. WEST OF HIGHWAY 99	07/10	7,201
173.0	BEEBE ROAD	50 FT. WEST OF HAMRICK ROAD	08/10	1,556
1217.0	BEESON LANE	200 FT. WEST OF WAGNER CREEK ROAD	06/10	358
1426.0	BELLINGER LANE	150 FT. EAST OF STAGE ROAD SOUTH	07/10	2,634
1413.0	BELLINGER LANE	150 FT. WEST OF HULL ROAD	07/10	3,310
162.0	BIDDLE ROAD	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/10	7,958
161.0	BIDDLE ROAD	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/10	8,013
855.0	BIGHAM BROWN ROAD	350 FT. NORTH OF ANTELOPE ROAD	05/11	2,260
845.0	BIGHAM BROWN ROAD	175 FT. SOUTH OF ALTA VISTA ROAD	06/11	2,447
382.0	BLACKWELL ROAD	300 FT. EAST OF UPPER RIVER ROAD	06/11	2,939
334.0	BLACKWELL ROAD	300 FT. WEST OF TOLO ROAD	08/11	3,377
335.0	BLACKWELL ROAD	450 FT. EAST OF TOLO ROAD	07/11	4,410
776.0	BROPHY ROAD	300 FT. EAST OF REESE CREEK ROAD	07/11	264
770.0	BROPHY ROAD	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/11	418
766.0	BROWNSBORO-EAGLE POINT RD	300 FT. WEST OF HIGHWAY 140	08/11	606
768.0	BROWNSBORO-EAGLE POINT RD	50 FT. EAST OF BROPHY ROAD	07/11	685
771.0	BROWNSBORO-EAGLE POINT RD	150 FT. EAST OF REESE CREEK ROAD	06/11	1,292
772.0	BROWNSBORO-EAGLE POINT RD	200 FT. WEST OF REESE CREEK ROAD	07/11	2,543
758.0	BROWNSBORO-EAGLE POINT RD	100 FT. EAST OF OLD HIGHWAY 62	06/11	3,511
722.0	BUTTE FALLS ROAD	300 FT. WEST OF COBLEIGH ROAD	09/11	1,063
704.0	BUTTE FALLS ROAD	20 FT. EAST OF CATTLE GUARD #606	07/11	1,156
706.0	BUTTE FALLS ROAD	225 FT. WEST OF FIR STREET	07/11	1,172
726.0	BUTTE FALLS ROAD	900 FT. WEST OF CROWFOOT ROAD	07/11	1,631
729.0	BUTTE FALLS ROAD	1320 FT. SOUTHWEST OF MIDWAY STORE	07/11	1,821
734.0	BUTTE FALLS ROAD	300 FT. EAST OF HIGHWAY 62	07/11	1,929
730.0	BUTTE FALLS ROAD	50 FT. EAST OF REESE CREEK ROAD	07/11	2,020
684.0	BUTTE FALLS-FISH LAKE RD	100 FT. NORTH OF HIGHWAY 140	08/11	190
691.0	BUTTE FALLS-FISH LAKE RD	300 FT. WEST OF COOK ROAD	09/11	258
693.0	BUTTE FALLS-FISH LAKE RD	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	09/11	432
703.0	BUTTE FALLS-FISH LAKE RD	240 FT. SOUTHEAST OF LAUREL AVENUE	07/11	858
695.0	BUTTE FALLS-PROSPECT RD	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	09/11	322
678.0	BUTTE FALLS-PROSPECT RD	1050 FT. SOUTH OF RED BLANKET ROAD	07/11	356
674.0	BUTTE FALLS-PROSPECT RD	150 FT. EAST OF MILL CREEK DRIVE	07/11	1,067
1486.0	CADY ROAD	100 FT. EAST OF HIGHWAY 238	07/10	547
1489.0	CADY ROAD	100 FT. NORTHEAST OF STERLING CREEK ROAD	07/10	747
1254.0	CAMP BAKER ROAD	75 FT. WEST OF COLVER ROAD	06/10	968
1272.0	CARPENTER HILL ROAD	100 FT. EAST OF PIONEER ROAD	07/10	391
1268.0	CARPENTER HILL ROAD	100 FT. WEST OF VOORHIES ROAD	07/10	798
1103.0	CLAY STREET (NORTH)	50 FT. NORTH OF ASHLAND STREET	07/10	2,848
216.0	COKER BUTTE ROAD	300 FT. WEST OF FOOTHILL ROAD	07/10	1,149
1240.0	COLEMAN CREEK ROAD	150 FT. SOUTH OF PIONEER ROAD	06/10	855
1247.0	COLEMAN CREEK ROAD	150 FT. SOUTH OF CAMP BAKER ROAD	06/10	991
1265.0	COLEMAN CREEK ROAD	150 FT. SOUTH OF HOUSTON ROAD	07/10	1,446
1267.0	COLEMAN CREEK ROAD	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	06/10	2,238
1310.0	COLUMBUS AVENUE	75 FT. NORTH OF STAGE ROAD SOUTH	07/10	3,633
1256.0	COLVER ROAD	100 FT. NORTH OF CAMP BAKER ROAD	08/10	2,570
1230.0	COLVER ROAD	100 FT. SOUTH OF ADAMS ROAD	06/10	3,013
1233.0	COLVER ROAD	150 FT. SOUTH OF PIONEER ROAD	06/10	3,180
975.0	COREY ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	07/10	1,856
969.0	COREY ROAD	50 FT. EAST OF CRATER LAKE AVENUE	05/11	2,354
472.0	COVERED BRIDGE ROAD	300 FT. NORTH OF EAST EVANS CREEK ROAD	08/11	391
645.0	CROWFOOT ROAD	100 FT. NORTH OF BUTTE FALLS ROAD	08/11	288
639.0	CROWFOOT ROAD	500 FT. SOUTH OF HIGHWAY 62	07/11	307

Loc #	Road Name	Location	Date	Count
1129.0	CROWSON ROAD	150 FT. NORTH OF SISKIYOU BLVD.	07/10	1,545
1246.0	DARK HOLLOW ROAD	300 FT. WEST OF PIONEER ROAD	06/10	538
1296.0	DARK HOLLOW ROAD	100 FT. SOUTH OF PIONEER ROAD	06/10	827
1295.0	DARK HOLLOW ROAD	300 FT. NORTH OF PIONEER ROAD	06/10	1,664
1309.0	DARK HOLLOW ROAD	50 FT. SOUTH OF STAGE ROAD SOUTH	06/10	2,199
1170.0	DEAD INDIAN MEMORIAL RD	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	07/10	718
1169.0	DEAD INDIAN MEMORIAL RD	150 YDS. WEST OF HYATT PRAIRIE ROAD	07/10	862
1168.0	DEAD INDIAN MEMORIAL RD	200 YDS. SOUTHWEST OF COVE ROAD	07/10	1,156
1144.0	DEAD INDIAN MEMORIAL RD	350 YDS. NORTH OF HIGHWAY 66	07/10	2,388
932.0	DIVISION ROAD (WC)	100 FT. SOUTH OF ANTELOPE ROAD	06/11	938
940.0	DIVISION ROAD (WC)	150 FT. SOUTH OF AVENUE "G"	09/11	1,775
933.0	DIVISION ROAD (WC)	225 FT. NORTH OF ANTELOPE ROAD	06/11	3,727
525.0	DODGE ROAD	300 FT. WEST OF ANTIOCH ROAD	06/11	322
526.0	DODGE ROAD	375 FT. EAST OF ANTIOCH ROAD	06/11	635
530.0	DODGE ROAD	600 FT. WEST OF HIGHWAY 234	06/11	1,225
821.0	DRY CREEK ROAD	250 FT. SOUTHWEST OF ANTELOPE ROAD	06/11	826
1088.0	EAGLE MILL ROAD	300 FT. NORTHEAST OF OAK STREET	07/10	1,232
1057.0	EAGLE MILL ROAD	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	06/10	4,167
1087.0	EAGLE MILL ROAD	200 FT. WEST OF OAK STREET	06/10	4,178
820.0	EAST ANTELOPE ROAD	500 FT. EAST OF DRY CREEK ROAD	06/11	861
826.0	EAST ANTELOPE ROAD	400 FT. SOUTH OF YANKEE CREEK ROAD	05/11	1,583
830.0	EAST ANTELOPE ROAD	300 FT. SOUTH OF HIGHWAY 140	06/11	2,079
507.0	EAST EVANS CREEK ROAD	300 FT. WEST OF MEADOWS ROAD	08/11	216
475.0	EAST EVANS CREEK ROAD	150 FT. EAST OF SYKES CREEK ROAD	07/11	576
471.0	EAST EVANS CREEK ROAD	425 FT. EAST OF COVERED BRIDGE ROAD	08/11	1,012
470.0	EAST EVANS CREEK ROAD	100 FT. EAST OF PLEASANT CREEK ROAD	08/11	1,236
469.0	EAST EVANS CREEK ROAD	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/11	1,603
460.0	EAST EVANS CREEK ROAD	150 FT. NORTH OF MINTHORNE ROAD	07/11	2,479
459.0	EAST EVANS CREEK ROAD	150 FT. SOUTH OF MINTHORNE ROAD	07/11	3,148
431.0	EAST EVANS CREEK ROAD	2,800 FT. NORTH OF SHORT STREET	07/11	4,696
256.0	EAST GREGORY ROAD	75 FT. EAST OF TABLE ROCK ROAD	07/10	1,424
1131.0	EAST MAIN STREET (ASH)	75 YDS. NORTHWEST OF HIGHWAY 66	07/10	2,554
1102.0	EAST MAIN STREET (ASH)	75 YDS. WEST OF CLAY STREET	07/10	6,839
160.0	EAST PINE STREET	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	07/10	13,630
159.0	EAST PINE STREET	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/10	14,901
1064.0	EAST VALLEY VIEW ROAD	225 FT. EAST OF NORTH VALLEY VIEW ROAD	07/10	472
223.0	EAST VILAS ROAD	50 FT. EAST OF McLOUGHLIN DRIVE	07/10	1,797
234.0	EAST VILAS ROAD	225 FT. WEST OF HIGHWAY 62	07/10	13,790
637.0	ELK CREEK ROAD	1000 FT. NORTH OF HIGHWAY 62	07/11	331
941.0	FALCON STREET (WC)	50 FT. EAST OF DIVISION ROAD	08/11	2,126
1013.0	FERN VALLEY ROAD	150 FT. WEST OF PAYNE ROAD	06/10	1,411
1012.0	FERN VALLEY ROAD	300 FT. EAST OF NORTH PHOENIX ROAD	06/10	2,815
1008.0	FERN VALLEY ROAD	225 FT. EAST OF HIGHWAY 99	06/10	11,925
221.0	FOOTHILL ROAD	225 FT. NORTH OF EAST VILAS ROAD	07/10	5,136
218.0	FOOTHILL ROAD	225 FT. NORTH OF COKER BUTTE ROAD	07/10	6,472
403.0	FOOTHILLS BOULEVARD	600 FT. EAST OF FIELDER LANE	07/11	1,200
390.0	FOOTS CREEK ROAD	600 FT. SOUTH OF HIGHWAY 99	07/11	1,439
1226.0	FOSS ROAD	170 FT. WEST OF PEGGY LANE	07/10	678
175.0	GEBHARD ROAD	150 FT. SOUTH OF WILSON ROAD	07/10	578
318.0	GIBBON ROAD	50 FT. WEST OF UPTON ROAD	07/10	1,032
267.0	GIBBON ROAD	150 FT. WEST OF DOWNING ROAD	08/10	1,619
270.0	GIBBON ROAD	150 FT. WEST OF TABLE ROCK ROAD	08/10	1,940
958.0	GLADSTONE AVENUE (WC)	150 FT. SOUTH OF ANTELOPE ROAD	06/11	556

Loc #	Road Name	Location	Date	Count
945.0	GLADSTONE AVENUE (WC)	50 FT. SOUTH OF FALCON STREET	09/11	721
957.0	GLADSTONE AVENUE (WC)	50 FT. NORTH OF ANTELOPE ROAD	06/11	1,266
333.0	GOLD RAY ROAD	450 FT. NORTH OF BLACKWELL ROAD	08/11	475
101.0	GRANT ROAD	50 FT. NORTH OF TAYLOR ROAD	07/10	860
102.0	GRANT ROAD	150 FT. SOUTH OF TAYLOR ROAD	07/10	1,090
1288.0	GRIFFIN CREEK ROAD	225 FT. SOUTH OF GRIFFIN LANE	06/10	441
1284.0	GRIFFIN CREEK ROAD	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	06/10	1,141
1278.0	GRIFFIN CREEK ROAD	50 FT. NORTH OF PIONEER ROAD	06/10	2,648
1275.0	GRIFFIN CREEK ROAD	50 FT. SOUTH OF STAGE ROAD SOUTH	06/10	3,597
1289.0	GRIFFIN LANE	300 FT. WEST OF GRIFFIN CREEK ROAD	07/10	304
910.0	HALE WAY (WC)	50 FT. SOUTH OF ANTELOPE ROAD	06/11	560
913.0	HALE WAY (WC)	40 FT. SOUTH OF FALCON STREET	09/11	870
909.0	HALE WAY (WC)	50 FT. NORTH OF ANTELOPE ROAD	06/11	1,529
1483.0	HAMILTON ROAD	600 FT. SOUTH OF HIGHWAY 238	08/10	829
177.0	HAMRICK ROAD	150 FT. WEST OF TABLE ROCK ROAD	08/10	703
81.0	HANLEY ROAD	150 FT. SOUTH OF BEALL LANE	07/10	5,052
84.0	HANLEY ROAD	BETWEEN ROSS LANE INTERSECTIONS	07/10	6,249
86.0	HANLEY ROAD	75 FT. NORTH OF ROSSANLEY DRIVE	07/10	6,503
1260.0	HOUSTON ROAD	200 FT. WEST OF COLVER ROAD	08/10	1,710
1411.0	HULL ROAD	100 FT. SOUTH OF BELLINGER LANE	07/10	1,514
1412.0	HULL ROAD	75 FT. NORTH OF BELLINGER LANE	07/10	4,728
16.0	HUMBUG CREEK ROAD	300 FT. NORTH OF HIGHWAY 238	08/10	528
1171.0	HYATT PRAIRIE ROAD	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/10	584
605.0	INDIAN CREEK ROAD	300 FT. EAST OF HIGHWAY 62	07/11	297
1505.0	IRONWOOD DRIVE	400 FT. NORTHWEST OF REDWING DRIVE	09/11	94
1504.0	IRONWOOD DRIVE	100 FT. WEST OF WEDGEWOOD DRIVE	06/11	241
1503.0	IRONWOOD DRIVE	300 FT. WEST OF ROGUE RIVER DRIVE	06/11	382
227.0	JUSTICE ROAD	50 FT. WEST OF HIGHWAY 62	07/10	608
858.0	KERSHAW ROAD	300 FT. SOUTH OF ANTELOPE ROAD	05/11	3,999
859.0	KERSHAW ROAD	375 FT. SOUTH OF HIGHWAY 140	06/11	4,487
1304.0	KINGS HIGHWAY	150 FT. NORTH OF STAGE ROAD, SOUTH	06/10	2,549
799.0	LAKE CREEK LOOP	300 FT. SOUTHEAST OF HIGHWAY 140 (WEST INTERSECTION)	08/11	393
1508.0	LAMPMAN ROAD	500 FT. EAST OF ROGUE RIVER HIGHWAY	07/11	505
1509.0	LAMPMAN ROAD	200 FT. WEST OF GOLD HILL 99 SPUR	08/11	539
751.0	LINN ROAD	275 FT. EAST OF AGATE ROAD	08/11	826
751.1	LINN ROAD	500 FT. EAST OF DAHLIA TERRACE	06/11	966
1475.0	LITTLE APPLGATE ROAD	500 FT. EAST OF APPLGATE ROAD	07/10	573
30.0	LIVINGSTON ROAD	75 FT. WEST OF OLD STAGE ROAD	07/10	534
1059.0	LOWE ROAD	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	06/10	1,000
1388.0	MADRONA LANE	75 FT. WEST OF OAK GROVE ROAD	07/10	870
609.0	MAIN STREET (TRAIL)	150 FT. WEST OF HIGHWAY 227	07/11	300
608.0	MAIN STREET (TRAIL)	500 FT. WEST OF HIGHWAY 62	06/11	647
976.0	MCCLOUGHLIN DRIVE	25 FT. SOUTH OF COREY ROAD	07/10	809
981.0	MCCLOUGHLIN DRIVE	350 FT. NORTH OF EAST VILAS ROAD	07/10	1,254
506.0	MEADOWS ROAD	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	07/11	262
502.0	MEADOWS ROAD	1600 FT. NORTH OF SWEET LANE	06/11	551
484.0	MEADOWS ROAD	300 FT. NORTH OF HIGHWAY 234	06/11	690
833.0	MERIDIAN ROAD	615 FT. NORTH OF HIGHWAY 140	06/11	535
966.0	MERRY LANE	100 FT. EAST OF HIGHWAY 62	05/11	1,531
655.1	MILL CREEK DRIVE	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	09/11	249
673.0	MILL CREEK DRIVE	250 FT. SOUTH OF HIGHWAY 62	07/11	420
665.0	MILL CREEK DRIVE	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	09/11	443
662.0	MILL CREEK DRIVE	150 FT. EAST OF ULRICH ROAD	07/11	444

Loc #	Road Name	Location	Date	Count
668.0	MILL CREEK DRIVE	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	07/11	916
669.0	MILL CREEK DRIVE	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/11	1,298
457.0	MINTHORNE ROAD	850 FT. WEST OF EAST EVANS CREEK ROAD	08/11	735
518.0	MODOC ROAD	600 FT. NORTH OF ANTIOCH ROAD	06/11	1,409
519.0	MODOC ROAD	150 FT. SOUTH OF ANTIOCH ROAD	06/11	3,081
316.0	MODOC ROAD	150 FT. NORTH OF TABLE ROCK ROAD	06/11	3,602
1151.0	NEIL CREEK ROAD	50 YDS. SOUTHWEST OF HIGHWAY 66	07/10	526
1094.0	NEVADA STREET	100 FT. EAST OF MOUNTAIN AVENUE	06/10	815
756.0	NICK YOUNG ROAD	300 FT. EAST OF AGATE ROAD	08/11	1,263
20.0	NORTH APPLGATE ROAD	150 FT. NORTH OF HIGHWAY 238	07/10	694
1003.0	NORTH PHOENIX ROAD	225 FT. SOUTH OF COAL MINE ROAD	06/10	9,242
411.0	NORTH RIVER ROAD	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	07/11	1,174
407.0	NORTH RIVER ROAD	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/11	1,242
1066.0	NORTH VALLEY VIEW ROAD	75 FT. NORTH OF WEST VALLEY VIEW ROAD	06/10	1,268
1089.0	OAK STREET	300 FT. SOUTH OF EAGLE MILL ROAD	06/10	3,261
607.0	OLD FERRY ROAD	2640 FT. EAST OF HIGHWAY 62	07/11	585
739.0	OLD HWY 234	300 FT. WEST OF AGATE ROAD	06/11	1,333
1043.0	OLD PACIFIC HIGHWAY (TAL)	450 FT. WEST OF HIGHWAY 99	08/10	840
553.0	OLD SAMS VALLEY ROAD	500 FT. EAST OF RAMSEY ROAD	06/11	472
556.0	OLD SAMS VALLEY ROAD	150 FT. WEST OF DUGGAN ROAD	06/11	879
558.0	OLD SAMS VALLEY ROAD	100 FT. EAST OF PERRY ROAD	06/11	1,323
1507.0	OLD STAGE ROAD	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	07/11	265
1506.0	OLD STAGE ROAD	125 FT. WEST OF GOLD HILL 99 SPUR	06/11	856
45.0	OLD STAGE ROAD	50 FT. NORTH OF ROSS LANE	07/10	1,698
93.0	OLD STAGE ROAD	150 FT. NORTH OF BEALL LANE	07/10	2,171
98.0	OLD STAGE ROAD	300 FT. NORTH OF TAYLOR ROAD	07/10	2,178
366.0	OLD STAGE ROAD	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	06/11	2,209
28.0	OLD STAGE ROAD	150 FT. NORTH OF TAMI LANE	07/10	2,374
357.0	OLD STAGE ROAD	50 FT. NORTH OF SCENIC AVENUE	07/10	2,379
26.0	OLD STAGE ROAD	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	07/10	2,504
610.0	OLD TRAIL CREEK ROAD	900 FT. NORTH OF RAGSDALE ROAD	07/11	171
1313.0	ORCHARD HOME DRIVE	120 FT. SOUTH OF STAGE ROAD SOUTH	06/10	790
1319.0	ORCHARD HOME DRIVE	75 FT. NORTH OF STAGE ROAD SOUTH	06/10	886
1381.0	ORCHARD HOME DRIVE	100 FT. SOUTH OF SUNSET DRIVE	06/10	1,721
302.0	PACIFIC AVENUE (WC)	200 FT. NORTH OF ANTELOPE ROAD	06/11	2,448
1015.0	PAYNE ROAD	100 FT. NORTH OF FERN VALLEY ROAD	06/10	603
1030.0	PAYNE ROAD	150 FT. NORTH OF SUNCREST ROAD	06/10	633
1014.0	PAYNE ROAD	150 FT. SOUTH OF FERN VALLEY ROAD	06/10	1,092
231.0	PEACE LANE	200 FT. NORTH OF EAST VILAS ROAD	07/10	798
158.1	PENINGER ROAD	600 FT. NORTH OF EAST PINE STREET	08/10	1,983
496.0	PERRY ROAD	150 FT. NORTH OF OLD SAMS VALLEY ROAD	06/11	340
1245.0	PIONEER ROAD	100 FT. NORTH OF DARK HOLLOW ROAD	06/10	803
1280.0	PIONEER ROAD	100 FT. EAST OF GRIFFIN CREEK ROAD	06/10	919
1273.0	PIONEER ROAD	200 FT. SOUTH OF CARPENTER HILL ROAD	06/10	999
1298.0	PIONEER ROAD	100 FT. EAST OF DARK HOLLOW ROAD	06/10	1,271
1243.0	PIONEER ROAD	100 FT. WEST OF COLEMAN CREEK ROAD	07/10	1,286
1297.0	PIONEER ROAD	100 FT. WEST OF DARK HOLLOW ROAD	06/10	1,504
1235.0	PIONEER ROAD	150 FT. WEST OF COLVER ROAD	08/10	1,801
468.0	PLEASANT CREEK ROAD	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/11	677
464.0	PLEASANT CREEK ROAD (W. EVANS - END)	50 FT. NORTH OF WEST EVANS CREEK ROAD INTERSECTION	07/11	672
1454.0	POORMAN CREEK ROAD	75 FT. EAST OF STERLING CREEK ROAD	07/10	725
449.0	QUEENS BRANCH ROAD (EAST)	150 FT. EAST OF WEST EVANS CREEK ROAD	07/11	765

Loc #	Road Name	Location	Date	Count
448.0	QUEENS BRANCH ROAD (EAST)	300 FT. WEST OF EAST EVANS CREEK ROAD	07/11	1,107
450.0	QUEENS BRANCH ROAD (EAST)	300 FT. WEST OF EAST INTERSECTION OF W EVANS CREEK RD	07/11	1,342
612.0	RAGSDALE ROAD	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CREEK	07/11	489
552.0	RAMSEY ROAD	125 FT. NORTH OF HIGHWAY 234	09/11	403
677.0	RED BLANKET ROAD	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/11	424
778.0	REESE CREEK ROAD	100 FT. NORTH OF BALL ROAD	08/11	633
775.0	REESE CREEK ROAD	300 FT. WEST OF BROPHY ROAD	08/11	715
773.0	REESE CREEK ROAD	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/11	1,591
1145.0	REITEN DRIVE	200 YDS. SOUTHWEST OF HIGHWAY 66	07/10	660
853.0	RILEY ROAD	100 FT. SOUTH OF STEVENS ROAD	07/11	444
850.0	RILEY ROAD	1200 FT. NORTH OF ALTA VISTA ROAD	07/11	737
851.0	RILEY ROAD	400 FT. NORTH OF HIGHWAY 140	09/11	895
596.0	ROGUE RIVER DRIVE	700 FT. SOUTH OF LONG BRANCH ROAD	07/11	1,124
602.0	ROGUE RIVER DRIVE	100 FT. WEST OF DEER PARK LANE	07/11	1,427
738.0	ROGUE RIVER DRIVE	150 FT. NORTH OF HIGHWAY 234	06/11	1,963
603.0	ROGUE RIVER DRIVE	100 FT. WEST OF SHADY COVE PARK	07/11	2,169
604.0	ROGUE RIVER DRIVE	100 FT. WEST OF HIGHWAY 62	06/11	2,660
33.1	ROSS LANE	100 FT. WEST OF HILLSIDE DRIVE	07/10	724
34.0	ROSS LANE	100 FT. EAST OF HILLSIDE DRIVE	07/10	3,225
83.0	ROSS LANE	350 FT. WEST OF HANLEY ROAD	07/10	3,710
371.0	SARDINE CREEK ROAD	75 FT. NORTH OF HIGHWAY 99	06/11	774
388.0	SAVAGE CREEK ROAD	600 FT. SOUTH OF OLD HIGHWAY 99	08/11	605
354.0	SCENIC AVENUE	50 FT. WEST OF TOLO ROAD	07/10	1,152
347.0	SCENIC AVENUE	175 FT. WEST OF SEVEN OAKS ROAD	07/10	1,204
342.0	SCENIC AVENUE	200 FT. WEST OF HIGHWAY 99	07/10	1,679
1061.0	SOUTH VALLEY VIEW ROAD	200 FT. NORTH OF EAST ASHLAND LANE	06/10	2,288
1409.0	STAGE ROAD SOUTH	250 FT. WEST OF ARNOLD LANE	07/10	3,497
1402.0	STAGE ROAD SOUTH	75 FT. EAST OF FAIRLANE DRIVE	07/10	3,865
1396.0	STAGE ROAD SOUTH	225 FT. EAST OF GRIFFIN CREEK ROAD	06/10	4,020
1404.0	STAGE ROAD SOUTH	100 FT. WEST OF HULL ROAD	07/10	4,387
1311.0	STAGE ROAD SOUTH	150 FT. EAST OF ORCHARD HOME DRIVE	07/10	4,865
1391.0	STAGE ROAD SOUTH	125 FT. SOUTH OF SUNSET DRIVE	06/10	4,895
1428.0	STAGE ROAD SOUTH	300 FT. WEST OF BELLINGER LANE	07/10	5,526
1307.0	STAGE ROAD SOUTH	100 FT. EAST OF COLUMBUS AVENUE	06/10	6,112
1305.0	STAGE ROAD SOUTH	225 FT. EAST OF KINGS HIGHWAY	07/10	6,391
1302.0	STAGE ROAD SOUTH	300 FT. WEST OF VOORHIES ROAD	06/10	6,730
1299.0	STAGE ROAD SOUTH	225 FT. WEST OF HIGHWAY 99	06/10	7,220
1457.0	STERLING CREEK ROAD	100 FT. SOUTH OF POORMAN CREEK ROAD	07/10	673
1490.0	STERLING CREEK ROAD	50 FT. SOUTHEAST OF CADY ROAD	07/10	845
837.0	STEVENS ROAD	100 FT. EAST OF RILEY ROAD	06/11	862
838.0	STEVENS ROAD	100 FT. WEST OF RILEY ROAD	07/11	1,106
1028.0	SUNCREST ROAD	100 FT. EAST OF PAYNE ROAD	07/10	443
1031.0	SUNCREST ROAD	300 FT. SOUTH OF PAYNE ROAD	07/10	566
1039.0	SUNCREST ROAD	150 FT. NORTH OF WEST VALLEY VIEW ROAD	06/10	641
1379.0	SUNSET DRIVE	50 FT. EAST OF THOMAS ROAD	07/10	792
1378.0	SUNSET DRIVE	150 FT. WEST OF THOMAS ROAD	06/10	2,186
586.0	TABLE ROCK ROAD	300 FT. SOUTH OF HIGHWAY 234	06/11	1,778
315.0	TABLE ROCK ROAD	325 FT. WEST OF MODOC ROAD	06/11	2,874
313.0	TABLE ROCK ROAD	800 FT. NORTH OF KIRTLAND ROAD	06/11	7,002
311.0	TABLE ROCK ROAD	1060 FT. NORTH OF ANTELOPE ROAD	06/11	8,812
257.0	TABLE ROCK ROAD	225 FT. NORTH OF WEST GREGORY ROAD	07/10	14,718
242.0	TABLE ROCK ROAD	600 FT. NORTH OF WILSON ROAD	08/10	16,829
166.0	TABLE ROCK ROAD	750 FT. NORTH OF BIDDLE ROAD	08/10	18,461

Loc #	Road Name	Location	Date	Count
238.0	TABLE ROCK ROAD	150 FT. NORTH OF EAST VILAS ROAD	07/10	18,482
638.0	TAKELMA DRIVE	300 FT. NORTH OF HIGHWAY 62	07/11	534
27.0	TAMI LANE	150 FT. WEST OF OLD STAGE ROAD	07/10	368
100.0	TAYLOR ROAD	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	08/10	1,329
19.0	THOMPSON CREEK ROAD	300 FT. SOUTH OF HIGHWAY 238	07/10	837
1502.0	TILLER TRAIL HIGHWAY	900 FT. SOUTH RAGSDALE BUTTE ROAD	07/11	307
1501.0	TILLER TRAIL HIGHWAY	100 FT. SOUTH OF SWINGLE ROAD	07/11	396
1500.0	TILLER TRAIL HIGHWAY	300 FT. NORTH OF OLD 62	07/11	1,124
1135.0	TOLMAN CREEK ROAD	150 FT. SOUTH OF SISKIYOU BOULEVARD	07/10	1,509
332.0	TOLO ROAD	300 FT. SOUTH OF BLACKWELL ROAD	07/11	735
349.0	TOLO ROAD	100 FT. NORTH OF SCENIC AVENUE	08/10	772
575.0	TRESHAM LANE	400 FT. EAST OF HWY. 234	06/11	393
571.0	TRESHAM LANE	400 FT. WEST OF TABLE ROCK ROAD	06/11	660
386.0	UPPER RIVER ROAD	225 FT. NORTH OF BLACKWELL ROAD	06/11	479
317.0	UPTON ROAD	50 FT. SOUTH OF GIBBON ROAD	08/10	1,623
249.0	UPTON ROAD	150 FT. SOUTH OF WILSON ROAD	08/10	3,163
1301.0	VOORHIES ROAD	150 FT. SOUTH OF STAGE ROAD SOUTH	07/10	2,503
1194.0	WAGNER CREEK ROAD	50 FT. SOUTH OF YANK GULCH ROAD	07/10	899
1193.0	WAGNER CREEK ROAD	50 FT. NORTH OF YANK GULCH ROAD	06/10	1,483
1203.0	WAGNER CREEK ROAD	75 YDS. NORTH OF ANDERSON CREEK ROAD	06/10	2,480
1055.0	WAGNER CREEK ROAD	150 YDS. WEST OF RAPP ROAD	06/10	2,815
4.0	WAGON TRAIL DRIVE	300 FT. WEST OF HIGHWAY 238	07/10	442
1225.0	WALDEN LANE	100 FT. SOUTH OF COLVER ROAD	07/10	486
414.0	WARDS CREEK ROAD	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	08/11	1,597
308.0	WEST ANTELOPE ROAD	350 FT. WEST OF TABLE ROCK ROAD	06/11	3,228
453.0	WEST EVANS CREEK ROAD	900 FT. SOUTH OF QUEENS BRANCH ROAD	07/11	911
452.0	WEST EVANS CREEK ROAD	300 FT. NORTH OF QUEENS BRANCH ROAD	08/11	1,050
443.0	WEST EVANS CREEK ROAD	500 FT. SOUTH OF PINE GROVE ROAD	07/11	1,137
428.0	WEST EVANS CREEK ROAD	100 FT. NORTH OF LLOYELEN DRIVE	07/11	1,971
426.0	WEST EVANS CREEK ROAD	1,060 FT. NORTH OF WALNUT DRIVE	08/11	2,291
1285.0	WEST FORK GRIFFIN CR RD	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	06/10	1,486
259.1	WEST GREGORY ROAD	300 FT. WEST OF TABLE ROCK ROAD	08/10	1,074
1496.0	WEST MAIN STREET	200 FT. SOUTHEAST OF HANLEY ROAD	07/10	7,613
1496.1	WEST MAIN STREET	200 FT. WEST OF RENAULT AVENUE	07/10	8,815
113.0	WEST PINE STREET	100 FT. NORTHEAST OF RACHEL DRIVE	07/10	5,084
112.1	WEST PINE STREET	100 FT. SOUTHWEST OF GLENN WAY	07/10	6,709
1065.0	WEST VALLEY VIEW ROAD	150 FT. WEST OF NORTH VALLEY VIEW ROAD	07/10	683
1037.0	WEST VALLEY VIEW ROAD	75 FT. WEST OF SUNCREST ROAD	06/10	881
1038.0	WEST VALLEY VIEW ROAD	125 FT. SOUTH OF SUNCREST ROAD	06/10	912
239.0	WEST VILAS ROAD	400 FT. WEST OF TABLE ROCK ROAD	08/10	11,389
243.0	WILSON ROAD (MEDFORD)	300 FT. WEST OF TABLE ROCK ROAD	08/10	1,985
889.3	WILSON WAY (WC)	70 FT. SOUTH OF AVENUE F	09/11	530
889.2	WILSON WAY (WC)	50 FT. NORTH OF AVENUE H	09/11	722
1195.0	YANK GULCH ROAD	150 FT. WEST OF WAGNER CREEK ROAD	08/10	656
672.0	ZZ 01ST STREET (PROSPECT)	450 FT. WEST OF MILL CREEK DRIVE	07/11	526

ADT Web Report

Jackson County - October 2012

Road Name	MilePost	Location Description	Date	Count
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	07/18/2011	526
Adams RD	0.02	100 FT. WEST OF COLVER ROAD	07/23/2012	409
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/22/2011	3,719
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	05/31/2011	4,124
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	06/07/2011	3,520
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	06/06/2011	2,345
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/06/2011	2,231
Agate RD	7.00	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/13/2011	1,720
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	06/20/2011	3,046
Alta Vista RD	2.00	450 FT. WEST OF RILEY ROAD	06/01/2011	405
Anderson Creek RD	0.03	100 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	680
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	09/06/2011	12,928
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	06/14/2011	12,186
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	05/24/2011	8,052
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	09/12/2011	11,995
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/14/2011	7,538
Antelope RD	2.48	150 FT. EAST OF HALE WAY	06/14/2011	5,144
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	06/21/2011	2,227
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	06/20/2011	1,847
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	06/20/2011	2,534
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/06/2011	1,750
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	09/07/2011	1,821
Antioch RD	4.00	300 FT. NORTH OF DODGE ROAD	06/13/2011	1,376
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	08/22/2011	809
Applegate RD	0.20	1050 FT. SOUTH OF HIGHWAY 238	06/29/2012	2,902
Applegate RD	1.76	150 FT. SOUTH OF HAMILTON ROAD	07/24/2012	2,115
Applegate RD	2.91	550 FT. SOUTH OF LITTLE APPLGATE ROAD	06/29/2012	1,432
Applegate RD	9.13	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE RD	06/29/2012	900
Arnold LN	0.04	200 FT. SOUTH OF WEST MAIN STREET	07/24/2012	1,262
Arnold LN	1.05	125 FT. SOUTH OF BELLINGER LANE	06/26/2012	868
Atlantic AV	0.20	100 FT. NORTH OF AVENUE "A"	09/06/2011	501
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	09/12/2011	1,707
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	09/06/2011	1,039
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	06/21/2011	723
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	06/14/2011	2,034
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	06/21/2011	1,450
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	09/06/2011	827
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	06/21/2011	481
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	09/12/2011	3,825
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	09/06/2011	3,927

ADT Web Report

Jackson County - October 2012

Road Name	MilePost	Location Description	Date	Count
Avenue G	2.38	250 FT. EAST OF DIVISION	09/06/2011	2,697
Avenue G	3.30	150 FT. WEST OF ATLANTIC AVENUE	06/21/2011	562
Avenue H	0.75	450 FT. EAST OF ATLANTIC AVENUE	09/06/2011	573
Avenue H	1.63	200 FT. EAST OF DIVISION	06/21/2011	1,070
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	07/19/2011	737
Bateman DR	0.01	50 FT. EAST OF TABLE ROCK ROAD	08/20/2012	1,389
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	06/13/2011	512
Beagle RD	2.40	300 FT. EAST OF ANTIOCH ROAD	06/13/2011	505
Beall LN	1.55	200 FT. WEST OF HIGHWAY 99	07/10/2012	7,065
Beall LN	2.56	300 FT. EAST OF HANLEY ROAD	07/10/2012	3,821
Beall LN	2.65	150 FT. WEST OF HANLEY ROAD	07/10/2012	3,980
Beall LN	3.17	125 FT. EAST OF FREELAND ROAD	07/10/2012	2,465
Beall LN	3.50	150 FT. EAST OF OLD STAGE ROAD	07/10/2012	1,461
Beebe RD	0.01	50 FT. WEST OF HAMRICK ROAD	08/14/2012	1,621
Beeson LN	0.04	200 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	387
Bellinger LN	0.03	150 FT. WEST OF HULL ROAD	06/26/2012	3,266
Bellinger LN	1.93	150 FT. EAST OF STAGE ROAD SOUTH	06/26/2012	2,463
Biddle RD	1.48	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/20/2012	7,528
Biddle RD	1.481	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/20/2012	7,536
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	05/31/2011	2,260
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	06/20/2011	2,447
Blackwell RD	1.47	450 FT. EAST OF TOLO ROAD	07/12/2011	4,410
Blackwell RD	1.62	300 FT. WEST OF TOLO ROAD	08/29/2011	3,377
Blackwell RD	6.03	300 FT. EAST OF UPPER RIVER ROAD	06/06/2011	2,939
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/19/2011	418
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	07/19/2011	264
Brownsboro-Eagle Point RD	0.35	100 FT. EAST OF OLD HIGHWAY 62	06/20/2011	3,511
Brownsboro-Eagle Point RD	1.61	200 FT. WEST OF REESE CREEK ROAD	07/06/2011	2,543
Brownsboro-Eagle Point RD	1.68	150 FT. EAST OF REESE CREEK ROAD	06/20/2011	1,292
Brownsboro-Eagle Point RD	2.89	50 FT. EAST OF BROPHY ROAD	07/19/2011	685
Brownsboro-Eagle Point RD	5.91	300 FT. WEST OF HIGHWAY 140	08/30/2011	606
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	09/07/2011	322
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	07/05/2011	356
Butte Falls - Prospect RD	23.90	150 FT. EAST OF MILL CREEK DRIVE	07/05/2011	1,067
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	07/19/2011	1,929
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	07/19/2011	2,020
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	07/19/2011	1,821
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	07/19/2011	1,631
Butte Falls RD	12.50	300 FT. WEST OF COBLEIGH ROAD	09/12/2011	1,063
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	07/19/2011	1,156
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	07/19/2011	1,172
Butte Falls-Fish Lake RD	16.10	240 FT. SOUTHEAST OF LAUREL AVENUE	07/19/2011	858
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	09/12/2011	432

ADT Web Report

Jackson County - October 2012

Road Name	MilePost	Location Description	Date	Count
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	09/12/2011	258
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	08/30/2011	190
Cady RD	0.02	100 FT. EAST OF HIGHWAY 238	06/26/2012	515
Cady RD	0.54	100 FT. NORTHEAST OF STERLING CREEK ROAD	06/26/2012	722
Camp Baker RD	0.01	75 FT. WEST OF COLVER ROAD	07/23/2012	906
Carpenter Hill RD	0.02	100 FT. WEST OF VOORHIES ROAD	07/31/2012	737
Carpenter Hill RD	2.22	100 FT. EAST OF PIONEER ROAD	08/07/2012	371
Clay ST	0.01	50 FT. NORTH OF ASHLAND STREET	07/30/2012	2,762
Coker Butte RD	1.64	300 FT. WEST OF FOOTHILL ROAD	07/30/2012	1,129
Coleman Creek RD	0.12	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	07/31/2012	2,073
Coleman Creek RD	0.61	150 FT. SOUTH OF HOUSTON ROAD	07/30/2012	1,333
Coleman Creek RD	1.26	150 FT. SOUTH OF CAMP BAKER ROAD	07/30/2012	918
Coleman Creek RD	1.82	150 FT. SOUTH OF PIONEER ROAD	07/31/2012	776
Columbus AV	1.29	75 FT. NORTH OF STAGE ROAD SOUTH	08/14/2012	3,337
Colver RD	1.48	100 FT. SOUTH OF ADAMS ROAD	07/30/2012	2,996
Colver RD	2.14	150 FT. SOUTH OF PIONEER ROAD	07/23/2012	2,894
Colver RD	2.58	100 FT. NORTH OF CAMP BAKER ROAD	07/23/2012	2,468
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	05/31/2011	2,354
Corey RD	1.02	50 FT. EAST OF McLOUGHLIN DRIVE	07/30/2012	1,835
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	08/29/2011	391
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	07/18/2011	307
Crowfoot RD	7.70	100 FT. NORTH OF BUTTE FALLS ROAD	08/30/2011	288
Crowson RD	0.03	150 FT. NORTH OF SISKIYOU BLVD.	07/30/2012	1,657
Dark Hollow RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	08/13/2012	1,992
Dark Hollow RD	1.08	300 FT. NORTH OF PIONEER ROAD	08/13/2012	1,625
Dark Hollow RD	1.16	100 FT. SOUTH OF PIONEER ROAD	08/13/2012	759
Dark Hollow RD	4.63	300 FT. WEST OF PIONEER ROAD	07/31/2012	490
Dead Indian Memorial RD	0.20	350 YDS. NORTH OF HIGHWAY 66	07/16/2012	2,223
Dead Indian Memorial RD	7.09	200 YDS. SOUTHWEST OF COVE ROAD	07/16/2012	1,249
Dead Indian Memorial RD	17.08	150 YDS. WEST OF HYATT PRAIRIE ROAD	07/16/2012	831
Dead Indian Memorial RD	17.23	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	07/16/2012	682
Division RD	0.19	100 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	938
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/14/2011	3,727
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	09/06/2011	1,775
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	06/13/2011	1,225
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	06/13/2011	635
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/13/2011	322
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	06/01/2011	826
Eagle Mill RD	0.03	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	07/09/2012	4,447
Eagle Mill RD	1.70	200 FT. WEST OF OAK STREET	07/09/2012	4,457
Eagle Mill RD	1.80	300 FT. NORTHEAST OF OAK STREET	07/24/2012	1,306
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	06/20/2011	2,079
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	05/31/2011	1,583

ADT Web Report

Jackson County - October 2012

Road Name	MilePost	Location Description	Date	Count
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	06/01/2011	861
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	08/29/2011	216
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/12/2011	576
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	08/29/2011	1,012
East Evans Creek RD	22.60	100 FT. EAST OF PLEASANT CREEK ROAD	08/29/2011	1,236
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/12/2011	1,603
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/11/2011	2,479
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/11/2011	3,148
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/11/2011	4,696
East Gregory RD	0.01	75 FT. EAST OF TABLE ROCK ROAD	08/13/2012	1,396
East Main ST	0.04	75 YDS. NORTHWEST OF HIGHWAY 66	07/16/2012	2,596
East Main ST	1.19	75 YDS. WEST OF CLAY STREET	07/30/2012	7,035
East Pine ST	1.23	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/14/2012	13,929
East Pine ST	1.29	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/14/2012	15,291
East Valley View RD	0.04	225 FT. EAST OF NORTH VALLEY VIEW ROAD	07/24/2012	496
East Vilas RD	1.47	225 FT. WEST OF HIGHWAY 62	06/29/2012	13,271
East Vilas RD	2.54	50 FT. EAST OF McLOUGHLIN DRIVE	06/26/2012	1,868
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	07/05/2011	331
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	08/22/2011	2,126
Fern Valley RD	0.04	225 FT. EAST OF HIGHWAY 99	08/06/2012	12,894
Fern Valley RD	0.75	300 FT. EAST OF NORTH PHOENIX ROAD	08/06/2012	2,630
Fern Valley RD	2.18	150 FT. WEST OF PAYNE ROAD	07/24/2012	1,380
Foothill RD	3.12	225 FT. NORTH OF COKER BUTTE ROAD	06/26/2012	6,277
Foothill RD	4.24	225 FT. NORTH OF EAST VILAS ROAD	06/22/2012	5,232
Foothills BL	6.70	600 FT. EAST OF FIELDER LANE	07/11/2011	1,200
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	07/12/2011	1,439
Foss RD	0.11	170 FT. WEST OF PEGGY LANE	07/23/2012	620
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	07/26/2010	578
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	08/14/2012	595
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/03/2010	1,940
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,819
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/03/2010	1,619
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/13/2012	1,615
Gibbon RD	1.22	50 FT. WEST OF UPTON ROAD	09/13/2012	972
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	556
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/14/2011	1,266
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	09/12/2011	721
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	08/29/2011	475
Grant RD	0.81	150 FT. SOUTH OF TAYLOR ROAD	08/07/2012	996
Grant RD	0.85	50 FT. NORTH OF TAYLOR ROAD	08/07/2012	838
Griffin Creek RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	08/20/2012	3,420
Griffin Creek RD	1.00	50 FT. NORTH OF PIONEER ROAD	08/06/2012	2,434
Griffin Creek RD	1.31	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	08/06/2012	1,043

ADT Web Report

Jackson County - October 2012

Road Name	MilePost	Location Description	Date	Count
Griffin Creek RD	2.32	225 FT. SOUTH OF GRIFFIN LANE	08/06/2012	424
Griffin LN	0.06	300 FT. WEST OF GRIFFIN CREEK ROAD	08/06/2012	292
Hale WY	0.20	50 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	560
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/14/2011	1,529
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	09/12/2011	870
Hamilton RD	0.11	600 FT. SOUTH OF HIGHWAY 238	07/24/2012	770
Hamrick RD	1.60	150 FT. WEST OF TABLE ROCK ROAD	08/20/2012	739
Hanley RD	1.10	150 FT. SOUTH OF BEALL LANE	07/10/2012	4,814
Hanley RD	2.31	BETWEEN ROSS LANE INTERSECTIONS	07/17/2012	6,090
Hanley RD	2.58	75 FT. NORTH OF ROSSANLEY DRIVE	07/17/2012	6,214
Houston RD	0.04	200 FT. WEST OF COLVER ROAD	07/30/2012	1,818
Hull RD	3.12	75 FT. NORTH OF BELLINGER LANE	06/26/2012	4,748
Hull RD	3.15	100 FT. SOUTH OF BELLINGER LANE	07/30/2012	1,520
Humbug Creek RD	0.06	300 FT. NORTH OF HIGHWAY 238	06/29/2012	486
Hyatt Prairie RD	0.04	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/16/2012	546
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	07/18/2011	297
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	06/13/2011	382
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	06/13/2011	241
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	09/07/2011	94
Justice RD	0.01	50 FT. WEST OF HIGHWAY 62	06/22/2012	584
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	06/20/2011	4,487
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	05/31/2011	3,999
Kings Highway	1.37	150 FT. NORTH OF STAGE ROAD, SOUTH	06/22/2012	2,448
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	08/30/2011	393
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	08/29/2011	539
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	07/12/2011	505
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	06/20/2011	966
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	08/22/2011	826
Little Applegate RD	0.09	500 FT. EAST OF APPLGATE ROAD	06/29/2012	606
Livingston RD	0.01	75 FT. WEST OF OLD STAGE ROAD	07/17/2012	499
Lowe RD	0.03	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	07/30/2012	924
Madrona LN	0.01	75 FT. WEST OF OAK GROVE ROAD	06/26/2012	948
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	06/27/2011	647
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	07/05/2011	300
McLoughlin DR	0.01	25 FT. SOUTH OF COREY ROAD	06/22/2012	754
McLoughlin DR	1.69	350 FT. NORTH OF EAST VILAS ROAD	07/30/2012	1,185
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	06/13/2011	690
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/13/2011	551
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	07/12/2011	262
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	06/01/2011	535
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	05/31/2011	1,531
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	09/07/2011	249
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	07/05/2011	444

ADT Web Report

Jackson County - October 2012

Road Name	MilePost	Location Description	Date	Count
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	09/12/2011	443
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	07/18/2011	916
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05/2011	1,298
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	07/05/2011	420
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	08/29/2011	735
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	06/07/2011	3,602
Modoc RD	1.80	150 FT. SOUTH OF ANTIOCH ROAD	06/06/2011	3,081
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/06/2011	1,409
Neil Creek RD	0.03	50 YDS. SOUTHWEST OF HIGHWAY 66	07/16/2012	505
Nevada ST	2.62	100 FT. EAST OF MOUNTAIN AVENUE	07/09/2012	840
Nick Young RD	2.10	300 FT. EAST OF AGATE ROAD	08/22/2011	1,263
North Applegate RD	11.69	150 FT. NORTH OF HIGHWAY 238	06/29/2012	655
North Phoenix RD	1.78	225 FT. SOUTH OF COAL MINE ROAD	08/06/2012	8,437
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	07/12/2011	1,174
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/11/2011	1,242
North Valley View RD	1.02	75 FT. NORTH OF WEST VALLEY VIEW ROAD	07/24/2012	1,184
Oak ST	0.06	300 FT. SOUTH OF EAGLE MILL ROAD	07/09/2012	3,384
Old Ferry RD	0.50	2640 FT. EAST OF HIGHWAY 62	07/06/2011	585
Old Hwy 234	0.10	300 FT. WEST OF AGATE ROAD	06/13/2011	1,333
Old Pacific Highway	0.09	450 FT. WEST OF HIGHWAY 99	07/23/2012	781
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	06/13/2011	1,323
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	06/13/2011	879
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	06/13/2011	472
Old Stage RD	0.47	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	06/26/2012	2,363
Old Stage RD	1.49	150 FT. NORTH OF TAMI LANE	07/17/2012	2,228
Old Stage RD	2.62	50 FT. NORTH OF ROSS LANE	07/17/2012	1,551
Old Stage RD	3.91	150 FT. NORTH OF BEALL LANE	07/10/2012	1,986
Old Stage RD	4.79	300 FT. NORTH OF TAYLOR ROAD	08/07/2012	2,138
Old Stage RD	6.13	50 FT. NORTH OF SCENIC AVENUE	08/07/2012	2,530
Old Stage RD	10.76	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	06/06/2011	2,209
Old Stage RD	10.84	125 FT. WEST OF GOLD HILL 99 SPUR	06/06/2011	856
Old Stage RD	12.99	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	07/12/2011	265
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	07/05/2011	171
Orchard Home DR	0.72	100 FT. SOUTH OF SUNSET DRIVE	07/24/2012	1,802
Orchard Home DR	1.19	75 FT. NORTH OF STAGE ROAD SOUTH	08/14/2012	958
Orchard Home DR	1.22	120 FT. SOUTH OF STAGE ROAD SOUTH	08/14/2012	4,436
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	06/07/2011	2,448
Payne RD	0.03	150 FT. NORTH OF SUNCREST ROAD	07/30/2012	574
Payne RD	1.71	150 FT. SOUTH OF FERN VALLEY ROAD	07/24/2012	990
Payne RD	1.76	100 FT. NORTH OF FERN VALLEY ROAD	07/09/2012	580
Peace LN	0.04	200 FT. NORTH OF EAST VILAS ROAD	06/22/2012	782
Peninger RD	0.11	600 FT. NORTH OF EAST PINE STREET	08/14/2012	2,097
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	06/13/2011	340

ADT Web Report

Jackson County - October 2012

Road Name	MilePost	Location Description	Date	Count
Pioneer RD	0.03	150 FT. WEST OF COLVER ROAD	07/23/2012	1,655
Pioneer RD	1.27	100 FT. WEST OF COLEMAN CREEK ROAD	07/31/2012	1,195
Pioneer RD	1.93	100 FT. NORTH OF DARK HOLLOW ROAD	07/31/2012	739
Pioneer RD	4.08	200 FT. SOUTH OF CARPENTER HILL ROAD	08/07/2012	967
Pioneer RD	4.50	100 FT. EAST OF DARK HOLLOW ROAD	08/07/2012	1,231
Pioneer RD	4.54	100 FT. WEST OF DARK HOLLOW ROAD	08/20/2012	1,576
Pioneer RD	5.37	100 FT. EAST OF GRIFFIN CREEK ROAD	08/06/2012	897
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/12/2011	677
Pleasant Creek RD	10.27	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/11/2011	672
Poorman Creek RD	4.03	75 FT. EAST OF STERLING CREEK ROAD	08/06/2012	698
Queens Branch RD	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/11/2011	1,107
Queens Branch RD	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/11/2011	765
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	07/05/2011	489
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	09/07/2011	403
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05/2011	424
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/06/2011	1,591
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	08/30/2011	715
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	08/30/2011	633
Reiten DR	0.11	200 YDS. SOUTHWEST OF HIGHWAY 66	07/16/2012	674
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	09/06/2011	895
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD	07/19/2011	737
Riley RD	2.80	100 FT. SOUTH OF STEVENS ROAD	07/06/2011	444
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	06/13/2011	1,963
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	07/18/2011	1,124
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	07/18/2011	1,427
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	07/18/2011	2,169
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	06/27/2011	2,660
Ross LN	1.21	350 FT. WEST OF HANLEY ROAD	07/17/2012	3,499
Ross LN	1.98	100 FT. EAST OF HILLSIDE DRIVE	07/17/2012	2,944
Ross LN	2.02	100 FT. WEST OF HILLSIDE DRIVE	07/17/2012	699
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	06/06/2011	774
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	08/29/2011	605
Scenic AV	0.76	200 FT. WEST OF HIGHWAY 99	08/07/2012	1,819
Scenic AV	1.14	175 FT. WEST OF SEVEN OAKS ROAD	08/07/2012	1,281
Scenic AV	2.54	50 FT. WEST OF TOLO ROAD	08/07/2012	1,173
South Stage RD	0.04	225 FT. WEST OF HIGHWAY 99	07/31/2012	6,787
South Stage RD	0.30	300 FT. WEST OF VOORHIES ROAD	07/31/2012	6,278
South Stage RD	1.89	225 FT. EAST OF KINGS HIGHWAY	06/22/2012	6,056
South Stage RD	2.48	100 FT. EAST OF COLUMBUS AVENUE	08/14/2012	5,960
South Stage RD	2.90	150 FT. EAST OF ORCHARD HOME DRIVE	08/14/2012	4,436
South Stage RD	3.40	225 FT. EAST OF GRIFFIN CREEK ROAD	08/14/2012	3,688
South Stage RD	3.70	125 FT. SOUTH OF SUNSET DRIVE	06/22/2012	4,960
South Stage RD	3.80	75 FT. EAST OF FAIRLANE DRIVE	06/22/2012	3,917

ADT Web Report

Jackson County - October 2012

Road Name	MilePost	Location Description	Date	Count
South Stage RD	3.98	100 FT. WEST OF HULL ROAD	06/26/2012	4,263
South Stage RD	5.11	250 FT. WEST OF ARNOLD LANE	06/26/2012	3,379
South Stage RD	6.09	300 FT. WEST OF BELLINGER LANE	07/24/2012	5,416
South Valley View RD	0.65	200 FT. NORTH OF EAST ASHLAND LANE	07/09/2012	2,188
Sterling Creek RD	0.01	50 FT. SOUTHEAST OF CADY ROAD	07/24/2012	784
Sterling Creek RD	1.27	100 FT. SOUTH OF POORMAN CREEK ROAD	08/06/2012	616
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	06/20/2011	862
Stevens RD	4.80	100 FT. WEST OF RILEY ROAD	07/06/2011	1,106
Suncrest RD	0.83	300 FT. SOUTH OF PAYNE ROAD	07/09/2012	530
Suncrest RD	0.91	100 FT. EAST OF PAYNE ROAD	07/09/2012	401
Suncrest RD	2.33	150 FT. NORTH OF WEST VALLEY VIEW ROAD	07/09/2012	586
Sunset DR	0.25	150 FT. WEST OF THOMAS ROAD	06/22/2012	2,359
Sunset DR	0.29	50 FT. EAST OF THOMAS ROAD	06/22/2012	764
Table Rock RD	2.42	750 FT. NORTH OF BIDDLE ROAD	08/20/2012	19,662
Table Rock RD	3.07	150 FT. NORTH OF EAST VILAS ROAD	08/22/2012	18,266
Table Rock RD	3.66	600 FT. NORTH OF WILSON ROAD	08/22/2012	16,933
Table Rock RD	4.59	225 FT. NORTH OF WEST GREGORY ROAD	08/13/2012	14,545
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	06/07/2011	8,812
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	06/07/2011	7,002
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	06/06/2011	2,874
Table Rock RD	11.94	300 FT. SOUTH OF HIGHWAY 234	06/13/2011	1,778
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	07/18/2011	534
Tami LN	0.03	150 FT. WEST OF OLD STAGE ROAD	07/12/2012	346
Taylor RD	0.84	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	08/07/2012	1,307
Thompson Creek RD	0.06	300 FT. SOUTH OF HIGHWAY 238	07/16/2012	804
Tiller-Trail HY	41.79	900 FT. SOUTH RAGSDALE BUTTE ROAD	07/18/2011	307
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	07/18/2011	396
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	07/18/2011	1,124
Tolman Creek RD	1.25	150 FT. SOUTH OF SISKIYOU BOULEVARD	07/10/2012	1,588
Tolo RD	0.02	100 FT. NORTH OF SCENIC AVENUE	08/07/2012	733
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	07/12/2011	735
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/13/2011	660
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/13/2011	393
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	06/06/2011	479
Upton RD	1.04	150 FT. SOUTH OF WILSON ROAD	08/13/2012	3,165
Upton RD	1.83	50 FT. SOUTH OF GIBBON ROAD	08/13/2012	1,612
Voorhies RD	0.03	150 FT. SOUTH OF STAGE ROAD SOUTH	07/31/2012	2,394
Wagner Creek RD	1.04	150 YDS. WEST OF RAPP ROAD	07/23/2012	2,660
Wagner Creek RD	1.81	75 YDS. NORTH OF ANDERSON CREEK ROAD	07/23/2012	2,267
Wagner Creek RD	2.46	50 FT. NORTH OF YANK GULCH ROAD	07/23/2012	1,365
Wagner Creek RD	2.48	50 FT. SOUTH OF YANK GULCH ROAD	07/23/2012	833
Wagon Trail DR	0.06	300 FT. WEST OF HIGHWAY 238	06/26/2012	424
Walden LN	0.02	100 FT. SOUTH OF COLVER ROAD	07/23/2012	478

ADT Web Report

Jackson County - October 2012

Road Name	MilePost	Location Description	Date	Count
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD @ CITY LIMITS	08/29/2011	1,597
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	06/07/2011	3,228
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	08/29/2011	2,291
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/11/2011	1,971
West Evans Creek RD	5.50	500 FT. SOUTH OF PINE GROVE ROAD	07/11/2011	1,137
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	07/11/2011	911
West Evans Creek RD	7.64	300 FT. NORTH OF QUEENS BRANCH ROAD	08/29/2011	1,050
West Fork Griffin Creek RD	0.06	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	08/06/2012	1,366
West Gregory RD	0.68	300 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,092
West Main ST	0.90	200 FT. WEST OF RENAULT AVENUE	07/17/2012	8,504
West Main ST	2.52	200 FT. SOUTHEAST OF HANLEY ROAD	07/30/2012	7,388
West Pine ST	0.24	100 FT. SOUTHWEST OF GLENN WAY	07/16/2012	6,849
West Pine ST	0.58	100 FT. NORTHEAST OF RACHEL DRIVE	07/30/2012	4,997
West Valley View RD	0.93	75 FT. WEST OF SUNCREST ROAD	07/09/2012	878
West Valley View RD	0.96	125 FT. SOUTH OF SUNCREST ROAD	07/09/2012	919
West Valley View RD	2.47	150 FT. WEST OF NORTH VALLEY VIEW ROAD	07/09/2012	705
West Vilas RD	0.06	400 FT. WEST OF TABLE ROCK ROAD	08/20/2012	12,347
Wilson RD	0.06	300 FT. WEST OF TABLE ROCK ROAD	08/20/2012	1,965
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	09/12/2011	530
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	09/12/2011	722
Yank Gulch RD	0.03	150 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	599

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	07/18/2011	526
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	08/13/2013	567
Adams RD	0.02	100 FT. WEST OF COLVER ROAD	07/23/2012	409
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/22/2011	3,719
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/19/2013	3,740
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	08/19/2013	4,482
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	05/31/2011	4,124
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	06/07/2011	3,520
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	08/06/2013	3,756
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	06/19/2013	2,271
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	06/06/2011	2,345
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/06/2011	2,231
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/19/2013	2,427
Agate RD	7	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/25/2013	1,802
Agate RD	7	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/13/2011	1,720
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	07/16/2013	3,037
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	06/20/2011	3,046
Alta Vista RD	2	450 FT. WEST OF RILEY ROAD	06/01/2011	405
Alta Vista RD	2	450 FT. WEST OF RILEY ROAD	07/29/2013	435
Anderson Creek RD	0.03	100 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	680
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	09/06/2011	12,928
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	08/12/2013	13,550
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	06/14/2011	12,186
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	06/18/2013	12,119
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	05/24/2011	8,052
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	06/18/2013	8,703
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	09/12/2011	11,995
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	06/18/2013	10,799
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/14/2011	7,538
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/18/2013	7,452
Antelope RD	2.48	150 FT. EAST OF HALE WAY	06/18/2013	4,999
Antelope RD	2.48	150 FT. EAST OF HALE WAY	06/14/2011	5,144
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	06/21/2011	2,227
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	08/06/2013	2,162
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	06/20/2011	1,847
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	08/26/2013	1,828
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	08/12/2013	2,367
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	06/20/2011	2,534
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/06/2011	1,750
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/19/2013	1,734

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	07/23/2013	1,684
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	09/07/2011	1,821
Antioch RD	4	300 FT. NORTH OF DODGE ROAD	06/13/2011	1,376
Antioch RD	4	300 FT. NORTH OF DODGE ROAD	07/23/2013	1,374
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	08/22/2011	809
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	06/24/2013	788
Applegate RD	0.2	1050 FT. SOUTH OF HIGHWAY 238	06/29/2012	2,902
Applegate RD	1.76	150 FT. SOUTH OF HAMILTON ROAD	07/24/2012	2,115
Applegate RD	2.91	550 FT. SOUTH OF LITTLE APPLGATE ROAD	06/29/2012	1,432
Applegate RD	9.13	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE RD	06/29/2012	900
Arnold LN	0.04	200 FT. SOUTH OF WEST MAIN STREET	07/24/2012	1,262
Arnold LN	1.05	125 FT. SOUTH OF BELLINGER LANE	06/26/2012	868
Atlantic AV	0.2	100 FT. NORTH OF AVENUE "A"	09/06/2011	501
Atlantic AV	0.2	100 FT. NORTH OF AVENUE "A"	08/26/2013	470
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	08/26/2013	1,688
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	09/12/2011	1,707
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	09/06/2011	1,039
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	08/26/2013	1,016
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	08/26/2013	764
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	06/21/2011	723
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	06/14/2011	2,034
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	08/19/2013	2,063
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	08/27/2013	1,392
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	06/21/2011	1,450
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	09/06/2011	827
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	08/27/2013	835
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	08/27/2013	484
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	06/21/2011	481
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	09/12/2011	3,825
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	08/06/2013	4,049
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	08/06/2013	3,942
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	09/06/2011	3,927
Avenue G	2.38	250 FT. EAST OF DIVISION	09/06/2011	2,697
Avenue G	2.38	250 FT. EAST OF DIVISION	08/06/2013	2,717
Avenue G	3.3	150 FT. WEST OF ATLANTIC AVENUE	06/21/2011	562
Avenue G	3.3	150 FT. WEST OF ATLANTIC AVENUE	08/27/2013	545
Avenue H	0.5	450 FT. EAST OF ATLANTIC AVENUE	08/27/2013	557
Avenue H	0.5	450 FT. EAST OF ATLANTIC AVENUE	09/06/2011	573
Avenue H	1.4	200 FT. EAST OF DIVISION	06/21/2011	1,070
Avenue H	1.4	200 FT. EAST OF DIVISION	08/27/2013	1,095
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	07/19/2011	737
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	07/15/2013	805
Bateman DR	0.01	50 FT. EAST OF TABLE ROCK ROAD	08/20/2012	1,389

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	06/13/2011	512
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	07/23/2013	497
Beagle RD	2.4	300 FT. EAST OF ANTIOCH ROAD	04/23/2013	496
Beagle RD	2.4	300 FT. EAST OF ANTIOCH ROAD	06/13/2011	505
Beall LN	1.55	200 FT. WEST OF HIGHWAY 99	07/10/2012	7,065
Beall LN	2.56	300 FT. EAST OF HANLEY ROAD	07/10/2012	3,821
Beall LN	2.65	150 FT. WEST OF HANLEY ROAD	07/10/2012	3,980
Beall LN	3.17	125 FT. EAST OF FREELAND ROAD	07/10/2012	2,465
Beall LN	3.5	150 FT. EAST OF OLD STAGE ROAD	07/10/2012	1,461
Beebe RD	0.01	50 FT. WEST OF HAMRICK ROAD	08/14/2012	1,621
Beeson LN	0.04	200 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	387
Bellinger LN	0.03	150 FT. WEST OF HULL ROAD	06/26/2012	3,266
Bellinger LN	1.93	150 FT. EAST OF STAGE ROAD SOUTH	06/26/2012	2,463
Biddle RD	1.48	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/20/2012	7,528
Biddle RD	1.481	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/20/2012	7,536
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	05/31/2011	2,260
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	08/27/2013	2,341
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	07/30/2013	2,225
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	06/20/2011	2,447
Blackwell RD	1.47	450 FT. EAST OF TOLO ROAD	08/29/2013	4,446
Blackwell RD	1.47	450 FT. EAST OF TOLO ROAD	07/12/2011	4,410
Blackwell RD	1.62	300 FT. WEST OF TOLO ROAD	08/06/2013	3,457
Blackwell RD	1.62	300 FT. WEST OF TOLO ROAD	08/29/2011	3,377
Blackwell RD	6.03	300 FT. EAST OF UPPER RIVER ROAD	06/06/2011	2,939
Blackwell RD	6.03	300 FT. EAST OF UPPER RIVER ROAD	08/05/2013	2,765
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/19/2011	418
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/15/2013	438
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	07/15/2013	289
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	07/19/2011	264
Brownsboro-Eagle Point RD	0.35	100 FT. EAST OF OLD HIGHWAY 62	06/20/2011	3,511
Brownsboro-Eagle Point RD	0.35	100 FT. EAST OF OLD HIGHWAY 62	07/30/2013	3,585
Brownsboro-Eagle Point RD	1.61	200 FT. WEST OF REESE CREEK ROAD	07/30/2013	2,350
Brownsboro-Eagle Point RD	1.61	200 FT. WEST OF REESE CREEK ROAD	07/06/2011	2,543
Brownsboro-Eagle Point RD	1.68	150 FT. EAST OF REESE CREEK ROAD	07/30/2013	1,187
Brownsboro-Eagle Point RD	1.68	150 FT. EAST OF REESE CREEK ROAD	06/20/2011	1,292
Brownsboro-Eagle Point RD	2.89	50 FT. EAST OF BROPHY ROAD	07/19/2011	685
Brownsboro-Eagle Point RD	2.89	50 FT. EAST OF BROPHY ROAD	07/15/2013	668
Brownsboro-Eagle Point RD	5.91	300 FT. WEST OF HIGHWAY 140	07/09/2013	612
Brownsboro-Eagle Point RD	5.91	300 FT. WEST OF HIGHWAY 140	08/30/2011	606
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	09/07/2011	322
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	07/09/2013	337
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	08/13/2013	375
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	07/05/2011	356

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Butte Falls - Prospect RD	23.9	150 FT. EAST OF MILL CREEK DRIVE	07/05/2011	1,067
Butte Falls - Prospect RD	23.9	150 FT. EAST OF MILL CREEK DRIVE	08/13/2013	1,098
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	07/19/2011	1,929
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	08/29/2013	2,065
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	07/15/2013	2,074
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	07/19/2011	2,020
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	07/15/2013	1,768
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	07/19/2011	1,821
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	07/19/2011	1,631
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	07/15/2013	1,746
Butte Falls RD	12.5	300 FT. WEST OF COBLEIGH ROAD	07/15/2013	1,182
Butte Falls RD	12.5	300 FT. WEST OF COBLEIGH ROAD	09/12/2011	1,063
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	07/19/2011	1,156
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	07/15/2013	1,237
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	08/29/2013	1,202
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	07/19/2011	1,172
Butte Falls-Fish Lake RD	16.1	240 FT. SOUTHEAST OF LAUREL AVENUE	07/19/2011	858
Butte Falls-Fish Lake RD	16.1	240 FT. SOUTHEAST OF LAUREL AVENUE	07/09/2013	922
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	07/09/2013	472
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	09/12/2011	432
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	09/12/2011	258
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	07/09/2013	279
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	07/09/2013	175
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	08/30/2011	190
Cady RD	0.02	100 FT. EAST OF HIGHWAY 238	06/26/2012	515
Cady RD	0.54	100 FT. NORTHEAST OF STERLING CREEK ROAD	06/26/2012	722
Camp Baker RD	0.01	75 FT. WEST OF COLVER ROAD	07/23/2012	906
Carpenter Hill RD	0.02	100 FT. WEST OF VOORHIES ROAD	07/31/2012	737
Carpenter Hill RD	2.22	100 FT. EAST OF PIONEER ROAD	08/07/2012	371
Clay ST	0.01	50 FT. NORTH OF ASHLAND STREET	07/30/2012	2,762
Coker Butte RD	1.64	300 FT. WEST OF FOOTHILL ROAD	07/30/2012	1,129
Coleman Creek RD	0.12	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	07/31/2012	2,073
Coleman Creek RD	0.61	150 FT. SOUTH OF HOUSTON ROAD	07/30/2012	1,333
Coleman Creek RD	1.26	150 FT. SOUTH OF CAMP BAKER ROAD	07/30/2012	918
Coleman Creek RD	1.82	150 FT. SOUTH OF PIONEER ROAD	07/31/2012	776
Columbus AV	1.29	75 FT. NORTH OF STAGE ROAD SOUTH	08/14/2012	3,337
Colver RD	1.48	100 FT. SOUTH OF ADAMS ROAD	07/30/2012	2,996
Colver RD	2.14	150 FT. SOUTH OF PIONEER ROAD	07/23/2012	2,894
Colver RD	2.58	100 FT. NORTH OF CAMP BAKER ROAD	07/23/2012	2,468
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	05/31/2011	2,354
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	06/18/2013	2,481
Corey RD	1.02	50 FT. EAST OF McLOUGHLIN DRIVE	07/30/2012	1,835
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	08/29/2011	391

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	07/29/2013	393
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	06/24/2013	344
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	07/18/2011	307
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	06/24/2013	344
Crowfoot RD	7.7	100 FT. NORTH OF BUTTE FALLS ROAD	07/15/2013	307
Crowfoot RD	7.7	100 FT. NORTH OF BUTTE FALLS ROAD	08/30/2011	288
Crowson RD	0.03	150 FT. NORTH OF SISKIYOU BLVD.	07/30/2012	1,657
Dark Hollow RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	08/13/2012	1,992
Dark Hollow RD	1.08	300 FT. NORTH OF PIONEER ROAD	08/13/2012	1,625
Dark Hollow RD	1.16	100 FT. SOUTH OF PIONEER ROAD	08/13/2012	759
Dark Hollow RD	4.63	300 FT. WEST OF PIONEER ROAD	07/31/2012	490
Dead Indian Memorial RD	0.2	1050 FT. NORTH OF HIGHWAY 66	07/16/2012	2,223
Dead Indian Memorial RD	7.09	600 FT. SOUTHWEST OF COVE ROAD	07/16/2012	1,249
Dead Indian Memorial RD	17.08	450 FT. WEST OF HYATT PRAIRIE ROAD	07/16/2012	831
Dead Indian Memorial RD	17.23	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	07/16/2012	682
Division RD	0.19	100 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	938
Division RD	0.19	100 FT. SOUTH OF ANTELOPE ROAD	06/18/2013	882
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/18/2013	3,494
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/14/2011	3,727
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	09/06/2011	1,775
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	08/12/2013	1,666
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	06/13/2011	1,225
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	06/25/2013	1,219
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	06/13/2011	635
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	07/22/2013	629
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/13/2011	322
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/25/2013	321
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	06/01/2011	826
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	08/20/2013	748
Eagle Mill RD	0.03	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	07/09/2012	4,447
Eagle Mill RD	1.7	200 FT. WEST OF OAK STREET	07/09/2012	4,457
Eagle Mill RD	1.8	300 FT. NORTHEAST OF OAK STREET	07/24/2012	1,306
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	08/20/2013	2,095
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	06/20/2011	2,079
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	05/31/2011	1,583
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	08/20/2013	1,606
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	06/01/2011	861
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	08/20/2013	901
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	08/29/2011	216
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	07/16/2013	211
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/10/2013	570
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/12/2011	576
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	07/22/2013	1,040

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	08/29/2011	1,012
East Evans Creek RD	22.6	100 FT. EAST OF PLEASANT CREEK ROAD	07/22/2013	1,284
East Evans Creek RD	22.6	100 FT. EAST OF PLEASANT CREEK ROAD	08/29/2011	1,236
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/12/2011	1,603
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/29/2013	1,780
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/29/2013	2,503
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/11/2011	2,479
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/11/2011	3,148
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/22/2013	2,968
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/10/2013	4,715
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/11/2011	4,696
East Gregory RD	0.01	75 FT. EAST OF TABLE ROCK ROAD	08/13/2012	1,396
East Main ST	0.04	225 FT. NORTHWEST OF HIGHWAY 66	07/16/2012	2,596
East Main ST	1.19	225 FT. WEST OF CLAY STREET	07/30/2012	7,035
East Pine ST	1.23	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/14/2012	13,929
East Pine ST	1.29	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/14/2012	15,291
East Valley View RD	0.04	225 FT. EAST OF NORTH VALLEY VIEW ROAD	07/24/2012	496
East Vilas RD	1.47	225 FT. WEST OF HIGHWAY 62	06/29/2012	13,271
East Vilas RD	2.54	50 FT. EAST OF McLOUGHLIN DRIVE	06/26/2012	1,868
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	07/05/2011	331
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	06/19/2013	329
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	08/22/2011	2,126
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	08/12/2013	2,102
Fern Valley RD	0.04	225 FT. EAST OF HIGHWAY 99	08/06/2012	12,894
Fern Valley RD	0.75	300 FT. EAST OF NORTH PHOENIX ROAD	08/06/2012	2,630
Fern Valley RD	2.18	150 FT. WEST OF PAYNE ROAD	07/24/2012	1,380
Foothill RD	3.12	225 FT. NORTH OF COKER BUTTE ROAD	06/26/2012	6,277
Foothill RD	4.24	225 FT. NORTH OF EAST VILAS ROAD	06/22/2012	5,232
Foothills BL	6.7	600 FT. EAST OF FIELDER LANE	07/11/2011	1,200
Foothills BL	6.7	600 FT. EAST OF FIELDER LANE	07/09/2013	1,189
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	07/12/2011	1,439
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	06/19/2013	1,466
Foss RD	0.11	170 FT. WEST OF PEGGY LANE	07/23/2012	620
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	07/26/2010	578
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	08/14/2012	595
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/03/2010	1,940
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,819
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/13/2012	1,615
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/03/2010	1,619
Gibbon RD	1.22	50 FT. WEST OF UPTON ROAD	09/13/2012	972
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	556
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	08/06/2013	567
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	08/06/2013	1,297

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/14/2011	1,266
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	09/12/2011	721
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	08/06/2013	749
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	08/29/2011	475
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	08/06/2013	435
Grant RD	0.81	150 FT. SOUTH OF TAYLOR ROAD	08/07/2012	996
Grant RD	0.85	50 FT. NORTH OF TAYLOR ROAD	08/07/2012	838
Griffin Creek RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	08/20/2012	3,420
Griffin Creek RD	1	50 FT. NORTH OF PIONEER ROAD	08/06/2012	2,434
Griffin Creek RD	1.31	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	08/06/2012	1,043
Griffin Creek RD	2.32	225 FT. SOUTH OF GRIFFIN LANE	08/06/2012	424
Griffin LN	0.06	300 FT. WEST OF GRIFFIN CREEK ROAD	08/06/2012	292
Hale WY	0.2	50 FT. SOUTH OF ANTELOPE ROAD	06/14/2011	560
Hale WY	0.2	50 FT. SOUTH OF ANTELOPE ROAD	08/12/2013	545
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	08/12/2013	1,551
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/14/2011	1,529
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	08/12/2013	859
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	09/12/2011	870
Hamilton RD	0.11	600 FT. SOUTH OF HIGHWAY 238	07/24/2012	770
Hamrick RD	1.6	150 FT. WEST OF TABLE ROCK ROAD	08/20/2012	739
Hanley RD	1.1	150 FT. SOUTH OF BEALL LANE	07/10/2012	4,814
Hanley RD	2.31	BETWEEN ROSS LANE INTERSECTIONS	07/17/2012	6,090
Hanley RD	2.58	75 FT. NORTH OF ROSSANLEY DRIVE	07/17/2012	6,214
Houston RD	0.04	200 FT. WEST OF COLVER ROAD	07/30/2012	1,818
Hull RD	3.12	75 FT. NORTH OF BELLINGER LANE	06/26/2012	4,748
Hull RD	3.15	100 FT. SOUTH OF BELLINGER LANE	07/30/2012	1,520
Humbug Creek RD	0.06	300 FT. NORTH OF HIGHWAY 238	06/29/2012	486
Hyatt Prairie RD	0.04	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/16/2012	546
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	07/18/2011	297
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	06/24/2013	315
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	06/13/2011	382
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	07/23/2013	392
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	07/23/2013	256
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	06/13/2011	241
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	09/07/2011	94
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	07/23/2013	98
Justice RD	0.01	50 FT. WEST OF HIGHWAY 62	06/22/2012	584
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	06/20/2011	4,487
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	08/20/2013	4,488
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	08/20/2013	4,036
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	05/31/2011	3,999
Kings Highway	1.37	150 FT. NORTH OF STAGE ROAD, SOUTH	06/22/2012	2,448
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	08/30/2011	393

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	07/09/2013	402
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	08/29/2011	539
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	08/05/2013	546
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	08/05/2013	523
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	07/12/2011	505
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	06/20/2011	966
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	07/30/2013	986
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	08/22/2011	826
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	06/19/2013	861
Little Applegate RD	0.09	500 FT. EAST OF APPLGATE ROAD	06/29/2012	606
Livingston RD	0.01	75 FT. WEST OF OLD STAGE ROAD	07/17/2012	499
Lowe RD	0.03	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	07/30/2012	924
Madrona LN	0.01	75 FT. WEST OF OAK GROVE ROAD	06/26/2012	948
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	06/27/2011	647
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	08/13/2013	655
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	08/13/2013	318
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	07/05/2011	300
McLoughlin DR	0.01	25 FT. SOUTH OF COREY ROAD	06/22/2012	754
McLoughlin DR	1.69	350 FT. NORTH OF EAST VILAS ROAD	07/30/2012	1,185
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	07/22/2013	723
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	06/13/2011	690
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/13/2011	551
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/25/2013	549
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	07/22/2013	255
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	07/12/2011	262
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	06/01/2011	535
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	07/16/2013	495
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	05/31/2011	1,531
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	08/12/2013	1,395
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	09/07/2011	249
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	06/24/2013	232
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	06/24/2013	427
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	07/05/2011	444
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	09/12/2011	443
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	06/24/2013	418
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	883
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	07/18/2011	916
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05/2011	1,298
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	1,233
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	06/24/2013	445
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	07/05/2011	420
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	08/29/2011	735
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	07/09/2013	736

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	06/07/2011	3,602
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	06/18/2013	3,322
Modoc RD	1.8	150 FT. SOUTH OF ANTIOCH ROAD	06/06/2011	3,081
Modoc RD	1.8	150 FT. SOUTH OF ANTIOCH ROAD	06/18/2013	3,020
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/19/2013	1,407
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/06/2011	1,409
Neil Creek RD	0.03	150 FT. SOUTHWEST OF HIGHWAY 66	07/16/2012	505
Nevada ST	2.62	100 FT. EAST OF MOUNTAIN AVENUE	07/09/2012	840
Nick Young RD	2.1	300 FT. EAST OF AGATE ROAD	08/22/2011	1,263
Nick Young RD	2.1	300 FT. EAST OF AGATE ROAD	06/19/2013	1,211
North Applegate RD	11.69	150 FT. NORTH OF HIGHWAY 238	06/29/2012	655
North Phoenix RD	2.05	225 FT. SOUTH OF COAL MINE ROAD	08/06/2012	8,437
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	07/12/2011	1,174
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	06/19/2013	1,209
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/09/2013	1,303
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/11/2011	1,242
North Valley View RD	1.02	75 FT. NORTH OF WEST VALLEY VIEW ROAD	07/24/2012	1,184
Oak ST	0.06	300 FT. SOUTH OF EAGLE MILL ROAD	07/09/2012	3,384
Old Ferry RD	0.5	2640 FT. EAST OF HIGHWAY 62	07/06/2011	585
Old Ferry RD	0.5	2640 FT. EAST OF HIGHWAY 62	08/13/2013	596
Old Hwy 234	0.1	300 FT. WEST OF AGATE ROAD	06/13/2011	1,333
Old Hwy 234	0.1	300 FT. WEST OF AGATE ROAD	07/23/2013	1,348
Old Pacific Highway	0.09	450 FT. WEST OF HIGHWAY 99	07/23/2012	781
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	06/13/2011	1,323
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	07/16/2013	1,214
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	07/16/2013	814
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	06/13/2011	879
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	06/13/2011	472
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	07/16/2013	495
Old Stage RD	0.47	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	06/26/2012	2,363
Old Stage RD	1.49	150 FT. NORTH OF TAMI LANE	07/17/2012	2,228
Old Stage RD	2.37	50 FT. NORTH OF ROSS LANE	07/17/2012	1,551
Old Stage RD	3.66	150 FT. NORTH OF BEALL LANE	07/10/2012	1,986
Old Stage RD	4.54	300 FT. NORTH OF TAYLOR ROAD	08/07/2012	2,138
Old Stage RD	5.88	50 FT. NORTH OF SCENIC AVENUE	08/07/2012	2,530
Old Stage RD	10.48	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	08/05/2013	2,166
Old Stage RD	10.48	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	06/06/2011	2,209
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	06/06/2011	856
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	08/05/2013	807
Old Stage RD	12.71	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	08/05/2013	287
Old Stage RD	12.71	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	07/12/2011	265
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	07/05/2011	171
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	08/13/2013	162

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Orchard Home DR	0.72	100 FT. SOUTH OF SUNSET DRIVE	07/24/2012	1,802
Orchard Home DR	1.19	75 FT. NORTH OF STAGE ROAD SOUTH	08/14/2012	958
Orchard Home DR	1.22	120 FT. SOUTH OF STAGE ROAD SOUTH	08/14/2012	4,436
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	06/07/2011	2,448
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	08/06/2013	2,446
Payne RD	0.03	150 FT. NORTH OF SUNCREST ROAD	07/30/2012	574
Payne RD	1.71	150 FT. SOUTH OF FERN VALLEY ROAD	07/24/2012	990
Payne RD	1.76	100 FT. NORTH OF FERN VALLEY ROAD	07/09/2012	580
Peace LN	0.04	200 FT. NORTH OF EAST VILAS ROAD	06/22/2012	782
Peninger RD	0.11	600 FT. NORTH OF EAST PINE STREET	08/14/2012	2,097
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	06/13/2011	340
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	07/16/2013	329
Pioneer RD	0.03	150 FT. WEST OF COLVER ROAD	07/23/2012	1,655
Pioneer RD	1.27	100 FT. WEST OF COLEMAN CREEK ROAD	07/31/2012	1,195
Pioneer RD	1.93	100 FT. NORTH OF DARK HOLLOW ROAD	07/31/2012	739
Pioneer RD	4.08	200 FT. SOUTH OF CARPENTER HILL ROAD	08/07/2012	967
Pioneer RD	4.5	100 FT. EAST OF DARK HOLLOW ROAD	08/07/2012	1,231
Pioneer RD	4.54	100 FT. WEST OF DARK HOLLOW ROAD	08/20/2012	1,576
Pioneer RD	5.37	100 FT. EAST OF GRIFFIN CREEK ROAD	08/06/2012	897
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/12/2011	677
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/09/2013	711
Pleasant Creek RD	10.27	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/11/2011	672
Pleasant Creek RD	10.27	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/09/2013	707
Poorman Creek RD	4.03	75 FT. EAST OF STERLING CREEK ROAD	08/06/2012	698
Queens Branch RD	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/09/2013	1,078
Queens Branch RD	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/11/2011	1,107
Queens Branch RD	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/11/2011	765
Queens Branch RD	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/09/2013	734
Queens Branch RD	1.39	300 FT. WEST OF EAST INTERSECT OF W EVANS CR RD	07/09/2013	1,366
Queens Branch RD	1.39	300 FT. WEST OF EAST INTERSECT OF W EVANS CR RD	07/11/2011	1,342
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	07/05/2011	489
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	08/13/2013	462
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	09/07/2011	403
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	06/25/2013	415
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	07/05/2011	424
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	420
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/06/2011	1,591
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/30/2013	1,597
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	07/15/2013	780
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	08/30/2011	715
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	08/30/2011	633
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	07/09/2013	669
Reiten DR	0.11	600 FT. SOUTHWEST OF HIGHWAY 66	07/16/2012	674

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	08/26/2013	915
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	09/06/2011	895
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD	07/19/2011	737
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD	07/29/2013	709
Riley RD	2.8	100 FT. SOUTH OF STEVENS ROAD	07/29/2013	472
Riley RD	2.8	100 FT. SOUTH OF STEVENS ROAD	07/06/2011	444
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	07/23/2013	1,970
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	06/13/2011	1,963
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	08/13/2013	1,202
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	07/18/2011	1,124
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	07/18/2011	1,427
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	08/13/2013	1,368
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	08/13/2013	2,204
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	07/18/2011	2,169
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	06/27/2011	2,660
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	02/13/2013	2,506
Ross LN	1.21	350 FT. WEST OF HANLEY ROAD	07/17/2012	3,499
Ross LN	2.23	100 FT. EAST OF HILLSIDE DRIVE	07/17/2012	2,944
Ross LN	2.27	100 FT. WEST OF HILLSIDE DRIVE	07/17/2012	699
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	06/06/2011	774
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	06/19/2013	795
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	08/29/2011	605
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	08/26/2013	585
Scenic AV	0.76	200 FT. WEST OF HIGHWAY 99	08/07/2012	1,819
Scenic AV	1.14	175 FT. WEST OF SEVEN OAKS ROAD	08/07/2012	1,281
Scenic AV	2.54	50 FT. WEST OF TOLO ROAD	08/07/2012	1,173
South Stage RD	0.04	225 FT. WEST OF HIGHWAY 99	07/31/2012	6,787
South Stage RD	0.3	300 FT. WEST OF VOORHIES ROAD	07/31/2012	6,278
South Stage RD	1.89	225 FT. EAST OF KINGS HIGHWAY	06/22/2012	6,056
South Stage RD	2.48	100 FT. EAST OF COLUMBUS AVENUE	08/14/2012	5,960
South Stage RD	2.9	150 FT. EAST OF ORCHARD HOME DRIVE	08/14/2012	4,436
South Stage RD	3.4	225 FT. EAST OF GRIFFIN CREEK ROAD	08/14/2012	3,688
South Stage RD	3.7	125 FT. SOUTH OF SUNSET DRIVE	06/22/2012	4,960
South Stage RD	3.8	75 FT. EAST OF FAIRLANE DRIVE	06/22/2012	3,917
South Stage RD	3.98	100 FT. WEST OF HULL ROAD	06/26/2012	4,263
South Stage RD	5.11	250 FT. WEST OF ARNOLD LANE	06/26/2012	3,379
South Stage RD	6.09	300 FT. WEST OF BELLINGER LANE	07/24/2012	5,416
South Valley View RD	0.65	200 FT. NORTH OF EAST ASHLAND LANE	07/09/2012	2,188
Sterling Creek RD	0.01	50 FT. SOUTHEAST OF CADY ROAD	07/24/2012	784
Sterling Creek RD	1.27	100 FT. SOUTH OF POORMAN CREEK ROAD	08/06/2012	616
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	06/20/2011	862
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	07/30/2013	827
Stevens RD	4.8	100 FT. WEST OF RILEY ROAD	07/29/2013	1,021

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Stevens RD	4.8	100 FT. WEST OF RILEY ROAD	07/06/2011	1,106
Suncrest RD	0.83	300 FT. SOUTH OF PAYNE ROAD	07/09/2012	530
Suncrest RD	0.91	100 FT. EAST OF PAYNE ROAD	07/09/2012	401
Suncrest RD	2.33	150 FT. NORTH OF WEST VALLEY VIEW ROAD	07/09/2012	586
Sunset DR	0.25	150 FT. WEST OF THOMAS ROAD	06/22/2012	2,359
Sunset DR	0.29	50 FT. EAST OF THOMAS ROAD	06/22/2012	764
Table Rock RD	2.42	750 FT. NORTH OF BIDDLE ROAD	08/20/2012	19,662
Table Rock RD	3.07	150 FT. NORTH OF EAST VILAS ROAD	08/22/2012	18,266
Table Rock RD	3.66	600 FT. NORTH OF WILSON ROAD	08/22/2012	16,933
Table Rock RD	4.59	225 FT. NORTH OF WEST GREGORY ROAD	08/13/2012	14,545
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	08/06/2013	8,434
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	06/07/2011	8,812
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	06/07/2011	7,002
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	06/19/2013	7,291
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	06/19/2013	2,703
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	06/06/2011	2,874
Table Rock RD	11.94	300 FT. SOUTH OF HIGHWAY 234	06/13/2011	1,778
Table Rock RD	11.94	300 FT. SOUTH OF HIGHWAY 234	07/23/2013	1,787
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	07/18/2011	534
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	06/24/2013	567
Tami LN	0.03	150 FT. WEST OF OLD STAGE ROAD	07/12/2012	346
Taylor RD	0.84	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	08/07/2012	1,307
Thompson Creek RD	0.06	300 FT. SOUTH OF HIGHWAY 238	07/16/2012	804
Tiller-Trail HY	41.79	900 FT. SOUTH RAGSDALE BUTTE ROAD	07/18/2011	307
Tiller-Trail HY	41.79	900 FT. SOUTH RAGSDALE BUTTE ROAD	08/13/2013	307
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	08/13/2013	390
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	07/18/2011	396
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	08/13/2013	1,148
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	07/18/2011	1,124
Tolman Creek RD	1.25	150 FT. SOUTH OF SISKIYOU BOULEVARD	07/10/2012	1,588
Tolo RD	0.02	100 FT. NORTH OF SCENIC AVENUE	08/07/2012	733
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	08/26/2013	671
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	07/12/2011	735
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/25/2013	703
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/13/2011	660
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/13/2011	393
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/25/2013	374
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	06/06/2011	479
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	07/09/2013	487
Upton RD	1.04	150 FT. SOUTH OF WILSON ROAD	08/13/2012	3,165
Upton RD	1.83	50 FT. SOUTH OF GIBBON ROAD	08/13/2012	1,612
Voorhies RD	0.03	150 FT. SOUTH OF STAGE ROAD SOUTH	07/31/2012	2,394
Wagner Creek RD	1.04	450 FT. WEST OF RAPP ROAD	07/23/2012	2,660

ADT Web Report

Jackson County - October 2013

Road Name	MilePost	Location Description	Date	Count
Wagner Creek RD	1.81	225 FT. NORTH OF ANDERSON CREEK ROAD	07/23/2012	2,267
Wagner Creek RD	2.46	50 FT. NORTH OF YANK GULCH ROAD	07/23/2012	1,365
Wagner Creek RD	2.48	50 FT. SOUTH OF YANK GULCH ROAD	07/23/2012	833
Wagon Trail DR	0.06	300 FT. WEST OF HIGHWAY 238	06/26/2012	424
Walden LN	0.02	100 FT. SOUTH OF COLVER ROAD	07/23/2012	478
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD	08/29/2011	1,597
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD	08/26/2013	1,578
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	06/07/2011	3,228
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	08/26/2013	3,040
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	08/29/2011	2,291
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	08/26/2013	2,315
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/29/2013	1,962
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/11/2011	1,971
West Evans Creek RD	5.5	500 FT. SOUTH OF PINE GROVE ROAD	07/11/2011	1,137
West Evans Creek RD	5.5	500 FT. SOUTH OF PINE GROVE ROAD	07/09/2013	1,209
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	02/09/2013	967
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	07/11/2011	911
West Evans Creek RD	7.64	300 FT. NORTH OF QUEENS BRANCH ROAD	07/09/2013	1,089
West Evans Creek RD	7.64	300 FT. NORTH OF QUEENS BRANCH ROAD	08/29/2011	1,050
West Fork Griffin Creek RD	0.06	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	08/06/2012	1,366
West Gregory RD	0.68	300 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,092
West Main ST	0.9	200 FT. WEST OF RENAULT AVENUE	07/17/2012	8,504
West Main ST	2.52	200 FT. SOUTHEAST OF HANLEY ROAD	07/30/2012	7,388
West Pine ST	0.24	100 FT. SOUTHWEST OF GLENN WAY	07/16/2012	6,849
West Pine ST	0.58	100 FT. NORTHEAST OF RACHEL DRIVE	07/30/2012	4,997
West Valley View RD	0.93	75 FT. WEST OF SUNCREST ROAD	07/09/2012	878
West Valley View RD	0.96	125 FT. SOUTH OF SUNCREST ROAD	07/09/2012	919
West Valley View RD	2.47	150 FT. WEST OF NORTH VALLEY VIEW ROAD	07/09/2012	705
West Vilas RD	0.06	400 FT. WEST OF TABLE ROCK ROAD	08/20/2012	12,347
Wilson RD	0.06	300 FT. WEST OF TABLE ROCK ROAD	08/20/2012	1,965
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	09/12/2011	530
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	08/20/2013	557
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	08/20/2013	741
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	09/12/2011	722
Yank Gulch RD	0.03	150 FT. WEST OF WAGNER CREEK ROAD	07/23/2012	599

ADT Web Report

Jackson County - October 2014

Road Name	MilePost	Location Description	Date	Count
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	08/13/2013	567.00
Adams RD	0.02	100 FT. WEST OF COLVER ROAD	08/18/2014	471.00
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/19/2013	3,740.00
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	08/19/2013	4,482.00
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	08/06/2013	3,756.00
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	06/19/2013	2,271.00
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/19/2013	2,427.00
Agate RD	7.00	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/25/2013	1,802.00
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	07/16/2013	3,037.00
Alta Vista RD	2.00	450 FT. WEST OF RILEY ROAD	07/29/2013	435.00
Anderson Creek RD	0.03	100 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	701.00
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	08/12/2013	13,550.00
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	06/18/2013	12,119.00
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	06/18/2013	8,703.00
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	06/18/2013	10,799.00
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/18/2013	7,452.00
Antelope RD	2.48	150 FT. EAST OF HALE WAY	06/18/2013	4,999.00
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	08/06/2013	2,162.00
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	08/26/2013	1,828.00
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	08/12/2013	2,367.00
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/19/2013	1,734.00
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	07/23/2013	1,684.00
Antioch RD	4.00	300 FT. NORTH OF DODGE ROAD	07/23/2013	1,374.00
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	06/24/2013	788.00
Applegate RD	0.20	1050 FT. SOUTH OF HIGHWAY 238	07/21/2014	2,685.00
Applegate RD	1.76	150 FT. SOUTH OF HAMILTON ROAD	06/30/2014	2,302.00
Applegate RD	2.91	550 FT. SOUTH OF LITTLE APPLGATE ROAD	07/21/2014	1,441.00
Applegate RD	9.13	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE RD	07/08/2014	846.00
Arnold LN	0.04	200 FT. SOUTH OF WEST MAIN STREET	06/30/2014	1,224.00
Arnold LN	1.05	125 FT. SOUTH OF BELLINGER LANE	07/08/2014	719.00
Atlantic AV	0.20	100 FT. NORTH OF AVENUE "A"	08/26/2013	470.00
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	08/26/2013	1,688.00
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	08/26/2013	1,016.00
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	08/26/2013	764.00
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	08/19/2013	2,063.00
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	08/27/2013	1,392.00
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	08/27/2013	835.00
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	08/27/2013	484.00
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	08/06/2013	4,049.00
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	08/06/2013	3,942.00

ADT Web Report

Jackson County - October 2014

Road Name	MilePost	Location Description	Date	Count
Avenue G	2.38	250 FT. EAST OF DIVISION	08/06/2013	2,717.00
Avenue G	3.30	150 FT. WEST OF ATLANTIC AVENUE	08/27/2013	545.00
Avenue H	0.50	450 FT. EAST OF ATLANTIC AVENUE	08/27/2013	557.00
Avenue H	1.40	200 FT. EAST OF DIVISION	08/27/2013	1,095.00
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	07/15/2013	805.00
Bateman DR	0.01	50 FT. EAST OF TABLE ROCK ROAD	08/11/2014	1,537.00
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	07/23/2013	497.00
Beagle RD	2.40	300 FT. EAST OF ANTIOCH ROAD	04/23/2013	496.00
Beall LN	1.55	200 FT. WEST OF HIGHWAY 99	07/07/2014	6,946.00
Beall LN	2.56	300 FT. EAST OF HANLEY ROAD	07/07/2014	3,813.00
Beall LN	2.65	150 FT. WEST OF HANLEY ROAD	07/07/2014	3,883.00
Beall LN	3.17	125 FT. EAST OF FREELAND ROAD	07/07/2014	2,241.00
Beall LN	3.50	150 FT. EAST OF OLD STAGE ROAD	07/22/2014	1,670.00
Beebe RD	0.01	50 FT. WEST OF HAMRICK ROAD	08/11/2014	1,700.00
Beeson LN	0.04	200 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	407.00
Bellinger LN	0.03	150 FT. WEST OF HULL ROAD	06/30/2014	3,255.00
Bellinger LN	1.93	150 FT. EAST OF STAGE ROAD SOUTH	06/30/2014	2,486.00
Biddle RD	1.48	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/20/2012	7,528.00
Biddle RD	1.481	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/25/2014	7,430.00
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	08/27/2013	2,341.00
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	07/30/2013	2,225.00
Blackwell RD	0.29	450 FT. EAST OF TOLO ROAD	08/29/2013	4,446.00
Blackwell RD	0.44	300 FT. WEST OF TOLO ROAD	08/06/2013	3,457.00
Blackwell RD	4.82	300 FT. EAST OF UPPER RIVER ROAD	08/05/2013	2,765.00
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/15/2013	438.00
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	07/15/2013	289.00
Brownsboro-Eagle Point RD	0.32	100 FT. EAST OF OLD HIGHWAY 62	07/30/2013	3,585.00
Brownsboro-Eagle Point RD	1.58	200 FT. WEST OF REESE CREEK ROAD	07/30/2013	2,350.00
Brownsboro-Eagle Point RD	1.65	150 FT. EAST OF REESE CREEK ROAD	07/30/2013	1,187.00
Brownsboro-Eagle Point RD	2.86	50 FT. EAST OF BROPHY ROAD	07/15/2013	668.00
Brownsboro-Eagle Point RD	5.88	300 FT. WEST OF HIGHWAY 140	07/09/2013	612.00
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	07/09/2013	337.00
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	08/13/2013	375.00
Butte Falls - Prospect RD	23.90	150 FT. EAST OF MILL CREEK DRIVE	08/13/2013	1,098.00
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	08/29/2013	2,065.00
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	07/15/2013	2,074.00
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	07/15/2013	1,768.00
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	07/15/2013	1,746.00
Butte Falls RD	12.50	300 FT. WEST OF COBLEIGH ROAD	07/15/2013	1,182.00
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	07/15/2013	1,237.00
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	08/29/2013	1,202.00
Butte Falls-Fish Lake RD	16.10	240 FT. SOUTHEAST OF LAUREL AVENUE	07/09/2013	922.00
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	07/09/2013	472.00

ADT Web Report

Jackson County - October 2014

Road Name	MilePost	Location Description	Date	Count
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	07/09/2013	279.00
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	07/09/2013	175.00
Cady RD	0.02	100 FT. EAST OF HIGHWAY 238	06/30/2014	492.00
Cady RD	0.54	100 FT. NORTHEAST OF STERLING CREEK ROAD	07/08/2014	713.00
Camp Baker RD	0.01	75 FT. WEST OF COLVER ROAD	07/28/2014	845.00
Carpenter Hill RD	0.02	100 FT. WEST OF VOORHIES ROAD	07/15/2014	699.00
Carpenter Hill RD	2.22	100 FT. EAST OF PIONEER ROAD	07/29/2014	339.00
Clay ST	0.01	50 FT. NORTH OF ASHLAND STREET	08/18/2014	1,890.00
Coker Butte RD	1.64	300 FT. WEST OF FOOTHILL ROAD	08/25/2014	924.00
Coleman Creek RD	0.12	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	07/22/2014	2,188.00
Coleman Creek RD	0.61	150 FT. SOUTH OF HOUSTON ROAD	08/12/2014	1,479.00
Coleman Creek RD	1.26	150 FT. SOUTH OF CAMP BAKER ROAD	07/22/2014	1,018.00
Coleman Creek RD	1.82	150 FT. SOUTH OF PIONEER ROAD	07/15/2014	722.00
Columbus AV	1.29	75 FT. NORTH OF STAGE ROAD SOUTH	07/29/2014	2,966.00
Colver RD	1.48	100 FT. SOUTH OF ADAMS ROAD	07/29/2014	2,845.00
Colver RD	2.14	150 FT. SOUTH OF PIONEER ROAD	07/28/2014	3,054.00
Colver RD	2.58	100 FT. NORTH OF CAMP BAKER ROAD	07/28/2014	2,466.00
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	06/18/2013	2,481.00
Corey RD	1.02	50 FT. EAST OF McLOUGHLIN DRIVE	08/25/2014	1,345.00
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	07/29/2013	393.00
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	06/24/2013	344.00
Crowfoot RD	7.70	100 FT. NORTH OF BUTTE FALLS ROAD	07/15/2013	307.00
Crowson RD	0.03	150 FT. NORTH OF SISKIYOU BLVD.	07/28/2014	1,450.00
Dark Hollow RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	1,985.00
Dark Hollow RD	1.08	300 FT. NORTH OF PIONEER ROAD	07/22/2014	1,511.00
Dark Hollow RD	1.16	100 FT. SOUTH OF PIONEER ROAD	07/22/2014	729.00
Dark Hollow RD	4.63	300 FT. WEST OF PIONEER ROAD	07/15/2014	450.00
Dead Indian Memorial RD	0.20	1050 FT. NORTH OF HIGHWAY 66	07/28/2014	2,201.00
Dead Indian Memorial RD	7.09	600 FT. SOUTHWEST OF COVE ROAD	08/12/2014	953.00
Dead Indian Memorial RD	17.08	450 FT. WEST OF HYATT PRAIRIE ROAD	08/12/2014	677.00
Dead Indian Memorial RD	17.23	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	07/28/2014	620.00
Division RD	0.19	100 FT. SOUTH OF ANTELOPE ROAD	06/18/2013	882.00
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/18/2013	3,494.00
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	08/12/2013	1,666.00
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	06/25/2013	1,219.00
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	07/22/2013	629.00
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/25/2013	321.00
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	08/20/2013	748.00
Eagle Mill RD	0.03	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	06/25/2014	4,496.00
Eagle Mill RD	1.70	200 FT. WEST OF OAK STREET	07/28/2014	4,489.00
Eagle Mill RD	1.80	300 FT. NORTHEAST OF OAK STREET	06/24/2014	1,426.00
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	08/20/2013	2,095.00
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	08/20/2013	1,606.00

ADT Web Report

Jackson County - October 2014

Road Name	MilePost	Location Description	Date	Count
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	06/01/2011	861.00
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	08/20/2013	901.00
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	07/16/2013	211.00
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/10/2013	570.00
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	07/22/2013	1,040.00
East Evans Creek RD	22.60	100 FT. EAST OF PLEASANT CREEK ROAD	07/22/2013	1,284.00
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/29/2013	1,780.00
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/29/2013	2,503.00
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/22/2013	2,968.00
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/10/2013	4,715.00
East Gregory RD	0.01	75 FT. EAST OF TABLE ROCK ROAD	08/13/2012	1,396.00
East Main ST	0.04	225 FT. NORTHWEST OF HIGHWAY 66	07/28/2014	2,605.00
East Main ST	1.19	225 FT. WEST OF CLAY STREET	08/18/2014	6,816.00
East Pine ST	1.23	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/27/2014	14,032.00
East Pine ST	1.29	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/27/2014	13,690.00
East Valley View RD	0.04	225 FT. EAST OF NORTH VALLEY VIEW ROAD	06/25/2014	465.00
East Vilas RD	1.47	225 FT. WEST OF HIGHWAY 62	08/25/2014	14,471.00
East Vilas RD	2.54	50 FT. EAST OF McLOUGHLIN DRIVE	08/11/2014	1,941.00
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	06/19/2013	329.00
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	08/12/2013	2,102.00
Fern Valley RD	0.04	225 FT. EAST OF HIGHWAY 99	08/06/2012	12,894.00
Fern Valley RD	0.75	300 FT. EAST OF NORTH PHOENIX ROAD	07/15/2014	2,557.00
Fern Valley RD	2.18	150 FT. WEST OF PAYNE ROAD	06/25/2014	1,255.00
Foothill RD	3.12	225 FT. NORTH OF COKER BUTTE ROAD	08/11/2014	6,228.00
Foothill RD	4.24	225 FT. NORTH OF EAST VILAS ROAD	08/11/2014	4,879.00
Foothills BL	6.70	600 FT. EAST OF FIELDER LANE	07/09/2013	1,189.00
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	06/19/2013	1,466.00
Foss RD	0.11	170 FT. WEST OF PEGGY LANE	07/29/2014	609.00
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	08/11/2014	651.00
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,819.00
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/11/2014	1,525.00
Gibbon RD	1.22	50 FT. WEST OF UPTON ROAD	08/11/2014	915.00
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	08/06/2013	567.00
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	08/06/2013	1,297.00
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	08/06/2013	749.00
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	08/06/2013	435.00
Grant RD	0.81	150 FT. SOUTH OF TAYLOR ROAD	08/18/2014	976.00
Grant RD	0.85	50 FT. NORTH OF TAYLOR ROAD	07/22/2014	885.00
Griffin Creek RD	0.02	125 FT. SOUTH OF SUNSET DRIVE	07/15/2014	4,756.00
Griffin Creek RD	0.29	50 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	3,077.00
Griffin Creek RD	1.25	50 FT. NORTH OF PIONEER ROAD	07/15/2014	2,395.00
Griffin Creek RD	1.57	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	07/22/2014	1,039.00
Griffin Creek RD	2.57	225 FT. SOUTH OF GRIFFIN LANE	07/29/2014	324.00

ADT Web Report

Jackson County - October 2014

Road Name	MilePost	Location Description	Date	Count
Griffin LN	0.06	300 FT. WEST OF GRIFFIN CREEK ROAD	07/22/2014	308.00
Hale WY	0.20	50 FT. SOUTH OF ANTELOPE ROAD	08/12/2013	545.00
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	08/12/2013	1,551.00
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	08/12/2013	859.00
Hamilton RD	0.11	600 FT. SOUTH OF HIGHWAY 238	07/24/2012	770.00
Hamrick RD	1.60	150 FT. WEST OF TABLE ROCK ROAD	08/11/2014	799.00
Hanley RD	1.10	150 FT. SOUTH OF BEALL LANE	07/07/2014	4,848.00
Hanley RD	2.31	BETWEEN ROSS LANE INTERSECTIONS	07/26/2014	5,997.00
Hanley RD	2.58	75 FT. NORTH OF ROSSANLEY DRIVE	07/07/2014	5,920.00
Houston RD	0.04	200 FT. WEST OF COLVER ROAD	08/12/2014	1,105.00
Hull RD	3.12	75 FT. NORTH OF BELLINGER LANE	06/30/2014	4,489.00
Hull RD	3.15	100 FT. SOUTH OF BELLINGER LANE	06/30/2014	1,535.00
Humbug Creek RD	0.06	300 FT. NORTH OF HIGHWAY 238	07/21/2014	515.00
Hyatt Prairie RD	0.04	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/28/2014	331.00
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	06/24/2013	315.00
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	07/23/2013	392.00
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	07/23/2013	256.00
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	07/23/2013	98.00
Justice RD	0.01	50 FT. WEST OF HIGHWAY 62	08/25/2014	602.00
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	08/20/2013	4,488.00
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	08/20/2013	4,036.00
Kings Highway	1.37	150 FT. NORTH OF STAGE ROAD, SOUTH	07/15/2014	2,277.00
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	07/09/2013	402.00
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	08/05/2013	546.00
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	08/05/2013	523.00
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	07/30/2013	986.00
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	06/19/2013	861.00
Little Applegate RD	0.09	500 FT. EAST OF APPLGATE ROAD	06/29/2012	606.00
Livingston RD	0.01	75 FT. WEST OF OLD STAGE ROAD	07/21/2014	548.00
Lowe RD	0.03	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	06/25/2014	948.00
Madrona LN	0.01	75 FT. WEST OF OAK GROVE ROAD	07/08/2014	921.00
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	08/13/2013	655.00
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	08/13/2013	318.00
McLoughlin DR	0.01	25 FT. SOUTH OF COREY ROAD	08/11/2014	784.00
McLoughlin DR	1.69	350 FT. NORTH OF EAST VILAS ROAD	08/25/2014	1,093.00
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	07/22/2013	723.00
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/25/2013	549.00
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	07/22/2013	255.00
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	07/16/2013	495.00
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	08/12/2013	1,395.00
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	06/24/2013	232.00
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	06/24/2013	427.00
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	06/24/2013	418.00

ADT Web Report

Jackson County - October 2014

Road Name	MilePost	Location Description	Date	Count
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	883.00
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	1,233.00
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	06/24/2013	445.00
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	07/09/2013	736.00
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	06/18/2013	3,322.00
Modoc RD	1.80	150 FT. SOUTH OF ANTIOCH ROAD	06/18/2013	3,020.00
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/19/2013	1,407.00
Neil Creek RD	0.03	150 FT. SOUTHWEST OF HIGHWAY 66	07/28/2014	476.00
Nevada ST	2.62	100 FT. EAST OF MOUNTAIN AVENUE	07/28/2014	793.00
Nick Young RD	2.10	300 FT. EAST OF AGATE ROAD	06/19/2013	1,211.00
North Applegate RD	11.69	150 FT. NORTH OF HIGHWAY 238	07/21/2014	730.00
North Phoenix RD	1.78	225 FT. SOUTH OF COAL MINE ROAD	07/15/2014	7,610.00
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	06/19/2013	1,209.00
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/09/2013	1,303.00
North Valley View RD	1.02	75 FT. NORTH OF WEST VALLEY VIEW ROAD	06/25/2014	1,098.00
Oak ST	0.06	300 FT. SOUTH OF EAGLE MILL ROAD	06/24/2014	3,328.00
Old Ferry RD	0.50	2640 FT. EAST OF HIGHWAY 62	08/13/2013	596.00
Old Hwy 234	0.10	300 FT. WEST OF AGATE ROAD	07/23/2013	1,348.00
Old Pacific Highway	0.09	450 FT. WEST OF HIGHWAY 99	07/28/2014	779.00
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	07/16/2013	1,214.00
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	07/16/2013	814.00
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	07/16/2013	495.00
Old Stage RD	0.47	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	06/30/2014	2,269.00
Old Stage RD	1.49	150 FT. NORTH OF TAMI LANE	07/01/2014	2,283.00
Old Stage RD	2.62	50 FT. NORTH OF ROSS LANE	07/20/2014	1,503.00
Old Stage RD	3.91	150 FT. NORTH OF BEALL LANE	07/22/2014	2,110.00
Old Stage RD	4.79	300 FT. NORTH OF TAYLOR ROAD	07/22/2014	2,227.00
Old Stage RD	6.13	50 FT. NORTH OF SCENIC AVENUE	07/07/2014	2,562.00
Old Stage RD	10.48	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	08/05/2013	2,166.00
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	08/05/2013	807.00
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	06/06/2011	856.00
Old Stage RD	12.71	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	08/05/2013	287.00
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	08/13/2013	162.00
Orchard Home DR	0.72	100 FT. SOUTH OF SUNSET DRIVE	07/22/2014	2,177.00
Orchard Home DR	1.19	75 FT. NORTH OF STAGE ROAD SOUTH	07/22/2014	1,077.00
Orchard Home DR	1.22	120 FT. SOUTH OF STAGE ROAD SOUTH	07/29/2014	808.00
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	08/06/2013	2,446.00
Payne RD	0.03	150 FT. NORTH OF SUNCREST ROAD	06/25/2014	578.00
Payne RD	1.71	150 FT. SOUTH OF FERN VALLEY ROAD	07/28/2014	935.00
Payne RD	1.76	100 FT. NORTH OF FERN VALLEY ROAD	07/28/2014	495.00
Peace LN	0.04	200 FT. NORTH OF EAST VILAS ROAD	08/25/2014	844.00
Peninger RD	0.11	600 FT. NORTH OF EAST PINE STREET	08/25/2014	1,749.00
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	07/16/2013	329.00

ADT Web Report

Jackson County - October 2014

Road Name	MilePost	Location Description	Date	Count
Pioneer RD	0.03	150 FT. WEST OF COLVER ROAD	07/28/2014	1,630.00
Pioneer RD	1.27	100 FT. WEST OF COLEMAN CREEK ROAD	07/15/2014	1,237.00
Pioneer RD	1.93	100 FT. NORTH OF DARK HOLLOW ROAD	07/15/2014	747.00
Pioneer RD	4.08	200 FT. SOUTH OF CARPENTER HILL ROAD	07/22/2014	937.00
Pioneer RD	4.50	100 FT. EAST OF DARK HOLLOW ROAD	07/29/2014	1,106.00
Pioneer RD	4.54	100 FT. WEST OF DARK HOLLOW ROAD	07/29/2014	1,367.00
Pioneer RD	5.37	100 FT. EAST OF GRIFFIN CREEK ROAD	07/15/2014	818.00
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/09/2013	711.00
Pleasant Creek RD	10.11	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/09/2013	707.00
Poorman Creek RD	4.03	75 FT. EAST OF STERLING CREEK ROAD	07/15/2014	633.00
Queens Branch RD E	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/09/2013	1,078.00
Queens Branch RD E	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/09/2013	734.00
Queens Branch RD E	1.39	300 FT. WEST OF EAST INTERSECT OF W EVANS CR RD	07/09/2013	1,366.00
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	08/13/2013	462.00
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	06/25/2013	415.00
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/13/2013	420.00
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	07/30/2013	1,597.00
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	07/15/2013	780.00
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	07/09/2013	669.00
Reiten DR	0.11	600 FT. SOUTHWEST OF HIGHWAY 66	06/24/2014	657.00
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	08/26/2013	915.00
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD	07/29/2013	709.00
Riley RD	2.80	100 FT. SOUTH OF STEVENS ROAD	07/29/2013	472.00
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	07/23/2013	1,970.00
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	08/13/2013	1,202.00
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	08/13/2013	1,368.00
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	08/13/2013	2,204.00
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	02/13/2013	2,506.00
Ross LN	1.21	350 FT. WEST OF HANLEY ROAD	07/07/2014	3,447.00
Ross LN	2.23	100 FT. EAST OF HILLSIDE DRIVE	07/01/2014	3,007.00
Ross LN	2.27	100 FT. WEST OF HILLSIDE DRIVE	07/01/2014	707.00
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	06/19/2013	795.00
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	08/26/2013	585.00
Scenic AV	0.76	200 FT. WEST OF HIGHWAY 99	07/07/2014	1,888.00
Scenic AV	1.14	175 FT. WEST OF SEVEN OAKS ROAD	07/22/2014	1,376.00
Scenic AV	2.54	50 FT. WEST OF TOLO ROAD	07/07/2014	1,186.00
South Stage RD	0.04	225 FT. WEST OF HIGHWAY 99	07/15/2014	6,561.00
South Stage RD	0.30	300 FT. WEST OF VOORHIES ROAD	07/15/2014	5,723.00
South Stage RD	1.89	225 FT. EAST OF KINGS HIGHWAY	07/15/2014	5,633.00
South Stage RD	2.48	100 FT. EAST OF COLUMBUS AVENUE	07/15/2014	5,537.00
South Stage RD	2.90	150 FT. EAST OF ORCHARD HOME DRIVE	07/15/2014	4,438.00
South Stage RD	3.40	225 FT. EAST OF GRIFFIN CREEK ROAD	07/15/2014	3,868.00
South Stage RD	3.52	75 FT. EAST OF FAIRLANE DRIVE	07/22/2014	4,016.00

ADT Web Report

Jackson County - October 2014

Road Name	MilePost	Location Description	Date	Count
South Stage RD	3.70	100 FT. WEST OF HULL ROAD	06/30/2014	4,091.00
South Stage RD	4.83	250 FT. WEST OF ARNOLD LANE	06/30/2014	3,236.00
South Stage RD	5.81	300 FT. WEST OF BELLINGER LANE	06/30/2014	5,151.00
South Valley View RD	0.65	200 FT. NORTH OF EAST ASHLAND LANE	06/25/2014	2,194.00
Sterling Creek RD	0.01	50 FT. SOUTHEAST OF CADY ROAD	06/30/2014	767.00
Sterling Creek RD	1.27	100 FT. SOUTH OF POORMAN CREEK ROAD	07/15/2014	621.00
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	07/30/2013	827.00
Stevens RD	4.80	100 FT. WEST OF RILEY ROAD	07/29/2013	1,021.00
Suncrest RD	0.83	300 FT. SOUTH OF PAYNE ROAD	07/28/2014	511.00
Suncrest RD	0.91	100 FT. EAST OF PAYNE ROAD	06/25/2014	391.00
Suncrest RD	2.33	150 FT. NORTH OF WEST VALLEY VIEW ROAD	06/25/2014	611.00
Sunset DR	0.25	150 FT. WEST OF THOMAS ROAD	07/22/2014	2,444.00
Sunset DR	0.29	50 FT. EAST OF THOMAS ROAD	07/22/2014	997.00
Table Rock RD	2.42	750 FT. NORTH OF BIDDLE ROAD	08/25/2014	17,283.00
Table Rock RD	3.07	150 FT. NORTH OF EAST VILAS ROAD	08/22/2012	18,266.00
Table Rock RD	3.66	600 FT. NORTH OF WILSON ROAD	08/22/2012	16,933.00
Table Rock RD	4.59	225 FT. NORTH OF WEST GREGORY ROAD	08/13/2012	14,545.00
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	08/06/2013	8,434.00
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	06/19/2013	7,291.00
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	06/19/2013	2,703.00
Table Rock RD	11.94	300 FT. SOUTH OF HIGHWAY 234	07/23/2013	1,787.00
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	06/24/2013	567.00
Tami LN	0.03	150 FT. WEST OF OLD STAGE ROAD	07/29/2014	244.00
Taylor RD	0.84	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	07/22/2014	1,287.00
Thompson Creek RD	0.06	300 FT. SOUTH OF HIGHWAY 238	06/30/2014	763.00
Tiller-Trail HY	41.79	900 FT. SOUTH RAGSDALE BUTTE ROAD	08/13/2013	307.00
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	08/13/2013	390.00
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	08/13/2013	1,148.00
Tolman Creek RD	1.25	150 FT. SOUTH OF SISKIYOU BOULEVARD	06/24/2014	1,543.00
Tolo RD	0.02	100 FT. NORTH OF SCENIC AVENUE	07/07/2014	752.00
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	08/26/2013	671.00
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/25/2013	703.00
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/25/2013	374.00
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	07/09/2013	487.00
Upton RD	1.04	150 FT. SOUTH OF WILSON ROAD	08/11/2014	3,113.00
Upton RD	1.83	50 FT. SOUTH OF GIBBON ROAD	08/13/2012	1,612.00
Voorhies RD	0.03	150 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	2,529.00
Wagner Creek RD	1.04	450 FT. WEST OF RAPP ROAD	08/18/2014	2,657.00
Wagner Creek RD	1.81	225 FT. NORTH OF ANDERSON CREEK ROAD	08/18/2014	2,312.00
Wagner Creek RD	2.46	50 FT. NORTH OF YANK GULCH ROAD	08/18/2014	2,658.00
Wagner Creek RD	2.48	50 FT. SOUTH OF YANK GULCH ROAD	08/18/2014	808.00
Wagon Trail DR	0.06	300 FT. WEST OF HIGHWAY 238	06/30/2014	465.00
Walden LN	0.02	100 FT. SOUTH OF COLVER ROAD	07/29/2014	492.00

ADT Web Report

Jackson County - October 2014

Road Name	MilePost	Location Description	Date	Count
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD	08/26/2013	1,578.00
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	08/26/2013	3,040.00
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	08/26/2013	2,315.00
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/29/2013	1,962.00
West Evans Creek RD	5.50	500 FT. SOUTH OF PINE GROVE ROAD	07/09/2013	1,209.00
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	02/09/2013	967.00
West Evans Creek RD	7.47	300 FT. NORTH OF QUEENS BRANCH ROAD	07/09/2013	1,089.00
West Fork Griffin Creek RD	0.06	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	07/15/2014	1,385.00
West Gregory RD	0.68	300 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,092.00
West Main ST	0.90	200 FT. WEST OF RENAULT AVENUE	07/01/2014	8,415.00
West Main ST	2.52	200 FT. SOUTHEAST OF HANLEY ROAD	07/01/2014	6,977.00
West Pine ST	0.24	100 FT. SOUTHWEST OF GLENN WAY	07/07/2014	6,242.00
West Pine ST	0.58	100 FT. NORTHEAST OF RACHEL DRIVE	07/07/2014	4,812.00
West Valley View RD	0.93	75 FT. WEST OF SUNCREST ROAD	06/25/2014	804.00
West Valley View RD	0.96	125 FT. SOUTH OF SUNCREST ROAD	06/25/2014	855.00
West Valley View RD	2.47	150 FT. WEST OF NORTH VALLEY VIEW ROAD	06/25/2014	695.00
West Vilas RD	0.06	400 FT. WEST OF TABLE ROCK ROAD	08/11/2014	12,093.00
Wilson RD	0.06	300 FT. WEST OF TABLE ROCK ROAD	08/11/2014	1,901.00
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	08/20/2013	557.00
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	08/20/2013	741.00
Yank Gulch RD	0.03	150 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	651.00

ADT Web Report

Jackson County - January 2016

Road Name	MilePost	Location Description	Date	Count
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	08/12/2015	589.00
Adams RD	0.02	100 FT. WEST OF COLVER ROAD	08/18/2014	471.00
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/17/2015	4,610.00
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	06/29/2015	5,272.00
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	06/30/2015	4,000.00
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	07/14/2015	2,641.00
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/01/2015	2,500.00
Agate RD	7.00	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/01/2015	2,032.00
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	06/16/2015	3,314.00
Alta Vista RD	2.00	450 FT. WEST OF RILEY ROAD	08/03/2015	513.00
Anderson Creek RD	0.03	100 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	701.00
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	06/29/2015	13,799.00
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	08/17/2015	12,850.00
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	08/17/2015	10,111.00
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	06/30/2015	11,226.00
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/29/2015	8,025.00
Antelope RD	2.48	150 FT. EAST OF HALE WAY	08/17/2015	5,423.00
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	06/29/2015	2,418.00
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	08/11/2015	2,011.00
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	08/17/2015	2,687.00
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/01/2015	1,776.00
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	07/13/2015	1,856.00
Antioch RD	4.00	300 FT. NORTH OF DODGE ROAD	07/13/2015	1,595.00
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	07/20/2015	748.00
Applegate RD	0.20	1050 FT. SOUTH OF HIGHWAY 238	07/21/2014	2,685.00
Applegate RD	1.76	150 FT. SOUTH OF HAMILTON ROAD	06/30/2014	2,302.00
Applegate RD	2.91	550 FT. SOUTH OF LITTLE APPLGATE ROAD	07/21/2014	1,441.00
Applegate RD	9.13	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE RD	07/08/2014	846.00
Arnold LN	0.04	200 FT. SOUTH OF WEST MAIN STREET	06/30/2014	1,224.00
Arnold LN	1.05	125 FT. SOUTH OF BELLINGER LANE	07/08/2014	719.00
Atlantic AV	0.20	100 FT. SOUTH OF ANTELOPE ROAD	06/29/2015	661.00
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	06/29/2015	1,846.00
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	06/29/2015	1,230.00
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	06/22/2015	808.00
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	06/29/2015	2,859.00
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	07/06/2015	1,496.00
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	06/22/2015	889.00
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	08/24/2015	643.00
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	08/17/2015	4,544.00
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	06/22/2015	3,762.00

ADT Web Report

Jackson County - January 2016

Road Name	MilePost	Location Description	Date	Count
Avenue G	2.38	250 FT. EAST OF DIVISION	06/22/2015	2,991.00
Avenue G	3.30	150 FT. WEST OF ATLANTIC AVENUE	07/06/2015	548.00
Avenue H	0.50	450 FT. EAST OF ATLANTIC AVENUE	07/06/2015	705.00
Avenue H	1.40	200 FT. EAST OF DIVISION	06/22/2015	1,196.00
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	06/23/2015	808.00
Bateman DR	0.01	50 FT. EAST OF TABLE ROCK ROAD	08/11/2014	1,537.00
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	07/23/2013	497.00
Beagle RD	2.40	300 FT. EAST OF ANTIOCH ROAD	06/02/2015	546.00
Beall LN	1.55	200 FT. WEST OF HIGHWAY 99	07/07/2014	6,946.00
Beall LN	2.56	300 FT. EAST OF HANLEY ROAD	07/07/2014	3,813.00
Beall LN	2.65	150 FT. WEST OF HANLEY ROAD	07/07/2014	3,883.00
Beall LN	3.17	125 FT. EAST OF FREELAND ROAD	07/07/2014	2,241.00
Beall LN	3.50	150 FT. EAST OF OLD STAGE ROAD	07/22/2014	1,670.00
Beebe RD	0.01	50 FT. WEST OF HAMRICK ROAD	08/11/2014	1,700.00
Beeson LN	0.04	200 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	407.00
Bellinger LN	0.03	150 FT. WEST OF HULL ROAD	06/30/2014	3,255.00
Bellinger LN	1.93	150 FT. EAST OF STAGE ROAD SOUTH	06/30/2014	2,486.00
Biddle RD	1.48	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/20/2012	7,528.00
Biddle RD	1.481	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	08/25/2014	7,430.00
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	08/03/2015	2,445.00
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	08/03/2015	2,540.00
Blackwell RD	0.29	450 FT. EAST OF TOLO ROAD	06/01/2015	5,036.00
Blackwell RD	0.44	300 FT. WEST OF TOLO ROAD	07/20/2015	4,019.00
Blackwell RD	4.82	300 FT. EAST OF UPPER RIVER ROAD	07/13/2015	2,884.00
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/16/2015	555.00
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	06/23/2015	280.00
Brownsboro-Eagle Point RD	0.32	100 FT. EAST OF OLD HIGHWAY 62	06/16/2015	3,798.00
Brownsboro-Eagle Point RD	1.58	200 FT. WEST OF REESE CREEK ROAD	06/16/2015	2,525.00
Brownsboro-Eagle Point RD	1.65	150 FT. EAST OF REESE CREEK ROAD	06/16/2015	1,372.00
Brownsboro-Eagle Point RD	2.86	50 FT. EAST OF BROPHY ROAD	06/16/2015	739.00
Brownsboro-Eagle Point RD	5.88	300 FT. WEST OF HIGHWAY 140	06/16/2015	603.00
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	07/06/2015	370.00
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	06/09/2015	226.00
Butte Falls - Prospect RD	23.90	150 FT. EAST OF MILL CREEK DRIVE	06/09/2015	925.00
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	06/23/2015	2,082.00
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	06/23/2015	2,185.00
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	06/23/2015	1,758.00
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	06/23/2015	1,628.00
Butte Falls RD	12.50	300 FT. WEST OF COBLEIGH ROAD	06/23/2015	1,220.00
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	06/23/2015	1,145.00
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	06/23/2015	1,197.00
Butte Falls-Fish Lake RD	16.10	240 FT. SOUTHEAST OF LAUREL AVENUE	07/06/2015	729.00
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	07/06/2015	433.00

ADT Web Report

Jackson County - January 2016

Road Name	MilePost	Location Description	Date	Count
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	08/18/2015	223.00
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	07/06/2015	163.00
Cady RD	0.02	100 FT. EAST OF HIGHWAY 238	06/30/2014	492.00
Cady RD	0.54	100 FT. NORTHEAST OF STERLING CREEK ROAD	07/08/2014	713.00
Camp Baker RD	0.01	75 FT. WEST OF COLVER ROAD	07/28/2014	845.00
Carpenter Hill RD	0.02	100 FT. WEST OF VOORHIES ROAD	07/15/2014	699.00
Carpenter Hill RD	2.22	100 FT. EAST OF PIONEER ROAD	07/29/2014	339.00
Clay ST	0.01	50 FT. NORTH OF ASHLAND STREET	08/18/2014	1,890.00
Coker Butte RD	1.64	300 FT. WEST OF FOOTHILL ROAD	08/25/2014	924.00
Coleman Creek RD	0.12	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	07/22/2014	2,188.00
Coleman Creek RD	0.61	150 FT. SOUTH OF HOUSTON ROAD	08/12/2014	1,479.00
Coleman Creek RD	1.26	150 FT. SOUTH OF CAMP BAKER ROAD	07/22/2014	1,018.00
Coleman Creek RD	1.82	150 FT. SOUTH OF PIONEER ROAD	07/15/2014	722.00
Columbus AV	1.29	75 FT. NORTH OF STAGE ROAD SOUTH	07/29/2014	2,966.00
Colver RD	1.48	100 FT. SOUTH OF ADAMS ROAD	07/29/2014	2,845.00
Colver RD	2.14	150 FT. SOUTH OF PIONEER ROAD	07/28/2014	3,054.00
Colver RD	2.58	100 FT. NORTH OF CAMP BAKER ROAD	07/28/2014	2,466.00
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	06/15/2015	2,653.00
Corey RD	1.02	50 FT. EAST OF McLOUGHLIN DRIVE	08/25/2014	1,345.00
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	08/04/2015	459.00
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	08/12/2015	323.00
Crowfoot RD	7.70	100 FT. NORTH OF BUTTE FALLS ROAD	06/23/2015	303.00
Crowson RD	0.03	150 FT. NORTH OF SISKIYOU BLVD.	07/28/2014	1,450.00
Dark Hollow RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	1,985.00
Dark Hollow RD	1.08	300 FT. NORTH OF PIONEER ROAD	07/22/2014	1,511.00
Dark Hollow RD	1.16	100 FT. SOUTH OF PIONEER ROAD	07/22/2014	729.00
Dark Hollow RD	4.63	300 FT. WEST OF PIONEER ROAD	07/15/2014	450.00
Dead Indian Memorial RD	0.20	1050 FT. NORTH OF HIGHWAY 66	07/28/2014	2,201.00
Dead Indian Memorial RD	7.09	600 FT. SOUTHWEST OF COVE ROAD	08/12/2014	953.00
Dead Indian Memorial RD	17.08	450 FT. WEST OF HYATT PRAIRIE ROAD	08/12/2014	677.00
Dead Indian Memorial RD	17.23	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	07/28/2014	620.00
Division RD	0.19	100 FT. NORTH OF AVENUE "A"	06/29/2015	745.00
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/15/2015	3,442.00
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	06/22/2015	1,595.00
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	07/14/2015	1,357.00
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	07/20/2015	709.00
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/02/2015	353.00
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	08/20/2015	730.00
Eagle Mill RD	0.03	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	06/25/2014	4,496.00
Eagle Mill RD	1.70	200 FT. WEST OF OAK STREET	07/28/2014	4,489.00
Eagle Mill RD	1.80	300 FT. NORTHEAST OF OAK STREET	06/24/2014	1,426.00
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	08/11/2015	1,974.00
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	08/03/2015	1,615.00

ADT Web Report

Jackson County - January 2016

Road Name	MilePost	Location Description	Date	Count
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	08/11/2015	911.00
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	06/02/2015	258.00
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/21/2015	665.00
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	07/21/2015	1,250.00
East Evans Creek RD	22.60	100 FT. EAST OF PLEASANT CREEK ROAD	07/07/2015	1,517.00
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/21/2015	1,930.00
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/29/2013	1,780.00
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/27/2015	2,473.00
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/27/2015	2,935.00
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/28/2015	4,829.00
East Gregory RD	0.01	75 FT. EAST OF TABLE ROCK ROAD	08/13/2012	1,396.00
East Main ST	0.04	225 FT. NORTHWEST OF HIGHWAY 66	07/28/2014	2,605.00
East Main ST	1.19	225 FT. WEST OF CLAY STREET	08/18/2014	6,816.00
East Pine ST	1.23	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	08/27/2014	14,032.00
East Pine ST	1.29	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	08/27/2014	13,690.00
East Valley View RD	0.04	225 FT. EAST OF NORTH VALLEY VIEW ROAD	06/25/2014	465.00
East Vilas RD	1.47	225 FT. WEST OF HIGHWAY 62	08/25/2014	14,471.00
East Vilas RD	2.54	50 FT. EAST OF McLOUGHLIN DRIVE	08/11/2014	1,941.00
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	08/12/2015	427.00
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	06/29/2015	2,235.00
Fern Valley RD	0.04	225 FT. EAST OF HIGHWAY 99	08/06/2012	12,894.00
Fern Valley RD	0.75	300 FT. EAST OF NORTH PHOENIX ROAD	07/15/2014	2,557.00
Fern Valley RD	2.18	150 FT. WEST OF PAYNE ROAD	06/25/2014	1,255.00
Foothill RD	3.12	225 FT. NORTH OF COKER BUTTE ROAD	08/11/2014	6,228.00
Foothill RD	4.24	225 FT. NORTH OF EAST VILAS ROAD	08/11/2014	4,879.00
Foothills BL	6.70	600 FT. EAST OF FIELDER LANE	07/21/2015	1,544.00
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	07/13/2015	1,248.00
Foss RD	0.11	170 FT. WEST OF PEGGY LANE	07/29/2014	609.00
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	08/11/2014	651.00
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,819.00
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	08/11/2014	1,525.00
Gibbon RD	1.22	50 FT. WEST OF UPTON ROAD	08/11/2014	915.00
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	06/15/2015	603.00
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/15/2015	1,091.00
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	06/29/2015	430.00
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	06/01/2015	395.00
Grant RD	0.81	150 FT. SOUTH OF TAYLOR ROAD	08/18/2014	976.00
Grant RD	0.85	50 FT. NORTH OF TAYLOR ROAD	07/22/2014	885.00
Griffin Creek RD	0.02	125 FT. SOUTH OF SUNSET DRIVE	07/15/2014	4,756.00
Griffin Creek RD	0.29	50 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	3,077.00
Griffin Creek RD	1.25	50 FT. NORTH OF PIONEER ROAD	07/15/2014	2,395.00
Griffin Creek RD	1.57	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	07/22/2014	1,039.00
Griffin Creek RD	2.57	225 FT. SOUTH OF GRIFFIN LANE	07/29/2014	324.00

ADT Web Report

Jackson County - January 2016

Road Name	MilePost	Location Description	Date	Count
Griffin LN	0.06	300 FT. WEST OF GRIFFIN CREEK ROAD	07/22/2014	308.00
Hale WY	0.20	50 FT. SOUTH OF ANTELOPE ROAD	06/30/2015	601.00
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/30/2015	1,673.00
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	06/30/2015	858.00
Hamilton RD	0.11	600 FT. SOUTH OF HIGHWAY 238	07/24/2012	770.00
Hamrick RD	1.60	150 FT. WEST OF TABLE ROCK ROAD	08/11/2014	799.00
Hanley RD	1.10	150 FT. SOUTH OF BEALL LANE	07/07/2014	4,848.00
Hanley RD	2.31	BETWEEN ROSS LANE INTERSECTIONS	07/26/2014	5,997.00
Hanley RD	2.58	75 FT. NORTH OF ROSSANLEY DRIVE	07/07/2014	5,920.00
Houston RD	0.04	200 FT. WEST OF COLVER ROAD	08/12/2014	1,105.00
Hull RD	3.12	75 FT. NORTH OF BELLINGER LANE	06/30/2014	4,489.00
Hull RD	3.15	100 FT. SOUTH OF BELLINGER LANE	06/30/2014	1,535.00
Humbug Creek RD	0.06	300 FT. NORTH OF HIGHWAY 238	07/21/2014	515.00
Hyatt Prairie RD	0.04	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	07/28/2014	331.00
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	06/24/2013	315.00
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	08/18/2015	180.00
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	07/14/2015	441.00
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	07/14/2015	229.00
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	07/14/2015	99.00
Justice RD	0.01	50 FT. WEST OF HIGHWAY 62	08/25/2014	602.00
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	07/06/2015	5,127.00
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	08/11/2015	3,605.00
Kings Highway	1.37	150 FT. NORTH OF STAGE ROAD, SOUTH	07/15/2014	2,277.00
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	08/11/2015	409.00
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	07/13/2015	593.00
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	08/05/2015	569.00
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	08/03/2015	1,118.00
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	07/14/2015	929.00
Little Applegate RD	0.09	500 FT. EAST OF APPLGATE ROAD	06/29/2012	606.00
Livingston RD	0.01	75 FT. WEST OF OLD STAGE ROAD	07/21/2014	548.00
Lowe RD	0.03	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	06/25/2014	948.00
Madrona LN	0.01	75 FT. WEST OF OAK GROVE ROAD	07/08/2014	921.00
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	08/12/2015	624.00
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	08/12/2015	305.00
McLoughlin DR	0.01	25 FT. SOUTH OF COREY ROAD	08/11/2014	784.00
McLoughlin DR	1.69	350 FT. NORTH OF EAST VILAS ROAD	08/25/2014	1,093.00
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	06/02/2015	836.00
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/02/2015	632.00
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	06/02/2015	418.00
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	08/03/2015	509.00
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	06/15/2015	1,463.00
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	08/12/2015	225.00
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	08/12/2015	427.00

ADT Web Report

Jackson County - January 2016

Road Name	MilePost	Location Description	Date	Count
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	08/12/2015	602.00
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	896.00
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	1,286.00
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	08/18/2015	506.00
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	07/27/2015	675.00
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	07/20/2015	3,569.00
Modoc RD	1.80	150 FT. SOUTH OF ANTIOCH ROAD	06/01/2015	3,323.00
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/01/2015	1,548.00
Neil Creek RD	0.03	150 FT. SOUTHWEST OF HIGHWAY 66	07/28/2014	476.00
Nevada ST	2.62	100 FT. EAST OF MOUNTAIN AVENUE	07/28/2014	793.00
Nick Young RD	2.10	300 FT. EAST OF AGATE ROAD	07/14/2015	1,506.00
North Applegate RD	11.69	150 FT. NORTH OF HIGHWAY 238	07/21/2014	730.00
North Phoenix RD	1.78	225 FT. SOUTH OF COAL MINE ROAD	07/15/2014	7,610.00
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	07/13/2015	1,299.00
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/09/2015	1,496.00
North Valley View RD	1.02	75 FT. NORTH OF WEST VALLEY VIEW ROAD	06/25/2014	1,098.00
Oak ST	0.06	300 FT. SOUTH OF EAGLE MILL ROAD	06/24/2014	3,328.00
Old Ferry RD	0.50	2640 FT. EAST OF HIGHWAY 62	08/13/2015	524.00
Old Hwy 234	0.10	300 FT. WEST OF AGATE ROAD	07/14/2015	1,547.00
Old Pacific Highway	0.09	450 FT. WEST OF HIGHWAY 99	07/28/2014	779.00
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	06/02/2015	1,259.00
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	06/02/2015	826.00
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	07/14/2015	460.00
Old Stage RD	0.47	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	06/30/2014	2,269.00
Old Stage RD	1.49	150 FT. NORTH OF TAMI LANE	07/01/2014	2,283.00
Old Stage RD	2.62	50 FT. NORTH OF ROSS LANE	07/20/2014	1,503.00
Old Stage RD	3.91	150 FT. NORTH OF BEALL LANE	07/22/2014	2,110.00
Old Stage RD	4.79	300 FT. NORTH OF TAYLOR ROAD	07/22/2014	2,227.00
Old Stage RD	6.13	50 FT. NORTH OF SCENIC AVENUE	07/07/2014	2,562.00
Old Stage RD	10.48	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	07/27/2015	2,345.00
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	07/27/2015	854.00
Old Stage RD	12.71	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	07/13/2015	315.00
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	08/12/2015	166.00
Orchard Home DR	0.72	100 FT. SOUTH OF SUNSET DRIVE	07/22/2014	2,177.00
Orchard Home DR	1.19	75 FT. NORTH OF STAGE ROAD SOUTH	07/22/2014	1,077.00
Orchard Home DR	1.22	120 FT. SOUTH OF STAGE ROAD SOUTH	07/29/2014	808.00
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	08/11/2015	1,786.00
Payne RD	0.03	150 FT. NORTH OF SUNCREST ROAD	06/25/2014	578.00
Payne RD	1.71	150 FT. SOUTH OF FERN VALLEY ROAD	07/28/2014	935.00
Payne RD	1.76	100 FT. NORTH OF FERN VALLEY ROAD	07/28/2014	495.00
Peace LN	0.04	200 FT. NORTH OF EAST VILAS ROAD	08/25/2014	844.00
Peninger RD	0.11	600 FT. NORTH OF EAST PINE STREET	08/25/2014	1,749.00
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	06/02/2015	318.00

ADT Web Report

Jackson County - January 2016

Road Name	MilePost	Location Description	Date	Count
Pioneer RD	0.03	150 FT. WEST OF COLVER ROAD	07/28/2014	1,630.00
Pioneer RD	1.27	100 FT. WEST OF COLEMAN CREEK ROAD	07/15/2014	1,237.00
Pioneer RD	1.93	100 FT. NORTH OF DARK HOLLOW ROAD	07/15/2014	747.00
Pioneer RD	4.08	200 FT. SOUTH OF CARPENTER HILL ROAD	07/22/2014	937.00
Pioneer RD	4.50	100 FT. EAST OF DARK HOLLOW ROAD	07/29/2014	1,106.00
Pioneer RD	4.54	100 FT. WEST OF DARK HOLLOW ROAD	07/29/2014	1,367.00
Pioneer RD	5.37	100 FT. EAST OF GRIFFIN CREEK ROAD	07/15/2014	818.00
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/09/2015	753.00
Pleasant Creek RD	10.11	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/09/2015	745.00
Poorman Creek RD	4.03	75 FT. EAST OF STERLING CREEK ROAD	07/15/2014	633.00
Queens Branch RD E	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/21/2015	1,005.00
Queens Branch RD E	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/21/2015	659.00
Queens Branch RD E	1.39	300 FT. WEST OF EAST INTERSECT OF W EVANS CR RD	07/21/2015	1,248.00
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	08/12/2015	479.00
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	06/02/2015	431.00
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	398.00
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/16/2015	1,760.00
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	06/23/2015	785.00
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	06/23/2015	705.00
Reiten DR	0.11	600 FT. SOUTHWEST OF HIGHWAY 66	06/24/2014	657.00
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	08/17/2015	1,043.00
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	08/26/2013	915.00
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD (S)	07/29/2013	709.00
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD (S)	08/11/2015	872.00
Riley RD	2.80	100 FT. SOUTH OF STEVENS ROAD	06/16/2015	455.00
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	07/14/2015	2,177.00
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	08/12/2015	1,157.00
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	08/12/2015	1,511.00
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	08/12/2015	2,192.00
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	08/12/2015	2,593.00
Ross LN	1.21	350 FT. WEST OF HANLEY ROAD	07/07/2014	3,447.00
Ross LN	2.23	100 FT. EAST OF HILLSIDE DRIVE	07/01/2014	3,007.00
Ross LN	2.27	100 FT. WEST OF HILLSIDE DRIVE	07/01/2014	707.00
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	07/13/2015	728.00
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	07/07/2015	620.00
Scenic AV	0.76	200 FT. WEST OF HIGHWAY 99	07/07/2014	1,888.00
Scenic AV	1.14	175 FT. WEST OF SEVEN OAKS ROAD	07/22/2014	1,376.00
Scenic AV	2.54	50 FT. WEST OF TOLO ROAD	07/07/2014	1,186.00
South Stage RD	0.04	225 FT. WEST OF HIGHWAY 99	07/15/2014	6,561.00
South Stage RD	0.30	300 FT. WEST OF VOORHIES ROAD	07/15/2014	5,723.00
South Stage RD	1.89	225 FT. EAST OF KINGS HIGHWAY	07/15/2014	5,633.00
South Stage RD	2.48	100 FT. EAST OF COLUMBUS AVENUE	07/15/2014	5,537.00
South Stage RD	2.90	150 FT. EAST OF ORCHARD HOME DRIVE	07/15/2014	4,438.00

ADT Web Report

Jackson County - January 2016

Road Name	MilePost	Location Description	Date	Count
South Stage RD	3.40	225 FT. EAST OF GRIFFIN CREEK ROAD	07/15/2014	3,868.00
South Stage RD	3.52	75 FT. EAST OF FAIRLANE DRIVE	07/22/2014	4,016.00
South Stage RD	3.70	100 FT. WEST OF HULL ROAD	06/30/2014	4,091.00
South Stage RD	4.83	250 FT. WEST OF ARNOLD LANE	06/30/2014	3,236.00
South Stage RD	5.81	300 FT. WEST OF BELLINGER LANE	06/30/2014	5,151.00
South Valley View RD	0.65	200 FT. NORTH OF EAST ASHLAND LANE	06/25/2014	2,194.00
Sterling Creek RD	0.01	50 FT. SOUTHEAST OF CADY ROAD	06/30/2014	767.00
Sterling Creek RD	1.27	100 FT. SOUTH OF POORMAN CREEK ROAD	07/15/2014	621.00
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	06/16/2015	759.00
Stevens RD	4.80	100 FT. WEST OF RILEY ROAD	06/16/2015	1,044.00
Suncrest RD	0.83	300 FT. SOUTH OF PAYNE ROAD	07/28/2014	511.00
Suncrest RD	0.91	100 FT. EAST OF PAYNE ROAD	06/25/2014	391.00
Suncrest RD	2.33	150 FT. NORTH OF WEST VALLEY VIEW ROAD	06/25/2014	611.00
Sunset DR	0.25	150 FT. WEST OF THOMAS ROAD	07/22/2014	2,444.00
Sunset DR	0.29	50 FT. EAST OF THOMAS ROAD	07/22/2014	997.00
Table Rock RD	2.42	750 FT. NORTH OF BIDDLE ROAD	08/25/2014	17,283.00
Table Rock RD	3.07	150 FT. NORTH OF EAST VILAS ROAD	08/22/2012	18,266.00
Table Rock RD	3.66	600 FT. NORTH OF WILSON ROAD	08/22/2012	16,933.00
Table Rock RD	4.59	225 FT. NORTH OF WEST GREGORY ROAD	08/13/2012	14,545.00
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	07/28/2015	9,277.00
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	07/28/2015	6,931.00
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	08/04/2015	2,883.00
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	08/12/2015	461.00
Tami LN	0.03	150 FT. WEST OF OLD STAGE ROAD	07/29/2014	244.00
Taylor RD	0.84	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	07/22/2014	1,287.00
Thompson Creek RD	0.06	300 FT. SOUTH OF HIGHWAY 238	06/30/2014	763.00
Tiller-Trail HY	41.79	900 FT. SOUTH OF JACKSON/DOUGLAS CNTY LINE	08/18/2015	314.00
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	08/18/2015	441.00
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	08/12/2015	1,252.00
Tolman Creek RD	1.25	150 FT. SOUTH OF SISKIYOU BOULEVARD	06/24/2014	1,543.00
Tolo RD	0.02	100 FT. NORTH OF SCENIC AVENUE	07/07/2014	752.00
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	07/27/2015	858.00
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/02/2015	648.00
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/02/2015	346.00
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	07/27/2015	559.00
Upton RD	1.04	150 FT. SOUTH OF WILSON ROAD	08/11/2014	3,113.00
Upton RD	1.83	50 FT. SOUTH OF GIBBON ROAD	08/13/2012	1,612.00
Voorhies RD	0.03	150 FT. SOUTH OF STAGE ROAD SOUTH	07/15/2014	2,529.00
Wagner Creek RD	1.04	450 FT. WEST OF RAPP ROAD	08/18/2014	2,657.00
Wagner Creek RD	1.81	225 FT. NORTH OF ANDERSON CREEK ROAD	08/18/2014	2,312.00
Wagner Creek RD	2.46	50 FT. NORTH OF YANK GULCH ROAD	08/18/2014	2,658.00
Wagner Creek RD	2.48	50 FT. SOUTH OF YANK GULCH ROAD	08/18/2014	808.00
Wagon Trail DR	0.06	300 FT. WEST OF HIGHWAY 238	06/30/2014	465.00

ADT Web Report

Jackson County - January 2016

Road Name	MilePost	Location Description	Date	Count
Walden LN	0.02	100 FT. SOUTH OF COLVER ROAD	07/29/2014	492.00
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD	07/28/2015	1,620.00
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	08/04/2015	3,040.00
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	07/28/2015	2,552.00
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/07/2015	2,114.00
West Evans Creek RD	5.50	500 FT. SOUTH OF PINE GROVE ROAD	07/21/2015	1,220.00
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	07/28/2015	885.00
West Evans Creek RD	7.47	300 FT. NORTH OF QUEENS BRANCH ROAD	07/07/2015	1,200.00
West Fork Griffin Creek RD	0.06	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	07/15/2014	1,385.00
West Gregory RD	0.68	300 FT. WEST OF TABLE ROCK ROAD	08/13/2012	1,092.00
West Main ST	0.90	200 FT. WEST OF RENAULT AVENUE	07/01/2014	8,415.00
West Main ST	2.52	200 FT. SOUTHEAST OF HANLEY ROAD	07/01/2014	6,977.00
West Pine ST	0.24	100 FT. SOUTHWEST OF GLENN WAY	07/07/2014	6,242.00
West Pine ST	0.58	100 FT. NORTHEAST OF RACHEL DRIVE	07/07/2014	4,812.00
West Valley View RD	0.93	75 FT. WEST OF SUNCREST ROAD	06/25/2014	804.00
West Valley View RD	0.96	125 FT. SOUTH OF SUNCREST ROAD	06/25/2014	855.00
West Valley View RD	2.47	150 FT. WEST OF NORTH VALLEY VIEW ROAD	06/25/2014	695.00
West Vilas RD	0.06	400 FT. WEST OF TABLE ROCK ROAD	08/11/2014	12,093.00
Wilson RD	0.06	300 FT. WEST OF TABLE ROCK ROAD	08/11/2014	1,901.00
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	07/06/2015	578.00
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	06/22/2015	808.00
Yank Gulch RD	0.03	150 FT. WEST OF WAGNER CREEK ROAD	08/18/2014	651.00

ADT Web Report

Jackson County - October 2016

Road Name	MilePost	Location Description	Date	Count
1st ST	0.21	450 FT. WEST OF MILL CREEK DRIVE	08/12/2015	589.00
Adams RD	0.02	100 FT. WEST OF COLVER ROAD	05/25/2016	462.00
Agate RD	0.09	50 FT. SOUTH GREGORY ROAD	08/17/2015	4,610.00
Agate RD	0.19	450 FT. NORTH OF GREGORY ROAD	06/29/2015	5,272.00
Agate RD	1.75	900 FT. NORTH OF AVENUE "H"	06/30/2015	4,000.00
Agate RD	3.13	50 FT. NORTH OF NICK YOUNG ROAD	07/14/2015	2,641.00
Agate RD	3.99	50 FT. NORTH OF LINN ROAD	06/01/2015	2,500.00
Agate RD	7.00	200 FT. NORTH OF MOUNTAIN VIEW DRIVE	06/01/2015	2,032.00
Alta Vista RD	0.98	200 FT. EAST OF BIGHAM-BROWN ROAD	06/16/2015	3,314.00
Alta Vista RD	2.00	450 FT. WEST OF RILEY ROAD	08/03/2015	513.00
Anderson Creek RD	0.03	100 FT. WEST OF WAGNER CREEK ROAD	05/25/2016	642.00
Antelope RD	0.09	450 FT. EAST OF TABLE ROCK ROAD	06/29/2015	13,799.00
Antelope RD	1.45	300 FT. WEST OF AGATE ROAD	08/17/2015	12,850.00
Antelope RD	1.53	100 FT. EAST OF AGATE ROAD	08/17/2015	10,111.00
Antelope RD	1.86	150 FT. EAST OF HIGHWAY 62	06/30/2015	11,226.00
Antelope RD	2.03	200 FT. EAST OF DIVISION ROAD	06/29/2015	8,025.00
Antelope RD	2.48	150 FT. EAST OF HALE WAY	08/17/2015	5,423.00
Antelope RD	3.39	175 FT. WEST OF ATLANTIC AVENUE	06/29/2015	2,418.00
Antelope RD	3.97	275 FT. WEST OF KERSHAW ROAD	08/11/2015	2,011.00
Antelope RD	4.07	275 FT. EAST OF KERSHAW ROAD	08/17/2015	2,687.00
Antioch RD	0.03	150 FT. NORTHWEST OF MODOC ROAD	06/01/2015	1,776.00
Antioch RD	2.78	300 FT. NORTH OF HIGHWAY 234	07/13/2015	1,856.00
Antioch RD	4.00	300 FT. NORTH OF DODGE ROAD	07/13/2015	1,595.00
Antioch RD	4.98	500 FT. NORTH OF BEAGLE ROAD	07/20/2015	748.00
Applegate RD	0.20	1050 FT. SOUTH OF HIGHWAY 238	07/18/2016	2,698.00
Applegate RD	1.76	150 FT. SOUTH OF HAMILTON ROAD	07/18/2016	2,102.00
Applegate RD	2.91	550 FT. SOUTH OF LITTLE APPLGATE ROAD	07/18/2016	1,366.00
Applegate RD	9.13	300 FT. NORTH OF (SOUTH INTERSECTION) EASTSIDE RD	07/18/2016	791.00
Arnold LN	0.04	200 FT. SOUTH OF WEST MAIN STREET	06/21/2016	1,287.00
Arnold LN	1.05	125 FT. SOUTH OF BELLINGER LANE	06/21/2016	721.00
Atlantic AV	0.20	100 FT. SOUTH OF ANTELOPE ROAD	06/29/2015	661.00
Atlantic AV	0.31	100 FT. NORTH OF ANTELOPE ROAD	06/29/2015	1,846.00
Atlantic AV	0.93	150 FT. SOUTH OF AVENUE "G"	06/29/2015	1,230.00
Atlantic AV	0.98	120 FT. NORTH OF AVENUE "G"	06/22/2015	808.00
Avenue A	0.05	250 FT. EAST OF HIGHWAY 62	06/29/2015	2,859.00
Avenue A	0.99	100 FT. EAST OF LAKEVIEW DRIVE	07/06/2015	1,496.00
Avenue A	1.57	300 FT. WEST OF ATLANTIC AVENUE	06/22/2015	889.00
Avenue A	1.66	150 FT. EAST OF ATLANTIC AVENUE	08/24/2015	643.00
Avenue G	2.11	450 FT. WEST OF HIGHWAY 62	08/17/2015	4,544.00
Avenue G	2.25	250 FT. EAST OF HIGHWAY 62	06/22/2015	3,762.00

ADT Web Report

Jackson County - October 2016

Road Name	MilePost	Location Description	Date	Count
Avenue G	2.38	250 FT. EAST OF DIVISION	06/22/2015	2,991.00
Avenue G	3.30	150 FT. WEST OF ATLANTIC AVENUE	07/06/2015	548.00
Avenue H	0.50	450 FT. EAST OF ATLANTIC AVENUE	07/06/2015	705.00
Avenue H	1.40	200 FT. EAST OF DIVISION	06/22/2015	1,196.00
Ball RD	3.05	200 FT. EAST OF HIGHWAY 62	06/23/2015	808.00
Bateman DR	0.01	50 FT. EAST OF TABLE ROCK ROAD	07/19/2016	1,389.00
Beagle RD	0.07	375 FT. NORTH OF DODGE ROAD	07/23/2013	497.00
Beagle RD	2.40	300 FT. EAST OF ANTIOCH ROAD	06/02/2015	546.00
Beall LN	1.55	200 FT. WEST OF HIGHWAY 99	06/01/2016	7,592.00
Beall LN	2.56	300 FT. EAST OF HANLEY ROAD	06/01/2016	4,431.00
Beall LN	2.65	150 FT. WEST OF HANLEY ROAD	05/31/2016	4,383.00
Beall LN	3.17	125 FT. EAST OF FREELAND ROAD	05/31/2016	2,457.00
Beall LN	3.50	150 FT. EAST OF OLD STAGE ROAD	05/31/2016	1,865.00
Beebe RD	0.01	50 FT. WEST OF HAMRICK ROAD	06/14/2016	1,292.00
Beeson LN	0.04	200 FT. WEST OF WAGNER CREEK ROAD	05/25/2016	403.00
Bellinger LN	0.03	150 FT. WEST OF HULL ROAD	06/21/2016	3,842.00
Bellinger LN	1.93	150 FT. EAST OF STAGE ROAD SOUTH	06/21/2016	2,967.00
Biddle RD	1.48	450 FT. EAST OF HAMRICK ROAD (EAST BOUND LANES)	08/01/2016	7,836.00
Biddle RD	1.481	450 FT. EAST OF HAMRICK ROAD (WEST BOUND LANES)	07/26/2016	7,640.00
Bigham Brown RD	0.07	350 FT. NORTH OF ANTELOPE ROAD	08/03/2015	2,445.00
Bigham Brown RD	1.87	175 FT. SOUTH OF ALTA VISTA ROAD	08/03/2015	2,540.00
Blackwell RD	0.29	450 FT. EAST OF TOLO ROAD	06/01/2015	5,036.00
Blackwell RD	0.44	300 FT. WEST OF TOLO ROAD	07/20/2015	4,019.00
Blackwell RD	4.82	300 FT. EAST OF UPPER RIVER ROAD	07/13/2015	2,884.00
Brophy RD	0.03	150 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/16/2015	555.00
Brophy RD	5.02	300 FT. EAST OF REESE CREEK ROAD	06/23/2015	280.00
Brownsboro-Eagle Point RD	0.32	100 FT. EAST OF OLD HIGHWAY 62	06/16/2015	3,798.00
Brownsboro-Eagle Point RD	1.58	200 FT. WEST OF REESE CREEK ROAD	06/16/2015	2,525.00
Brownsboro-Eagle Point RD	1.65	150 FT. EAST OF REESE CREEK ROAD	06/16/2015	1,372.00
Brownsboro-Eagle Point RD	2.86	50 FT. EAST OF BROPHY ROAD	06/16/2015	739.00
Brownsboro-Eagle Point RD	5.88	300 FT. WEST OF HIGHWAY 140	06/16/2015	603.00
Butte Falls - Prospect RD	0.01	60 FT. NORTH OF BUTTE FALLS-FISH LAKE ROAD	07/06/2015	370.00
Butte Falls - Prospect RD	22.65	1050 FT. SOUTH OF RED BLANKET ROAD	06/09/2015	226.00
Butte Falls - Prospect RD	23.90	150 FT. EAST OF MILL CREEK DRIVE	06/09/2015	925.00
Butte Falls RD	0.06	300 FT. EAST OF HIGHWAY 62	06/23/2015	2,082.00
Butte Falls RD	0.95	50 FT. EAST OF REESE CREEK ROAD	06/23/2015	2,185.00
Butte Falls RD	5.02	1320 FT. SOUTHWEST OF MIDWAY STORE	06/23/2015	1,758.00
Butte Falls RD	7.43	900 FT. WEST OF CROWFOOT ROAD	06/23/2015	1,628.00
Butte Falls RD	12.50	300 FT. WEST OF COBLEIGH ROAD	06/23/2015	1,220.00
Butte Falls RD	15.26	20 FT. EAST OF CATTLE GUARD #606	06/23/2015	1,145.00
Butte Falls RD	15.73	225 FT. WEST OF FIR STREET	06/23/2015	1,197.00
Butte Falls-Fish Lake RD	16.10	240 FT. SOUTHEAST OF LAUREL AVENUE	07/06/2015	729.00
Butte Falls-Fish Lake RD	16.87	900 FT. EAST OF BUTTE FALLS-PROSPECT ROAD	07/06/2015	433.00

ADT Web Report

Jackson County - October 2016

Road Name	MilePost	Location Description	Date	Count
Butte Falls-Fish Lake RD	22.09	300 FT. WEST OF COOK ROAD	08/18/2015	223.00
Butte Falls-Fish Lake RD	34.31	100 FT. NORTH OF HIGHWAY 140	07/06/2015	163.00
Cady RD	0.02	100 FT. EAST OF HIGHWAY 238	06/21/2016	689.00
Cady RD	0.54	100 FT. NORTHEAST OF STERLING CREEK ROAD	06/21/2016	836.00
Camp Baker RD	0.01	75 FT. WEST OF COLVER ROAD	08/09/2016	992.00
Carpenter Hill RD	0.02	100 FT. WEST OF VOORHIES ROAD	07/11/2016	637.00
Carpenter Hill RD	2.22	100 FT. EAST OF PIONEER ROAD	06/27/2016	344.00
Clay ST	0.01	50 FT. NORTH OF ASHLAND STREET	07/19/2016	1,970.00
Coker Butte RD	1.64	300 FT. WEST OF FOOTHILL ROAD	06/06/2016	1,133.00
Coleman Creek RD	0.12	EAST OF VOORHIES ROAD (EAST OF BRIDGE #83)	07/11/2016	2,685.00
Coleman Creek RD	0.61	150 FT. SOUTH OF HOUSTON ROAD	07/11/2016	1,785.00
Coleman Creek RD	1.26	150 FT. SOUTH OF CAMP BAKER ROAD	07/11/2016	1,107.00
Coleman Creek RD	1.82	150 FT. SOUTH OF PIONEER ROAD	07/12/2016	850.00
Columbus AV	1.29	75 FT. NORTH OF STAGE ROAD SOUTH	06/27/2016	3,176.00
Colver RD	1.48	100 FT. SOUTH OF ADAMS ROAD	05/25/2016	3,483.00
Colver RD	2.14	150 FT. SOUTH OF PIONEER ROAD	08/09/2016	3,602.00
Colver RD	2.58	100 FT. NORTH OF CAMP BAKER ROAD	08/09/2016	2,584.00
Corey RD	0.03	50 FT. EAST OF CRATER LAKE AVENUE	06/15/2015	2,653.00
Corey RD	1.02	50 FT. EAST OF McLOUGHLIN DRIVE	08/09/2016	2,125.00
Covered Bridge RD	0.06	300 FT. NORTH OF EAST EVANS CREEK ROAD	08/04/2015	459.00
Crowfoot RD	0.09	500 FT. SOUTH OF HIGHWAY 62	08/12/2015	323.00
Crowfoot RD	7.70	100 FT. NORTH OF BUTTE FALLS ROAD	06/23/2015	303.00
Crowson RD	0.03	150 FT. NORTH OF SISKIYOU BLVD.	06/15/2016	1,540.00
Dark Hollow RD	0.01	50 FT. SOUTH OF STAGE ROAD SOUTH	06/27/2016	2,053.00
Dark Hollow RD	1.08	300 FT. NORTH OF PIONEER ROAD	06/27/2016	1,592.00
Dark Hollow RD	1.16	100 FT. SOUTH OF PIONEER ROAD	06/27/2016	733.00
Dark Hollow RD	4.63	300 FT. WEST OF PIONEER ROAD	07/12/2016	547.00
Dead Indian Memorial RD	0.20	1050 FT. NORTH OF HIGHWAY 66	06/15/2016	2,397.00
Dead Indian Memorial RD	7.09	600 FT. SOUTHWEST OF COVE ROAD	07/19/2016	1,198.00
Dead Indian Memorial RD	17.08	450 FT. WEST OF HYATT PRAIRIE ROAD	06/15/2016	646.00
Dead Indian Memorial RD	17.23	500 FT. NORTHEAST OF HYATT PRAIRIE ROAD	06/15/2016	560.00
Division RD	0.19	100 FT. NORTH OF AVENUE "A"	06/29/2015	745.00
Division RD	0.25	225 FT. NORTH OF ANTELOPE ROAD	06/15/2015	3,442.00
Division RD	1.03	150 FT. SOUTH OF AVENUE "G"	06/22/2015	1,595.00
Dodge RD	0.11	600 FT. WEST OF HIGHWAY 234	07/14/2015	1,357.00
Dodge RD	2.61	375 FT. EAST OF ANTIOCH ROAD	07/20/2015	709.00
Dodge RD	2.74	300 FT. WEST OF ANTIOCH ROAD	06/02/2015	353.00
Dry Creek RD	5.85	250 FT. SOUTHWEST OF ANTELOPE ROAD	08/20/2015	730.00
Eagle Mill RD	0.03	150 FT. EAST OF SOUTH VALLEY VIEW ROAD	07/25/2016	4,990.00
Eagle Mill RD	1.70	200 FT. WEST OF OAK STREET	07/25/2016	5,020.00
Eagle Mill RD	1.80	300 FT. NORTHEAST OF OAK STREET	06/20/2016	1,630.00
East Antelope RD	4.66	300 FT. SOUTH OF HIGHWAY 140	08/11/2015	1,974.00
East Antelope RD	6.12	400 FT. SOUTH OF YANKEE CREEK ROAD	08/03/2015	1,615.00

ADT Web Report

Jackson County - October 2016

Road Name	MilePost	Location Description	Date	Count
East Antelope RD	6.63	500 FT. EAST OF DRY CREEK ROAD	08/11/2015	911.00
East Evans Creek RD	8.04	300 FT. WEST OF MEADOWS ROAD	06/02/2015	258.00
East Evans Creek RD	20.45	150 FT. EAST OF SYKES CREEK ROAD	07/21/2015	665.00
East Evans Creek RD	21.97	425 FT. EAST OF COVERED BRIDGE ROAD	07/21/2015	1,250.00
East Evans Creek RD	22.60	100 FT. EAST OF PLEASANT CREEK ROAD	07/07/2015	1,517.00
East Evans Creek RD	22.68	300 FT. SOUTH OF PLEASANT CREEK ROAD	07/21/2015	1,930.00
East Evans Creek RD	23.98	150 FT. NORTH OF MINTHORNE ROAD	07/27/2015	2,473.00
East Evans Creek RD	24.04	150 FT. SOUTH OF MINTHORNE ROAD	07/27/2015	2,935.00
East Evans Creek RD	29.13	2,800 FT. NORTH OF SHORT STREET	07/28/2015	4,829.00
East Gregory RD	0.01	75 FT. EAST OF TABLE ROCK ROAD	06/14/2016	1,692.00
East Main ST	0.04	225 FT. NORTHWEST OF HIGHWAY 66	07/19/2016	3,169.00
East Main ST	1.19	225 FT. WEST OF CLAY STREET	07/25/2016	7,770.00
East Pine ST	1.23	825 FT. WEST OF HAMRICK ROAD (WEST BOUND LANES)	07/26/2016	14,305.00
East Pine ST	1.29	525 FT. WEST OF HAMRICK ROAD (EAST BOUND LANES)	07/26/2016	14,506.00
East Valley View RD	0.04	225 FT. EAST OF NORTH VALLEY VIEW ROAD	06/20/2016	578.00
East Vilas RD	1.47	225 FT. WEST OF HIGHWAY 62	08/02/2016	14,829.00
East Vilas RD	2.54	50 FT. EAST OF McLOUGHLIN DRIVE	06/06/2016	2,215.00
Elk Creek RD	0.19	1000 FT. NORTH OF HIGHWAY 62	08/12/2015	427.00
Falcon ST	0.01	50 FT. EAST OF DIVISION ROAD	06/29/2015	2,235.00
Fern Valley RD	0.04	225 FT. EAST OF HIGHWAY 99	08/06/2012	12,894.00
Fern Valley RD	0.75	300 FT. EAST OF NORTH PHOENIX ROAD	07/15/2014	2,557.00
Fern Valley RD	2.18	150 FT. WEST OF PAYNE ROAD	07/25/2016	1,326.00
Foothill RD	3.12	225 FT. NORTH OF COKER BUTTE ROAD	08/01/2016	8,100.00
Foothill RD	4.24	225 FT. NORTH OF EAST VILAS ROAD	08/09/2016	6,451.00
Foothills BL	6.70	600 FT. EAST OF FIELDER LANE	07/21/2015	1,544.00
Foots Creek RD	0.11	600 FT. SOUTH OF HIGHWAY 99	07/13/2015	1,248.00
Foss RD	0.11	170 FT. WEST OF PEGGY LANE	05/25/2016	736.00
Gebhard RD	1.28	150 FT. SOUTH OF WILSON ROAD	06/14/2016	701.00
Gibbon RD	0.03	150 FT. WEST OF TABLE ROCK ROAD	06/14/2016	1,820.00
Gibbon RD	0.79	150 FT. WEST OF DOWNING ROAD	06/14/2016	1,681.00
Gibbon RD	1.22	50 FT. WEST OF UPTON ROAD	06/14/2016	1,085.00
Gladstone AV	0.18	150 FT. SOUTH OF ANTELOPE ROAD	06/15/2015	603.00
Gladstone AV	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/15/2015	1,091.00
Gladstone AV	0.77	50 FT. SOUTH OF FALCON STREET	06/29/2015	430.00
Gold Ray RD	6.99	450 FT. NORTH OF BLACKWELL ROAD	06/01/2015	395.00
Grant RD	0.81	150 FT. SOUTH OF TAYLOR ROAD	06/06/2016	1,061.00
Grant RD	0.85	50 FT. NORTH OF TAYLOR ROAD	08/18/2016	1,029.00
Griffin Creek RD	0.02	125 FT. SOUTH OF SUNSET DRIVE	07/05/2016	5,311.00
Griffin Creek RD	0.29	50 FT. SOUTH OF STAGE ROAD SOUTH	06/28/2016	3,285.00
Griffin Creek RD	1.25	50 FT. NORTH OF PIONEER ROAD	07/15/2014	2,395.00
Griffin Creek RD	1.57	300 FT. SOUTH OF WEST GRIFFIN CREEK ROAD	07/22/2014	1,039.00
Griffin Creek RD	2.57	225 FT. SOUTH OF GRIFFIN LANE	07/29/2014	324.00
Griffin LN	0.06	300 FT. WEST OF GRIFFIN CREEK ROAD	06/28/2016	311.00

ADT Web Report

Jackson County - October 2016

Road Name	MilePost	Location Description	Date	Count
Hale WY	0.20	50 FT. SOUTH OF ANTELOPE ROAD	06/30/2015	601.00
Hale WY	0.22	50 FT. NORTH OF ANTELOPE ROAD	06/30/2015	1,673.00
Hale WY	0.72	40 FT. SOUTH OF FALCON STREET	06/30/2015	858.00
Hamilton RD	0.11	600 FT. SOUTH OF HIGHWAY 238	07/18/2016	902.00
Hamrick RD	1.60	150 FT. WEST OF TABLE ROCK ROAD	07/26/2016	844.00
Hanley RD	1.10	150 FT. SOUTH OF BEALL LANE	06/07/2016	5,933.00
Hanley RD	2.31	BETWEEN ROSS LANE INTERSECTIONS	05/31/2016	6,698.00
Hanley RD	2.58	75 FT. NORTH OF ROSSANLEY DRIVE	08/02/2016	6,345.00
Houston RD	0.04	200 FT. WEST OF COLVER ROAD	08/09/2016	1,641.00
Hull RD	3.12	75 FT. NORTH OF BELLINGER LANE	07/06/2016	5,014.00
Hull RD	3.15	100 FT. SOUTH OF BELLINGER LANE	07/06/2016	1,714.00
Humbug Creek RD	0.06	300 FT. NORTH OF HIGHWAY 238	07/18/2016	548.00
Hyatt Prairie RD	0.04	200 FT. SOUTH OF DEAD INDIAN MEMORIAL ROAD	06/15/2016	319.00
Indian Creek RD	0.06	300 FT. EAST OF HIGHWAY 62	08/18/2015	180.00
Ironwood DR	0.06	300 FT. WEST OF ROGUE RIVER DRIVE	07/14/2015	441.00
Ironwood DR	0.31	100 FT. WEST OF WEDGEWOOD DRIVE	07/14/2015	229.00
Ironwood DR	1.37	400 FT. NORTHWEST OF REDWING DRIVE	07/14/2015	99.00
Justice RD	0.01	50 FT. WEST OF HIGHWAY 62	08/02/2016	757.00
Kershaw RD	3.08	375 FT. SOUTH OF HIGHWAY 140	07/06/2015	5,127.00
Kershaw RD	3.33	300 FT. SOUTH OF ANTELOPE ROAD	08/11/2015	3,605.00
Kings Highway	1.37	150 FT. NORTH OF STAGE ROAD, SOUTH	07/05/2016	2,692.00
Lake Creek LP	0.06	300 FT. SOUTHEAST OF HWY 140 (WEST INTERSECTION)	08/11/2015	409.00
Lampman RD	0.04	200 FT. WEST OF GOLD HILL 99 SPUR	07/13/2015	593.00
Lampman RD	2.69	500 FT. EAST OF ROGUE RIVER HIGHWAY	08/05/2015	569.00
Linn RD	0.46	500 FT. EAST OF DAHLIA TERRACE	08/03/2015	1,118.00
Linn RD	2.02	275 FT. EAST OF AGATE ROAD	07/14/2015	929.00
Little Applegate RD	0.09	500 FT. EAST OF APPLGATE ROAD	07/18/2016	700.00
Livingston RD	0.01	75 FT. WEST OF OLD STAGE ROAD	05/31/2016	517.00
Lowe RD	0.03	150 FT. WEST OF SOUTH VALLEY VIEW ROAD	08/09/2016	799.00
Madrona LN	0.01	75 FT. WEST OF OAK GROVE ROAD	06/21/2016	1,060.00
Main ST	0.09	500 FT. WEST OF HIGHWAY 62	08/12/2015	624.00
Main ST	0.31	150 FT. WEST OF HIGHWAY 227	08/12/2015	305.00
McLoughlin DR	0.01	25 FT. SOUTH OF COREY ROAD	06/06/2016	898.00
McLoughlin DR	1.69	350 FT. NORTH OF EAST VILAS ROAD	06/06/2016	1,313.00
Meadows RD	0.06	300 FT. NORTH OF HIGHWAY 234	06/02/2015	836.00
Meadows RD	3.55	1600 FT. NORTH OF SWEET LANE	06/02/2015	632.00
Meadows RD	7.77	AT BRIDGE #367 (SOUTH OF EVANS CREEK ROAD)	06/02/2015	418.00
Meridian RD	1.25	615 FT. NORTH OF HIGHWAY 140	08/03/2015	509.00
Merry LN	0.02	100 FT. EAST OF HIGHWAY 62	06/15/2015	1,463.00
Mill Creek DR	0.08	400 FT. SOUTH OF HWY 62 OR AT GORGE MARKET	08/12/2015	225.00
Mill Creek DR	1.03	150 FT. EAST OF ULRICH ROAD	08/12/2015	427.00
Mill Creek DR	4.73	150 FT. EAST OF HIGHWAY 62 ACCESS ROAD	08/12/2015	602.00
Mill Creek DR	6.17	300 FT. SOUTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	896.00

ADT Web Report

Jackson County - October 2016

Road Name	MilePost	Location Description	Date	Count
Mill Creek DR	6.25	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	1,286.00
Mill Creek DR	6.84	250 FT. SOUTH OF HIGHWAY 62	08/18/2015	506.00
Minthorne RD	0.16	850 FT. WEST OF EAST EVANS CREEK ROAD	07/27/2015	675.00
Modoc RD	0.03	150 FT. NORTH OF TABLE ROCK ROAD	07/20/2015	3,569.00
Modoc RD	1.80	150 FT. SOUTH OF ANTIOCH ROAD	06/01/2015	3,323.00
Modoc RD	1.94	600 FT. NORTH OF ANTIOCH ROAD	06/01/2015	1,548.00
Neil Creek RD	0.03	150 FT. SOUTHWEST OF HIGHWAY 66	06/15/2016	591.00
Nevada ST	2.62	100 FT. EAST OF MOUNTAIN AVENUE	06/20/2016	889.00
Nick Young RD	2.10	300 FT. EAST OF AGATE ROAD	07/14/2015	1,506.00
North Applegate RD	11.69	150 FT. NORTH OF HIGHWAY 238	07/18/2016	785.00
North Phoenix RD	1.78	225 FT. SOUTH OF COAL MINE ROAD	07/15/2014	7,610.00
North River RD	0.08	400 FT. WEST OF HIGHWAY 99 AND HIGHWAY 234	07/13/2015	1,299.00
North River RD	4.73	4,600 FT. SOUTHEAST OF WARDS CREEK ROAD	07/09/2015	1,496.00
North Valley View RD	1.02	75 FT. NORTH OF WEST VALLEY VIEW ROAD	08/09/2016	1,313.00
Oak ST	0.06	300 FT. SOUTH OF EAGLE MILL ROAD	08/09/2016	3,945.00
Old Ferry RD	0.50	2640 FT. EAST OF HIGHWAY 62	08/13/2015	524.00
Old Hwy 234	0.10	300 FT. WEST OF AGATE ROAD	07/14/2015	1,547.00
Old Pacific Highway	0.09	450 FT. WEST OF HIGHWAY 99	05/25/2016	769.00
Old Sams Valley RD	0.32	100 FT. EAST OF PERRY ROAD	06/02/2015	1,259.00
Old Sams Valley RD	0.54	150 FT. WEST OF DUGGAN ROAD	06/02/2015	826.00
Old Sams Valley RD	2.42	500 FT. EAST OF RAMSEY ROAD	07/14/2015	460.00
Old Stage RD	0.47	225 FT. SOUTH OF AUTUMN LANE (CITY LIMITS)	08/18/2016	2,568.00
Old Stage RD	1.49	150 FT. NORTH OF TAMI LANE	05/31/2016	2,606.00
Old Stage RD	2.62	50 FT. NORTH OF ROSS LANE	07/20/2014	1,503.00
Old Stage RD	3.91	150 FT. NORTH OF BEALL LANE	07/22/2014	2,110.00
Old Stage RD	4.79	300 FT. NORTH OF TAYLOR ROAD	07/22/2014	2,227.00
Old Stage RD	6.13	50 FT. NORTH OF SCENIC AVENUE	07/07/2014	2,562.00
Old Stage RD	10.48	300 FT. SOUTH OF OLD STAGE/ACCESS ROADS	07/27/2015	2,345.00
Old Stage RD	10.56	125 FT. WEST OF GOLD HILL 99 SPUR	07/27/2015	854.00
Old Stage RD	12.71	550 FT. EAST OF OLD STAGE/LAMPMAN CONNECTOR	07/13/2015	315.00
Old Trail Creek RD	0.17	900 FT. NORTH OF RAGSDALE ROAD	08/12/2015	166.00
Orchard Home DR	0.72	100 FT. SOUTH OF SUNSET DRIVE	07/05/2016	2,305.00
Orchard Home DR	1.19	75 FT. NORTH OF STAGE ROAD SOUTH	06/27/2016	1,104.00
Orchard Home DR	1.22	120 FT. SOUTH OF STAGE ROAD SOUTH	06/27/2016	731.00
Pacific AV	0.04	200 FT. NORTH OF ANTELOPE ROAD	08/11/2015	1,786.00
Payne RD	0.03	150 FT. NORTH OF SUNCREST ROAD	07/25/2016	644.00
Payne RD	1.71	150 FT. SOUTH OF FERN VALLEY ROAD	07/25/2016	1,020.00
Payne RD	1.76	100 FT. NORTH OF FERN VALLEY ROAD	07/25/2016	561.00
Peace LN	0.04	200 FT. NORTH OF EAST VILAS ROAD	06/07/2016	777.00
Peninger RD	0.11	600 FT. NORTH OF EAST PINE STREET	08/25/2014	1,749.00
Perry RD	0.03	150 FT. NORTH OF OLD SAMS VALLEY ROAD	06/02/2015	318.00
Pioneer RD	0.03	150 FT. WEST OF COLVER ROAD	08/09/2016	1,990.00
Pioneer RD	1.27	100 FT. WEST OF COLEMAN CREEK ROAD	07/12/2016	1,454.00

ADT Web Report

Jackson County - October 2016

Road Name	MilePost	Location Description	Date	Count
Pioneer RD	1.93	100 FT. NORTH OF DARK HOLLOW ROAD	07/12/2016	912.00
Pioneer RD	4.08	200 FT. SOUTH OF CARPENTER HILL ROAD	06/27/2016	1,076.00
Pioneer RD	4.50	100 FT. EAST OF DARK HOLLOW ROAD	06/27/2016	1,302.00
Pioneer RD	4.54	100 FT. WEST OF DARK HOLLOW ROAD	06/27/2016	1,656.00
Pioneer RD	5.37	100 FT. EAST OF GRIFFIN CREEK ROAD	06/28/2016	986.00
Pleasant Creek RD	0.01	50 FT. NORTH OF EAST EVANS CREEK INTERSECTION	07/09/2015	753.00
Pleasant Creek RD	10.11	50 FT. NORTH OF W EVANS CREEK ROAD INTERSECTION	07/09/2015	745.00
Poorman Creek RD	4.03	75 FT. EAST OF STERLING CREEK ROAD	06/28/2016	784.00
Queens Branch RD E	0.06	300 FT. WEST OF EAST EVANS CREEK ROAD	07/21/2015	1,005.00
Queens Branch RD E	1.29	150 FT. EAST OF WEST EVANS CREEK ROAD	07/21/2015	659.00
Queens Branch RD E	1.39	300 FT. WEST OF EAST INTERSECT OF W EVANS CR RD	07/21/2015	1,248.00
Ragsdale RD	0.17	900 FT. SOUTH OF INTERSECTION WITH OLD TRAIL CR	08/12/2015	479.00
Ramsey RD	0.02	125 FT. NORTH OF HIGHWAY 234	06/02/2015	431.00
Red Blanket RD	0.02	100 FT. NORTH OF BUTTE FALLS-PROSPECT ROAD	08/12/2015	398.00
Reese Creek RD	0.03	175 FT. NORTH OF BROWNSBORO-EAGLE POINT ROAD	06/16/2015	1,760.00
Reese Creek RD	1.19	300 FT. WEST OF BROPHY ROAD	06/23/2015	785.00
Reese Creek RD	2.82	100 FT. NORTH OF BALL ROAD	06/23/2015	705.00
Reiten DR	0.11	600 FT. SOUTHWEST OF HIGHWAY 66	06/15/2016	629.00
Riley RD	0.08	400 FT. NORTH OF HIGHWAY 140	08/17/2015	1,043.00
Riley RD	1.28	1200 FT. NORTH OF ALTA VISTA ROAD (S)	08/11/2015	872.00
Riley RD	2.80	100 FT. SOUTH OF STEVENS ROAD	06/16/2015	455.00
Rogue River DR	0.03	150 FT. NORTH OF HIGHWAY 234	07/14/2015	2,177.00
Rogue River DR	5.58	700 FT. SOUTH OF LONG BRANCH ROAD	08/12/2015	1,157.00
Rogue River DR	6.16	100 FT. WEST OF DEER PARK LANE	08/12/2015	1,511.00
Rogue River DR	7.22	100 FT. WEST OF SHADY COVE PARK	08/12/2015	2,192.00
Rogue River DR	7.29	100 FT. WEST OF HIGHWAY 62	08/12/2015	2,593.00
Ross LN	1.21	350 FT. WEST OF HANLEY ROAD	08/02/2016	3,894.00
Ross LN	2.23	100 FT. EAST OF HILLSIDE DRIVE	06/07/2016	3,380.00
Ross LN	2.27	100 FT. WEST OF HILLSIDE DRIVE	05/31/2016	738.00
Sardine Creek RD	0.01	75 FT. NORTH OF HIGHWAY 99	07/13/2015	728.00
Savage Creek RD	0.11	600 FT. SOUTH OF OLD HIGHWAY 99	07/07/2015	620.00
Scenic AV	0.76	200 FT. WEST OF HIGHWAY 99	06/06/2016	2,214.00
Scenic AV	1.14	175 FT. WEST OF SEVEN OAKS ROAD	06/06/2016	1,478.00
Scenic AV	2.54	50 FT. WEST OF TOLO ROAD	06/06/2016	1,306.00
South Stage RD	0.04	225 FT. WEST OF HIGHWAY 99	07/11/2016	6,750.00
South Stage RD	0.30	300 FT. WEST OF VOORHIES ROAD	07/11/2016	6,300.00
South Stage RD	1.89	225 FT. EAST OF KINGS HIGHWAY	07/05/2016	6,141.00
South Stage RD	2.48	100 FT. EAST OF COLUMBUS AVENUE	06/27/2016	6,000.00
South Stage RD	2.90	150 FT. EAST OF ORCHARD HOME DRIVE	06/27/2016	4,685.00
South Stage RD	3.40	225 FT. EAST OF GRIFFIN CREEK ROAD	06/28/2016	4,215.00
South Stage RD	3.52	75 FT. EAST OF FAIRLANE DRIVE	07/22/2014	4,016.00
South Stage RD	3.70	100 FT. WEST OF HULL ROAD	06/30/2014	4,091.00
South Stage RD	4.83	250 FT. WEST OF ARNOLD LANE	06/30/2014	3,236.00

ADT Web Report

Jackson County - October 2016

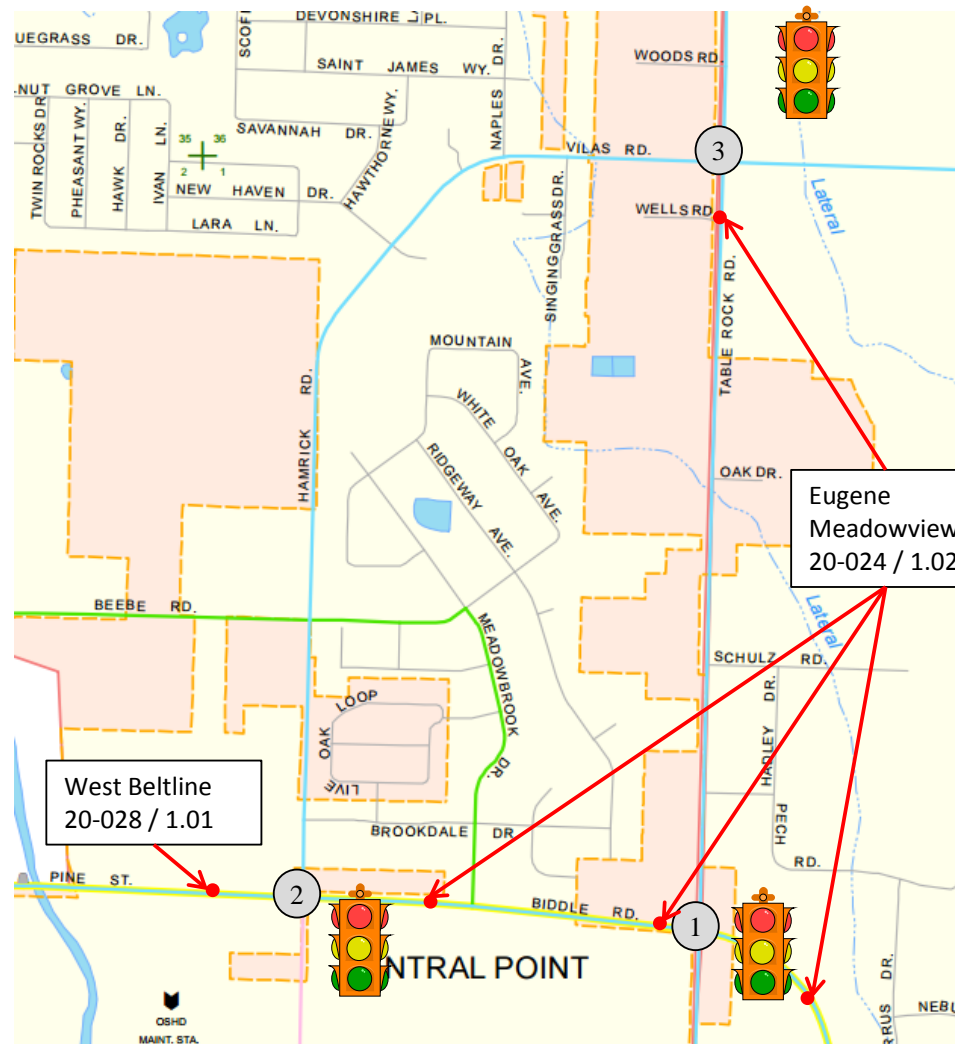
Road Name	MilePost	Location Description	Date	Count
South Stage RD	5.81	300 FT. WEST OF BELLINGER LANE	06/30/2014	5,151.00
South Valley View RD	0.65	200 FT. NORTH OF EAST ASHLAND LANE	06/20/2016	2,629.00
Sterling Creek RD	0.01	50 FT. SOUTHEAST OF CADY ROAD	08/02/2016	900.00
Sterling Creek RD	1.27	100 FT. SOUTH OF POORMAN CREEK ROAD	06/28/2016	750.00
Stevens RD	4.76	100 FT. EAST OF RILEY ROAD	06/16/2015	759.00
Stevens RD	4.80	100 FT. WEST OF RILEY ROAD	06/16/2015	1,044.00
Suncrest RD	0.83	300 FT. SOUTH OF PAYNE ROAD	07/25/2016	640.00
Suncrest RD	0.91	100 FT. EAST OF PAYNE ROAD	07/25/2016	487.00
Suncrest RD	2.33	150 FT. NORTH OF WEST VALLEY VIEW ROAD	07/25/2016	650.00
Sunset DR	0.25	150 FT. WEST OF THOMAS ROAD	07/05/2016	2,776.00
Sunset DR	0.29	50 FT. EAST OF THOMAS ROAD	07/05/2016	1,191.00
Table Rock RD	2.42	750 FT. NORTH OF BIDDLE ROAD	08/03/2016	19,356.00
Table Rock RD	3.07	150 FT. NORTH OF EAST VILAS ROAD	08/01/2016	20,349.00
Table Rock RD	3.73	925 FT. NORTH OF WILSON ROAD	08/08/2016	18,648.00
Table Rock RD	4.59	225 FT. NORTH OF WEST GREGORY ROAD	08/01/2016	15,869.00
Table Rock RD	5.87	1060 FT. NORTH OF ANTELOPE ROAD	07/28/2015	9,277.00
Table Rock RD	6.36	800 FT. NORTH OF KIRTLAND ROAD	07/28/2015	6,931.00
Table Rock RD	7.52	325 FT. WEST OF MODOC ROAD	08/04/2015	2,883.00
Takelma DR	0.06	300 FT. NORTH OF HIGHWAY 62	08/12/2015	461.00
Tami LN	0.03	150 FT. WEST OF OLD STAGE ROAD	05/31/2016	291.00
Taylor RD	0.84	100 FT. WEST OF GRANT ROAD (WEST, NORTH LEG)	07/22/2014	1,287.00
Thompson Creek RD	0.06	300 FT. SOUTH OF HIGHWAY 238	07/18/2016	917.00
Tiller-Trail HY	41.79	900 FT. SOUTH OF JACKSON/DOUGLAS CNTY LINE	08/18/2015	314.00
Tiller-Trail HY	46.28	100 FT. SOUTH OF SWINGLE ROAD	08/18/2015	441.00
Tiller-Trail HY	52.65	300 FT. NORTH OF OLD 62	08/12/2015	1,252.00
Tolman Creek RD	1.25	150 FT. SOUTH OF SISKIYOU BOULEVARD	06/15/2016	1,352.00
Tolo RD	0.02	100 FT. NORTH OF SCENIC AVENUE	06/06/2016	820.00
Tolo RD	2.25	300 FT. SOUTH OF BLACKWELL ROAD	07/27/2015	858.00
Tresham LN	0.08	400 FT. WEST OF TABLE ROCK ROAD	06/02/2015	648.00
Tresham LN	1.46	400 FT. EAST OF HWY. 234	06/02/2015	346.00
Upper River RD	0.04	225 FT. NORTH OF BLACKWELL ROAD	07/27/2015	559.00
Upton RD	1.04	150 FT. SOUTH OF WILSON ROAD	06/14/2016	3,580.00
Upton RD	1.83	50 FT. SOUTH OF GIBBON ROAD	06/14/2016	1,676.00
Voorhies RD	0.03	150 FT. SOUTH OF STAGE ROAD SOUTH	07/11/2016	2,909.00
Wagner Creek RD	1.04	450 FT. WEST OF RAPP ROAD	05/25/2016	2,946.00
Wagner Creek RD	1.81	225 FT. NORTH OF ANDERSON CREEK ROAD	05/25/2016	2,640.00
Wagner Creek RD	2.46	50 FT. NORTH OF YANK GULCH ROAD	08/09/2016	1,742.00
Wagner Creek RD	2.48	50 FT. SOUTH OF YANK GULCH ROAD	08/09/2016	1,014.00
Wagon Trail DR	0.06	300 FT. WEST OF HIGHWAY 238	07/06/2016	364.00
Walden LN	0.02	100 FT. SOUTH OF COLVER ROAD	05/25/2016	665.00
Wards Creek RD	0.17	100 FT. NORTH OF NORTH RIVER ROAD	07/28/2015	1,620.00
West Antelope RD	0.07	350 FT. WEST OF TABLE ROCK ROAD	08/04/2015	3,040.00
West Evans Creek RD	0.33	1,060 FT. NORTH OF WALNUT DRIVE	07/28/2015	2,552.00

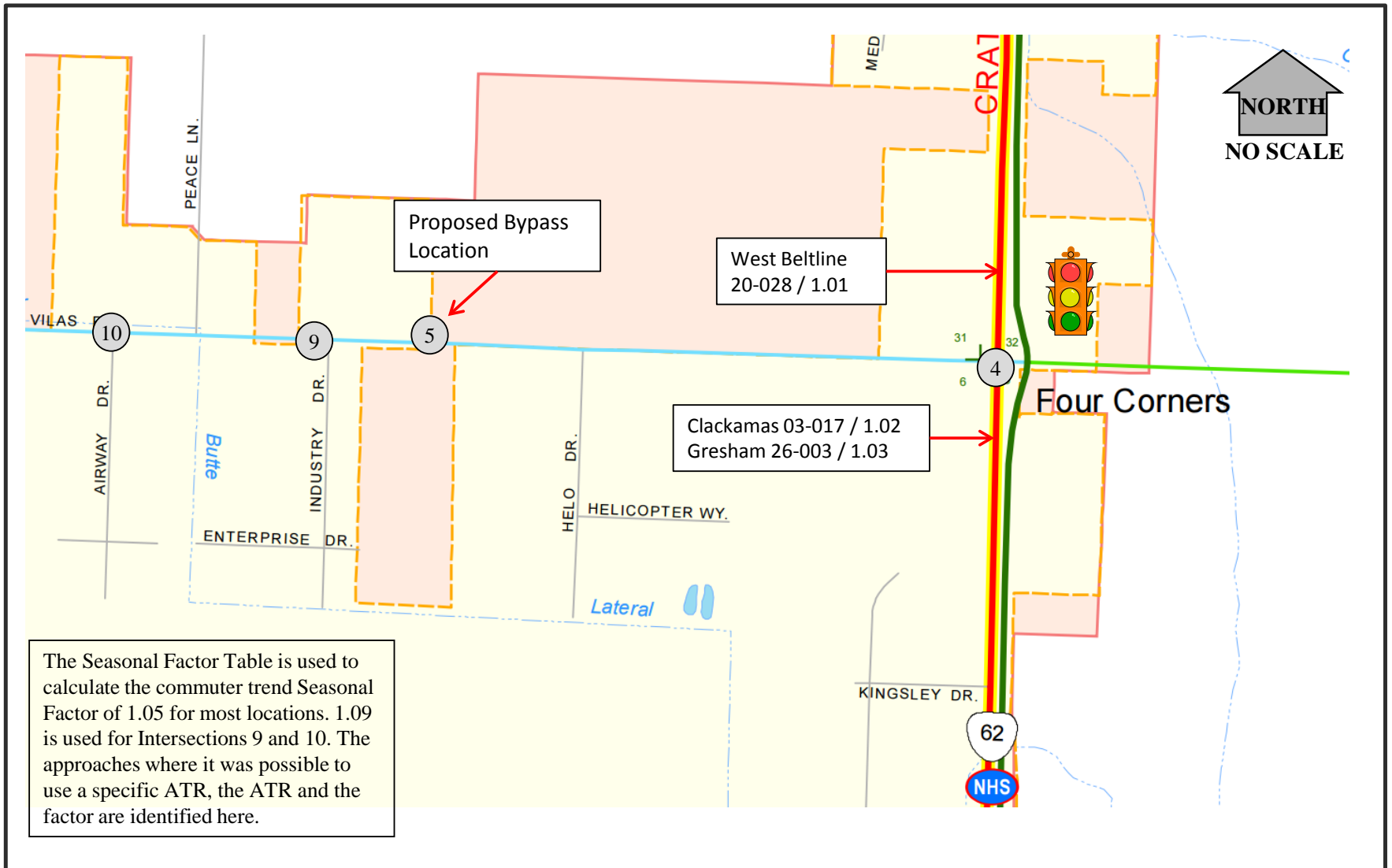
ADT Web Report

Jackson County - October 2016

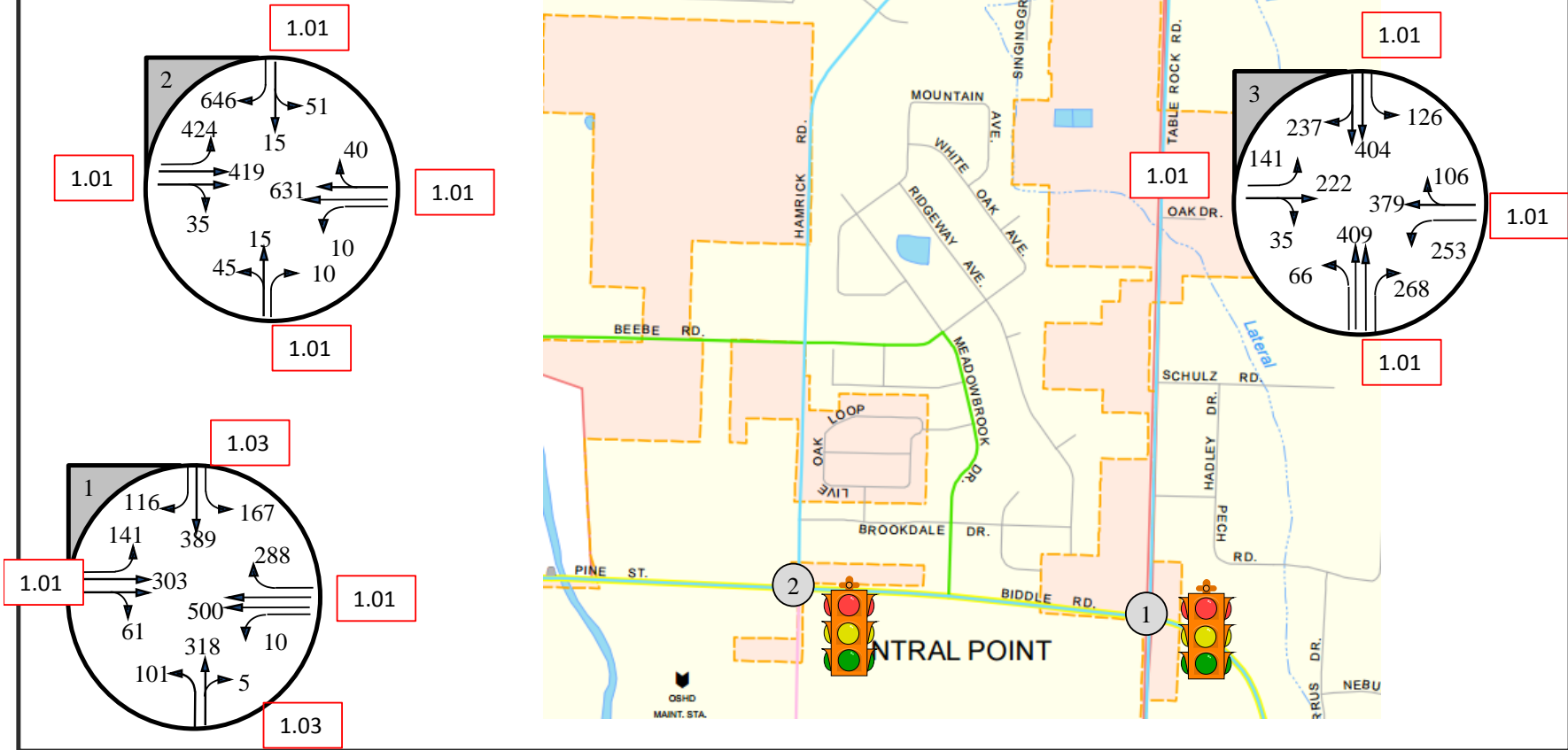
Road Name	MilePost	Location Description	Date	Count
West Evans Creek RD	0.78	100 FT. NORTH OF LLOYELEN DRIVE	07/07/2015	2,114.00
West Evans Creek RD	5.50	500 FT. SOUTH OF PINE GROVE ROAD	07/21/2015	1,220.00
West Evans Creek RD	7.23	900 FT. SOUTH OF QUEENS BRANCH ROAD	07/28/2015	885.00
West Evans Creek RD	7.47	300 FT. NORTH OF QUEENS BRANCH ROAD	07/07/2015	1,200.00
West Fork Griffin Creek RD	0.06	300 FT. WEST OF GRIFFIN CREEK RD AT BRIDGE #107	06/28/2016	1,540.00
West Gregory RD	0.68	300 FT. WEST OF TABLE ROCK ROAD	06/14/2016	1,136.00
West Main ST	0.90	200 FT. WEST OF RENAULT AVENUE	05/31/2016	9,119.00
West Main ST	2.52	200 FT. SOUTHEAST OF HANLEY ROAD	05/31/2016	7,798.00
West Pine ST	0.24	100 FT. SOUTHWEST OF GLENN WAY	07/07/2014	6,242.00
West Pine ST	0.58	100 FT. NORTHEAST OF RACHEL DRIVE	06/07/2016	5,784.00
West Valley View RD	0.93	75 FT. WEST OF SUNCREST ROAD	06/20/2016	905.00
West Valley View RD	0.96	125 FT. SOUTH OF SUNCREST ROAD	06/20/2016	931.00
West Valley View RD	2.47	150 FT. WEST OF NORTH VALLEY VIEW ROAD	06/20/2016	727.00
West Vilas RD	0.06	400 FT. WEST OF TABLE ROCK ROAD	07/26/2016	15,022.00
Wilson RD	0.06	300 FT. WEST OF TABLE ROCK ROAD	06/14/2016	1,879.00
Wilson WY	0.63	70 FT. SOUTH OF AVENUE F	07/06/2015	578.00
Wilson WY	0.91	50 FT. NORTH OF AVENUE H	06/22/2015	808.00
Yank Gulch RD	0.03	150 FT. WEST OF WAGNER CREEK ROAD	05/25/2016	766.00

The Seasonal Factor Table is used to calculate the commuter trend Seasonal Factor of 1.05 for most locations. 1.09 is used for Intersections 9 and 10. The approaches where it was possible to use a specific ATR, the ATR and the factor value are identified here.





Growth Adjustments by approach made to June 2014 counts to calculate 2015 DHV are identified in boxes.



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Historical Growth, All Vehicles

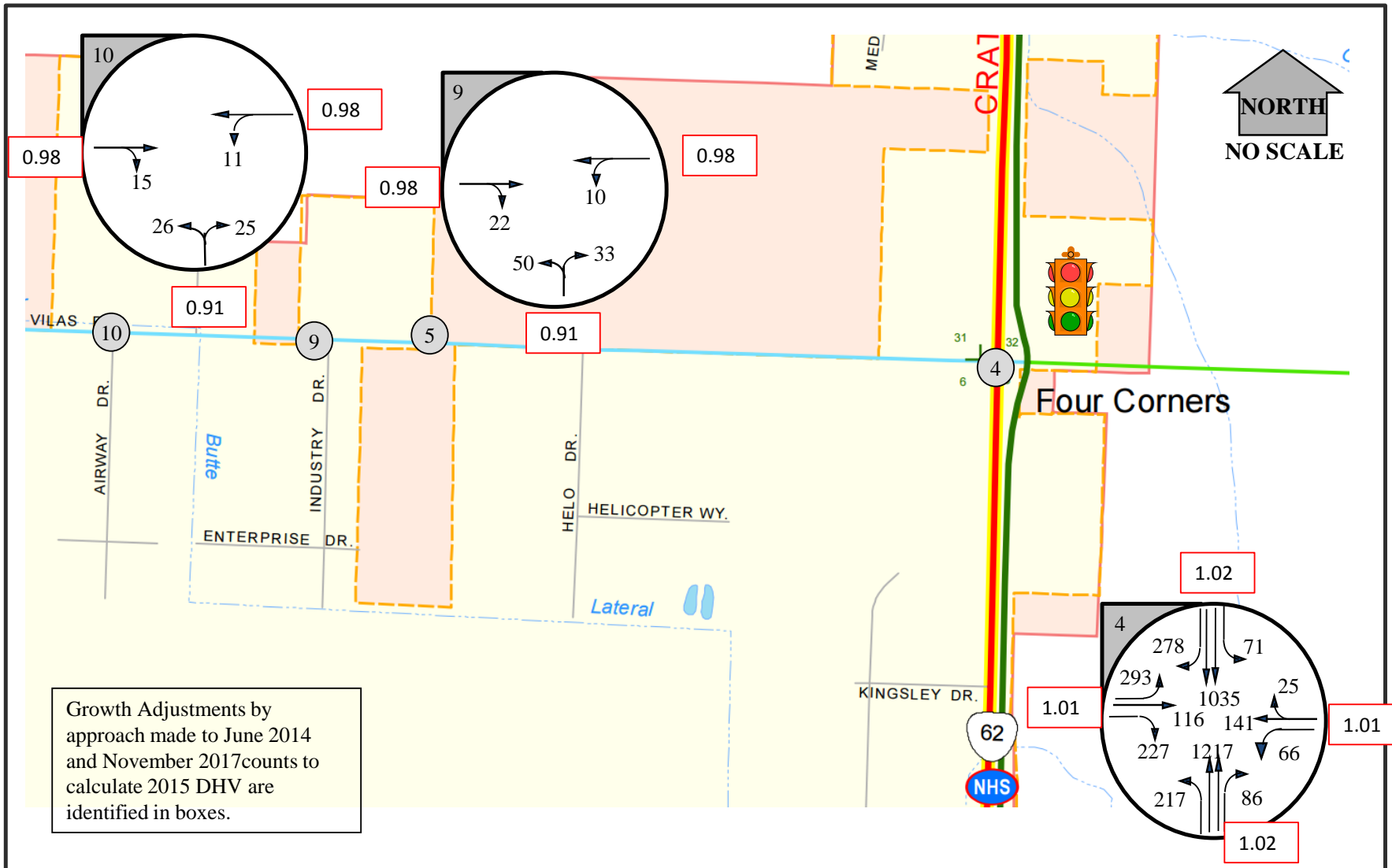
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE D-6



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Historical Growth, All Vehicles

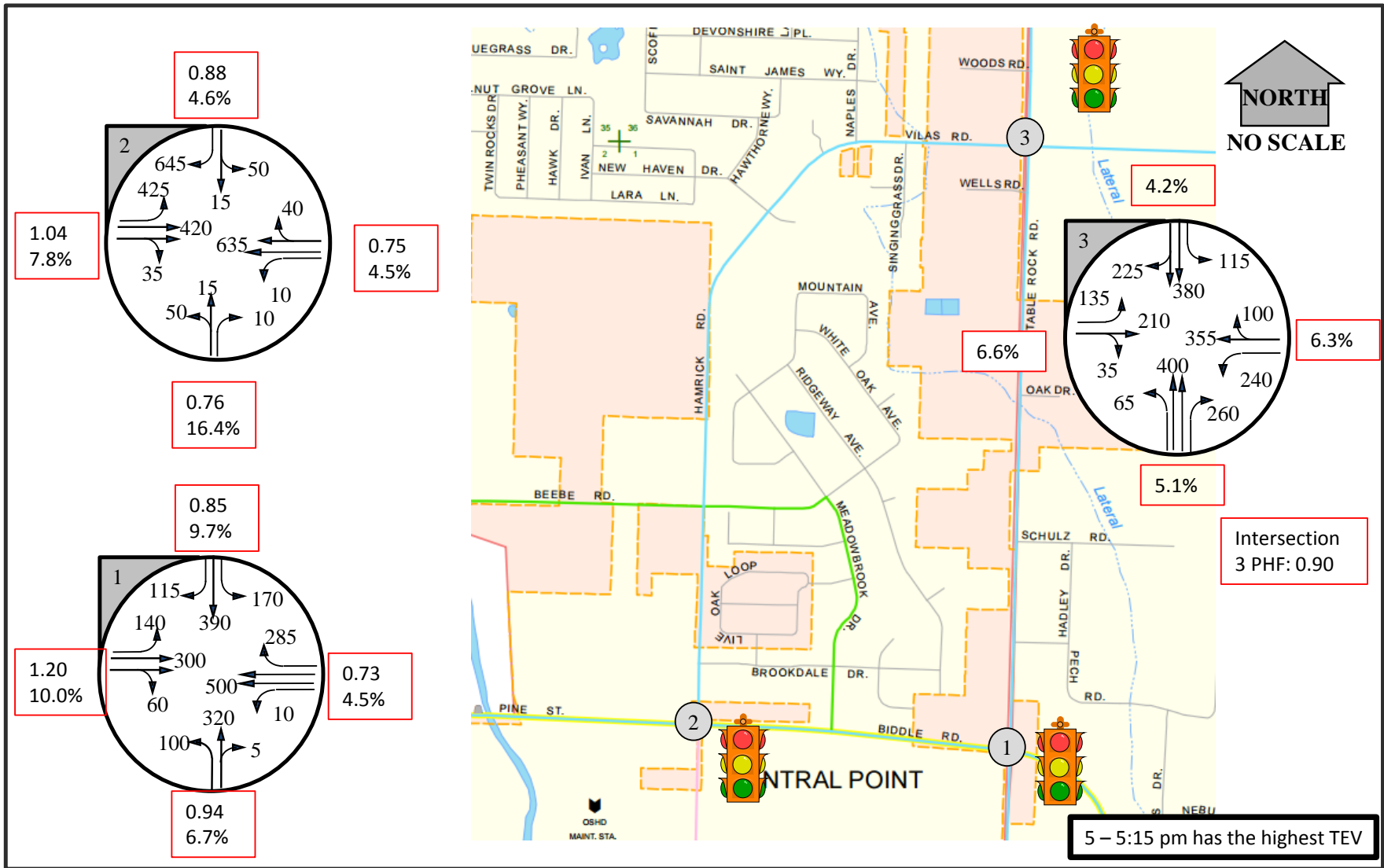
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE D-7



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Rounded DHV. PHF and Combined Medium and Heavy Truck Percentages in boxes.

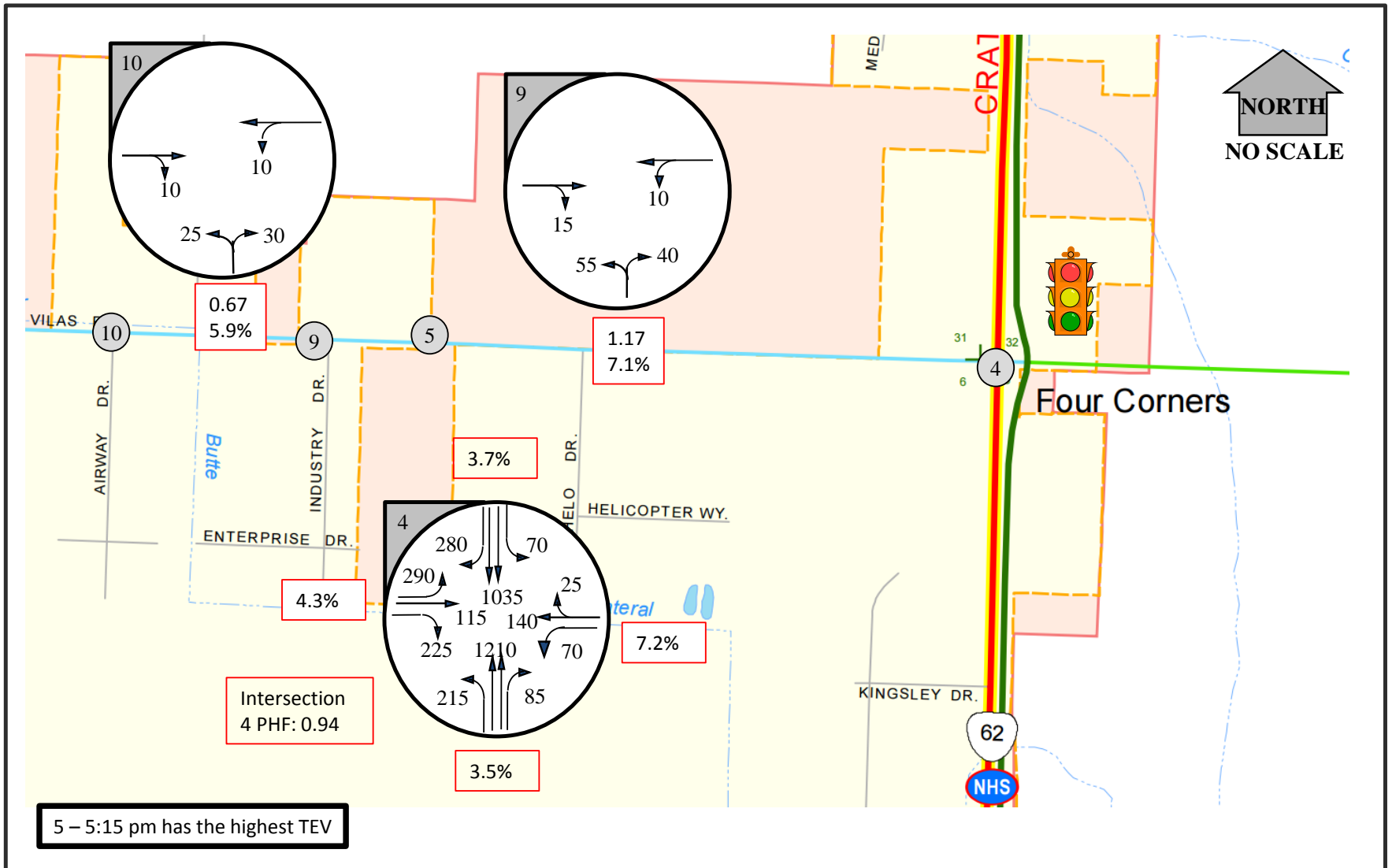
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE D-8



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Rounded DHV, PHF and Combined Medium and Heavy Truck Percentages in boxes

File : OR62-Vilas

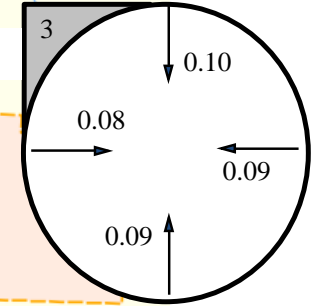
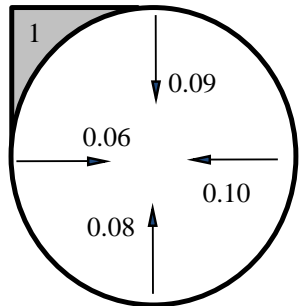
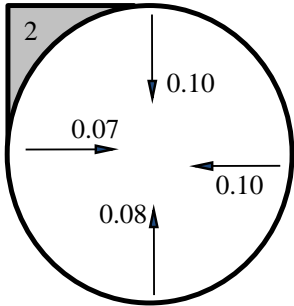
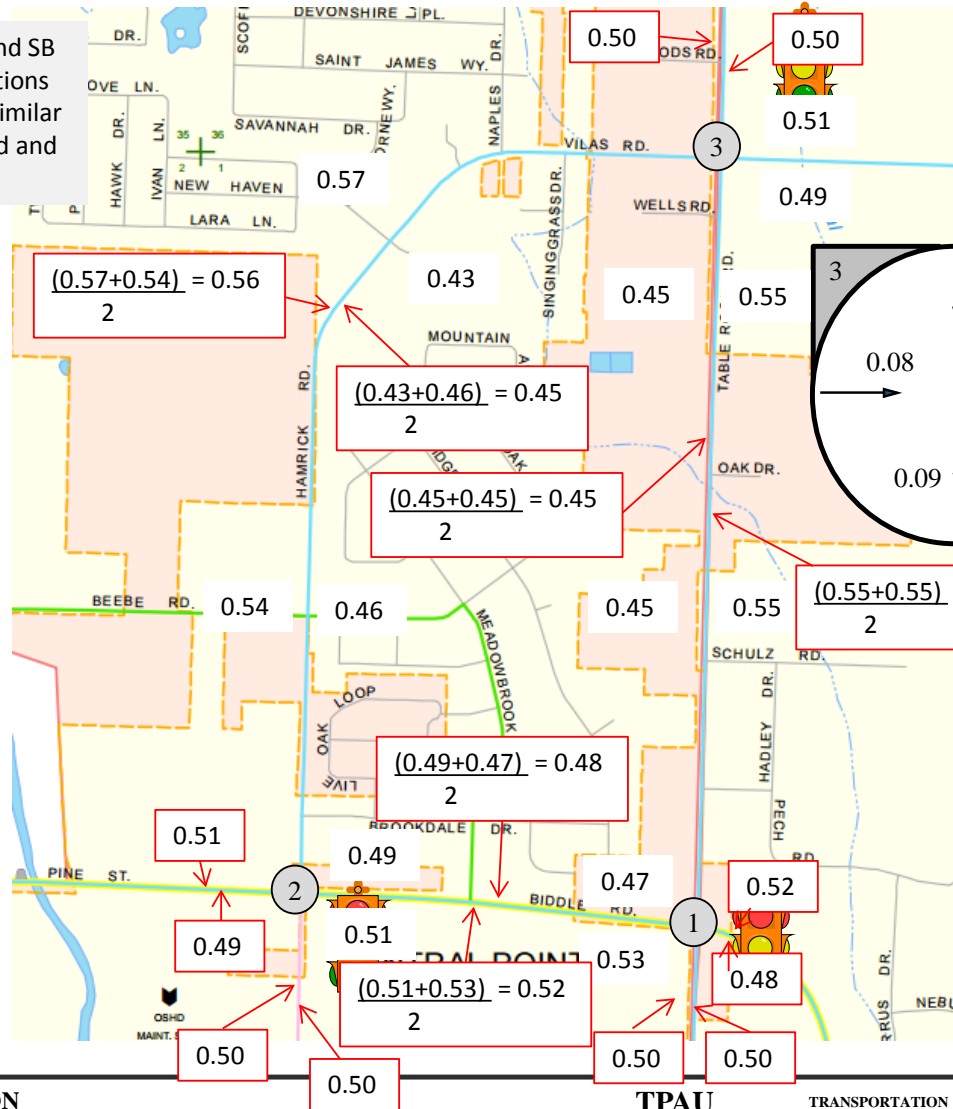
Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE D-9

****NOTE**** The D-Factor (0.45N, 0.56S) for NB and SB Airway, Peace, Industry, Lear, and CLA (intersections 10, 11, 9, 12, 13) is taken from a segment with similar characteristics: Hamrick/Vilas between Biddle Rd and Table Rock Rd



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - K-Factor by Approach, D-Factor in Red Boxes

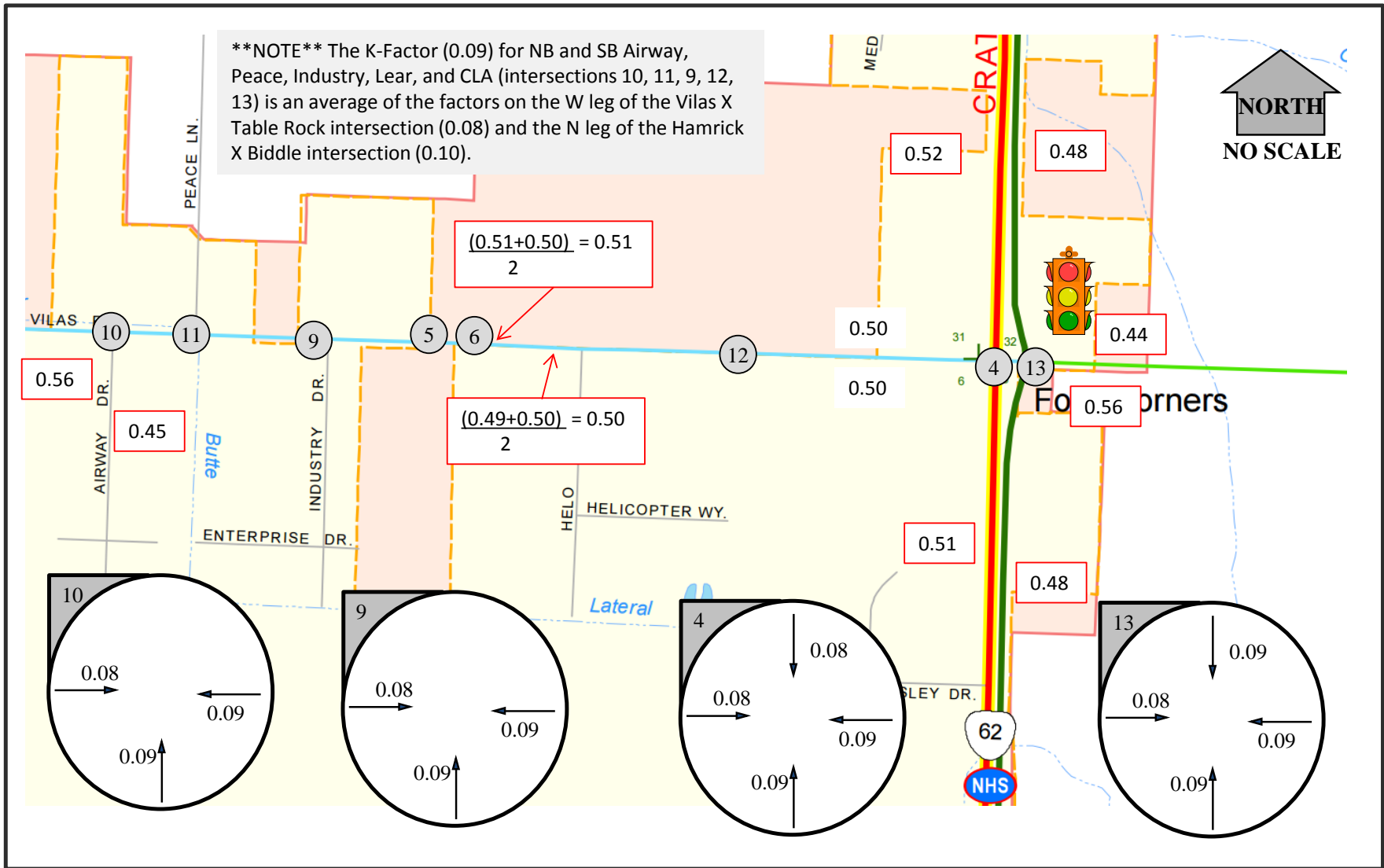
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE D-10



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - K-Factor by Approach, D-Factor in Red Boxes

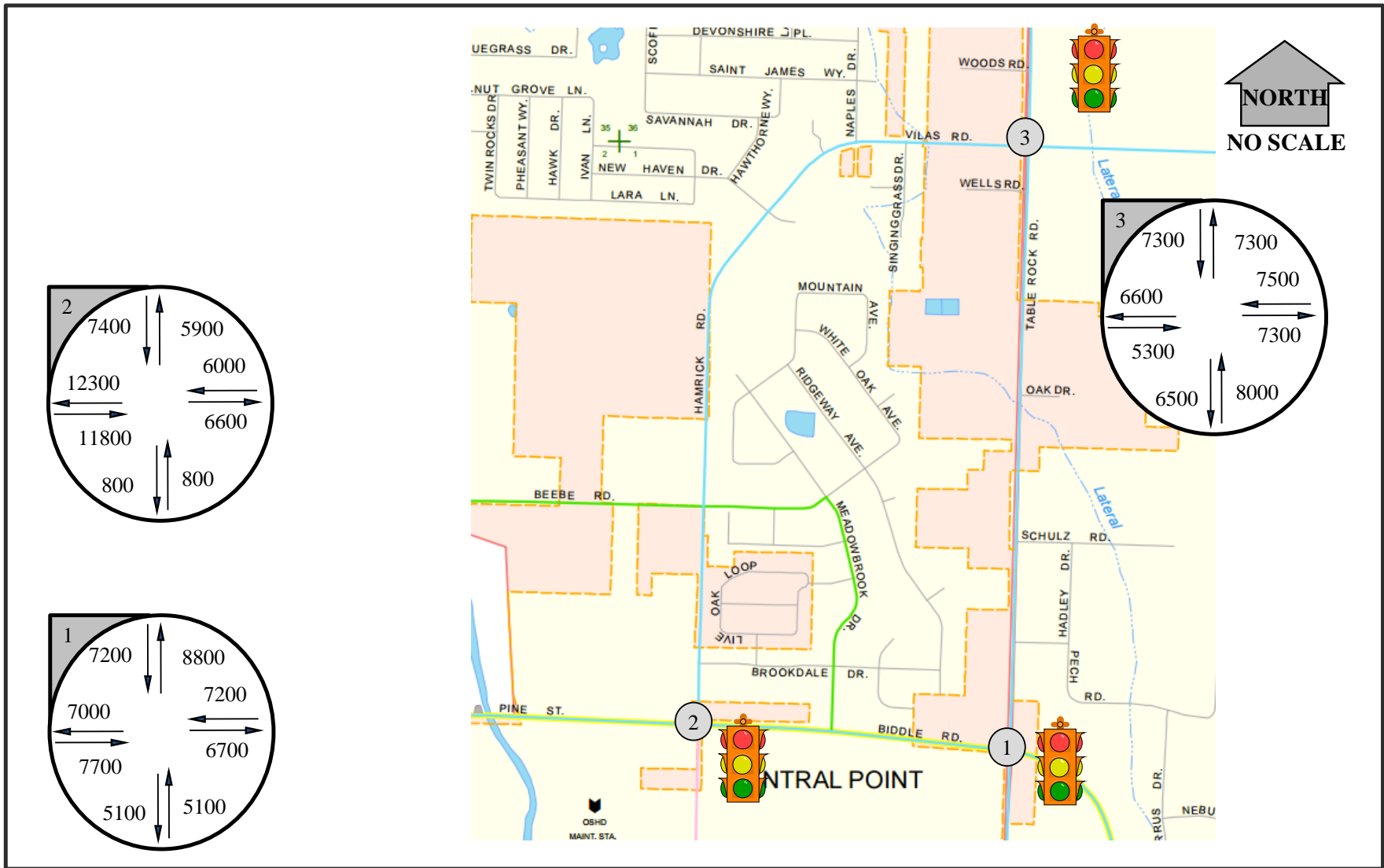
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE D-11



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Rounded 2015 AADTs

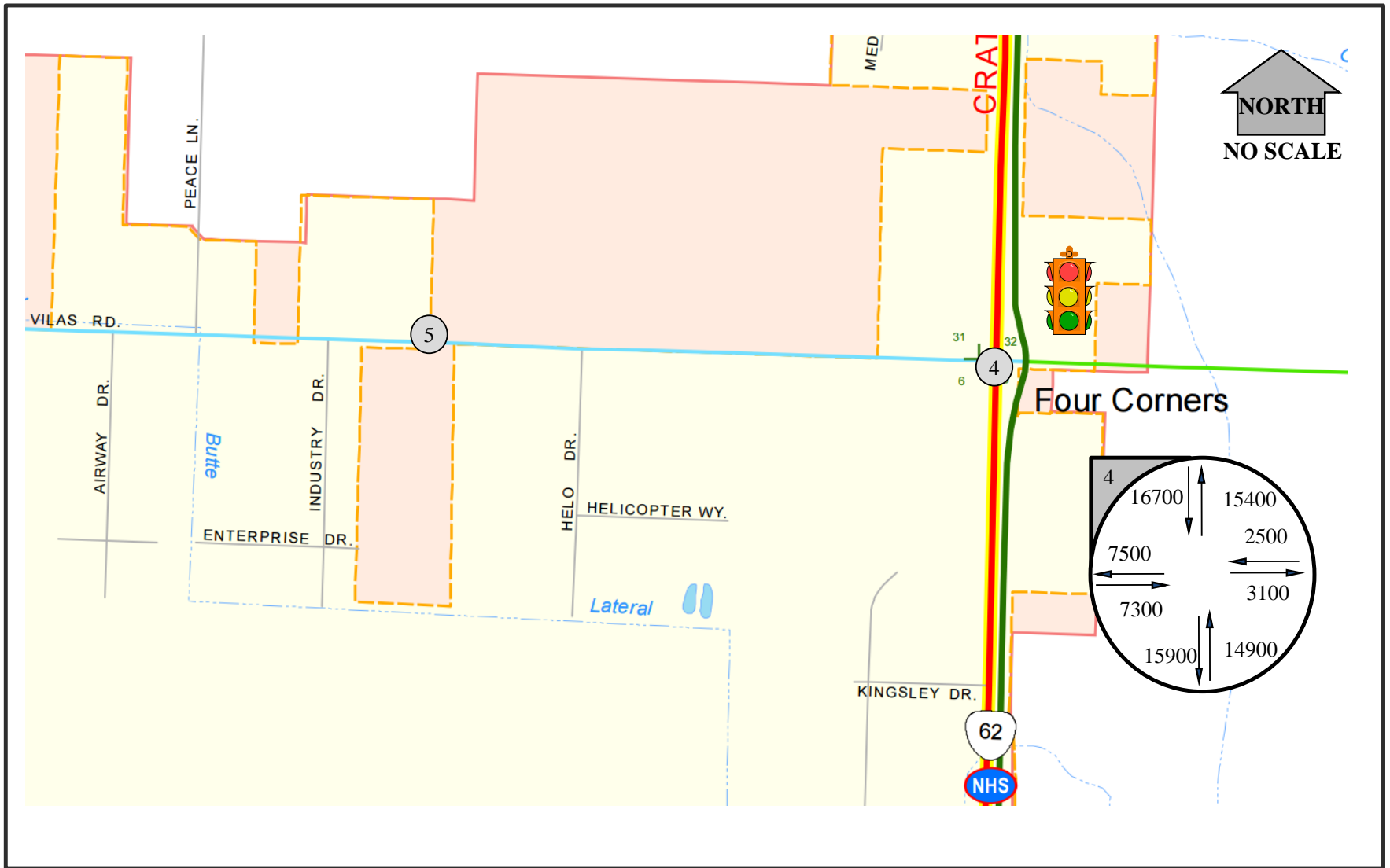
File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/30/18

Reviewed By: P. Schuytema, P.E.

FIGURE D-12



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR 62 & Vilas Rd IAMP - Rounded 2015 AADTs

File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17


Reviewed By: P. Schuytema, P.E.

FIGURE D-13

Figure D-14: Methodology Memorandum

STATE OF OREGON
Department of Transportation
Transportation Development Division

Date: May 17, 2017

TO: Peter Schuytema, Senior Transportation Analyst
FROM:  Thomas Guevara Jr., Senior Transportation Planner
SUBJECT: Traffic Analysis: OR 62 Expressway at Vilas Road Interchange Area Management Plan
EA: 17PF320-621-P31

ODOT Region 3 is preparing an Interchange Area Management Plan (IAMP) for a new interchange located at Oregon 62 Expressway and Vilas Road. We will reformat the preferred alternatives for both the JTA Phase and Full Build Phase identified in the OR 62: Interstate 5 to Dutton Road Final Environmental Impact Statement (FEIS) into a long range planning document for consistency. A Planning Management Team meeting will be held this summer to review existing conditions and the FEIS preferred alternatives. An updated traffic analysis of the FEIS Build Scenarios is needed by September 2017 to include in the IAMP. ODOT Region 3 anticipates a draft plan to be available for review and adoption in January 2018.

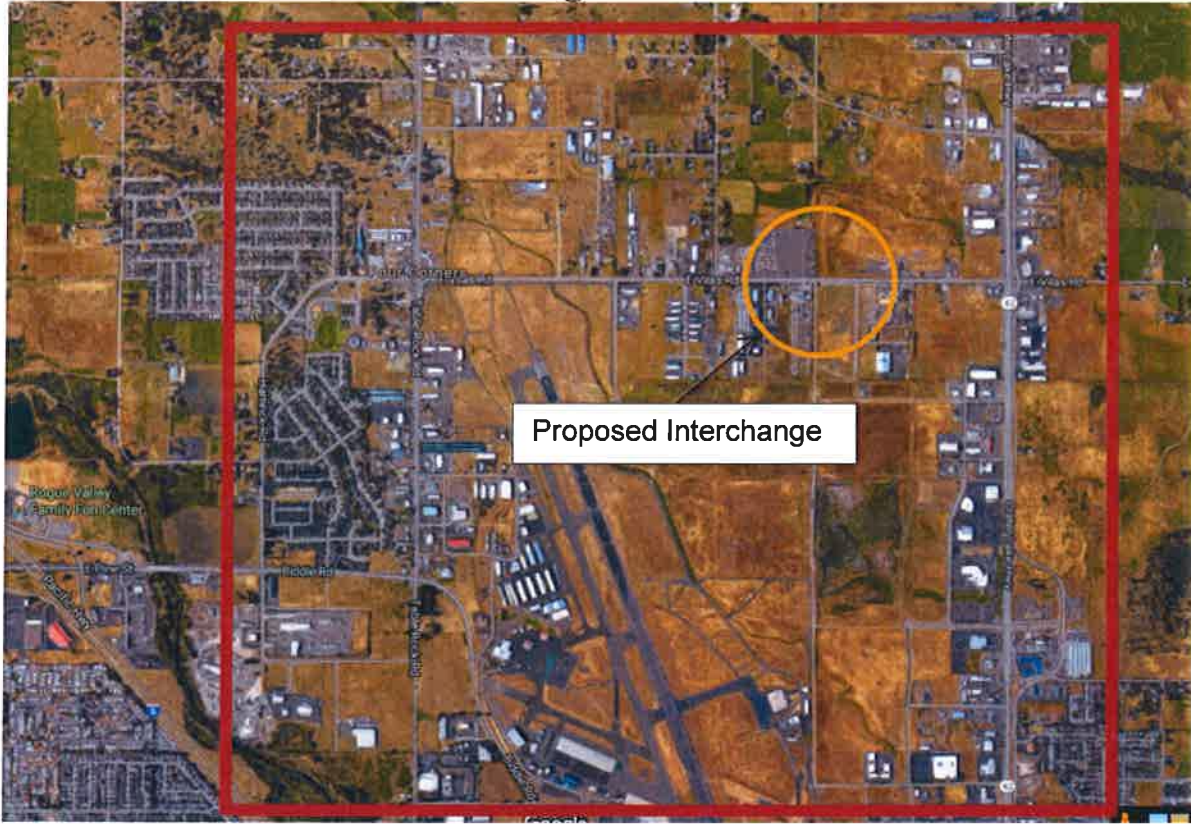
The updated traffic analysis is limited to:

1. Incorporating new study area intersections from the 2017 Jackson County TSP Update (TSP) into the FEIS Build Scenarios;
2. Extrapolating the FEIS Build Scenarios traffic forecast to Year 2040; and
3. Adding a roundabout alternative at the interchange ramp terminals to the Year 2040 Build Scenarios for both a 3-lane and 5-lane cross section on East Vilas Road.

STUDY AREA

The project area is bounded by Hamrick Road to the west; Crater Lake Avenue to the east; Wilson Road to the north; and Commerce Drive to the south (See Figure 1). The study area falls within the RVMPO model boundaries.

Figure 1



OPERATIONAL STANDARDS

The IAMP will use the state jurisdiction operational targets listed in the 1999 Oregon Highway Plan (OHP) and the Highway Design Manual (HDM). As shown in Table 1 below, ODOT TPAU will compare each roadway classification to its appropriate performance target.

Table 1: V/C Ratio Targets & LOS Standards

Intersection	Standard/Target			
	ODOT (V/C Ratio)		Local	
	OHP ¹	HDM ²	V/C Ratio	LOS
East Vilas Road Interchange Ramps	0.85 ³	0.75	NA	D ⁴
West Vilas Road/Table Rock Road/East Vilas Road	NA	NA	0.95 ⁴	D ⁵
Table Rock Road/Biddle Road	NA	NA	0.95 ⁴	D ⁵
East Pine Street/Hamrick Road/Biddle Road	NA	NA	0.95 ⁴	D ⁵
Crater Lake Highway/East Vilas Road	NA	NA	0.95 ⁴	D ⁵

YEAR 2015 BASELINE CONDITIONS

The IAMP Year 2015 Baseline Conditions will incorporate the Design Year 2015 traffic conditions (i.e. volumes and analysis) documented in the FEIS and incorporate the Base Year 2015 traffic conditions (i.e. volumes and analysis) for new study area intersections documented in the 2017 Jackson County TSP Update.

New Study Area Intersections

ODOT Region 3 Traffic Section will provide traffic counts volumes for the new study area intersections to ODOT TPAU. Traffic count information will include vehicle classification shown as truck percentages.

The new study area intersections include:

- West Vilas Road/Table Rock Road/East Vilas Road
- Table Rock Road/Biddle Road
- East Pine Street/Hamrick Road/Biddle Road
- Crater Lake Highway/East Vilas Road

¹ Oregon Highway Plan. The 0.85 target applicable to most intersections is based on the classification of OR 62 as a “Freight Route on a Statewide Highway” and “Statewide Expressway” and location within a metropolitan planning organization area inside an urban growth boundary. See Table 6 of the OHP, as amended December 21, 2011.

² ODOT Highway Design Manual

³ Target is based on OHP Action 1F.1

⁴ Jackson County standard

⁵ City of Medford standard

FUTURE NO BUILD SCENARIO

The IAMP will not include a Year 2040 No Build Scenario. The IAMP will reference the FEIS No Build Scenario for consistency.

YEAR 2040 BUILD SCENARIOS

The IAMP's Year 2040 Build Scenarios will include eight (8) alternatives:

1. **FEIS JTA Phase Scenario** with **traffic signals** at the interchange ramp terminals and a **3-lane cross section** on Vilas Road;
2. **FEIS JTA Phase Scenario** with **traffic signals** at the interchange ramp terminals and a **5-lane cross section** on Vilas Road;
3. **FEIS JTA Phase Scenario** with **roundabout** at the interchange ramp terminals and a **3-lane cross section** on Vilas Road;
4. **FEIS JTA Phase Scenario** with **roundabout** at the interchange ramp terminals and a **5-lane cross section** on Vilas Road;
5. **FEIS Full Build Scenario** with **traffic signals** at the interchange ramp terminals and a **3-lane cross section** on Vilas Road;
6. **FEIS Full Build Scenario** with **traffic signals** at the interchange ramp terminals and a **5-lane cross section** on Vilas Road;
7. **FEIS Full Build Scenario** with **roundabout** at the interchange ramp terminals and a **3-lane cross section** on Vilas Road; and
8. **FEIS Full Build Scenario** with **roundabout** at the interchange ramp terminals and a **5-lane cross section** on Vilas Road.

Each Build Scenario will include all approved and funded projects within the study area. Future volume data will be calculated using the RVMPO Travel Demand Model v4.2. The Year 2040 volumes calculated using the model will be post-processed according to the Analysis Procedure Manual (APM) and used for the future year analysis. The volumes will be post-processed on the link level and then turning movements will be created using select-links and turning movement count proportions (if applicable).

Year 2040 Operational Analysis

ODOT TPAU will analyze Year 2015 traffic count information: historically adjust traffic counts to the Year 2040 planning horizon; apply adjustment factors to account for seasonal variation; and develop volumes for the 30th highest hour and the Average Daily Traffic (ADT) volume. The 95th percentile queues will be done using Synchro/SimTraffic v9.

The Year 2015 FEIS files will be converted and adapted for the IAMP operational analysis. This analysis will use Highway Capacity Manual (HCM) 2010 methods (except for HCM2000 at signalized intersections) for mainline Crater Lake Highway; merge/diverge areas, and intersection analysis to keep analysis reasonably consistent with the FEIS and 2017 Jackson County TSP Update. ODOT TPAU will also summarize non-motorized transportation movements for all count locations to include: Volume, Type, and Direction.

Operational analyses will include:

- Volume-to-Capacity (v/c) ratio
- Level of Service (LOS)
- Turning movements shown on figures
- 95th percentile queues

Year 2040 Crash Analysis

ODOT TPAU will conduct a predictive crash analysis for each build scenario. This analysis will use HCM 2010 methods (except for HCM2000 at signalized intersections) for mainline Crater Lake Highway; merge/diverge areas, and intersection analysis to keep analysis reasonably consistent with the FEIS and 2017 Jackson County TSP Update.

Year 2040 Qualitative MMLOS

ODOT TPAU will conduct a predictive multimodal analysis for each build scenario to analyze transit, bicycle and pedestrian operations. This qualitative analysis will use the MMLOS analysis in the APM, Chapter 14. Analysis will identify safety concerns and barriers such as system gaps or challenging topography. Transit analysis will use as much general or average data available from the FEIS and RVTD as possible.

Widening Vilas Road

East Vilas Road between Table Rock Road and Crater Lake Highway is a Jackson County maintained road located within the City of Medford Urban Growth Boundary (UGB). The City of Medford TSP identifies East Vilas Road as a Major Arterial. The 2017 Jackson County TSP Update identifies widening East Vilas Road from Haul Road to Crater Lake Avenue (i.e. Highway 62 at East Vilas Road) to a 5-lane urban major arterial standard. This roadway widening project is identified as a Jackson County Tier 1 improvement in the City of Medford TSP.

The Year 2040 Build Scenarios will determine whether or not East Vilas Road needs to be widened from a three (3) lane roadway to a five (5) lane urban major arterial through the Vilas Interchange between Haul Road and Table Rock Road. The traffic analysis will inform the timing and design of roadway construction of Vilas Road through the interchange.

Note: ODOT Roadway Design and Environmental staff will need to review and approve the IAMP Build Scenarios for the roundabout and the 5-lane cross section on Vilas Road for consistency with the FEIS preferred alternative. Additionally, Jackson County and City of Medford will need to amend their TSPs to extend the five (5) lane major arterial on East Vilas Road from Haul Road and Table Rock Road for consistency.

APPENDIX E:

2040 FUTURE VOLUME DEVELOPMENT

Future Volume Development Methodology

This appendix documents the methodology and key assumptions to be used in preparation of the future conditions analyses for the OR62 – Vilas Road Interchange Area Management Plan (IAMP). The methodologies included here are based on guidance provided in ODOT’s Analysis Procedures Manual (APM).

2040 Future Volume Development

The existing 2015 DHV must be processed to 2040 volumes. The current RVMPO v4.2 model is referenced to obtain volumes in order to create factors to calculate future volumes for all scenarios. At intersections where counts are not available, the 2035 SD Full Build synchro file is referenced for the link based 30HV volumes by summing the turning volumes. The process is detailed below

First, the unmodified “no interchange” 2042 and 2017 model volumes are compared to create factors to adjust the existing 2015 DHV to 2040 No Interchange volumes on each link.

The post processed 2040 No Interchange volumes are converted to 2040 SD Full Bypass +2 Lane DHV by comparing the 2042 No Interchange and the 2042 SD Full Bypass +2 Lane model volumes to create a factor.

The 2035 SD Full Bypass Vilas Rd interchange DHVs from the Synchro file will be converted to 2040. A factor is created comparing the 2017 and 2042 SD Full Bypass Build +2 Lanes model volumes.

As a result, a full set of link-based 2040 SD Full Bypass +2 Lane DHVs exists for the entire study area. Additional conversion factors are created and applied to these volumes to determine the 2040 link volumes for the rest of the scenarios.

Compare the 2042 Full SD Bypass Build 2 Ln Vilas and 4 Ln Vilas scenarios together to determine the changes caused by widening Vilas Road.

Compare the 2042 JTA build + 2 Ln Vilas with the 2042 Full SD Bypass Build 2 Ln Vilas to create a conversion to the 2040 JTA phase with an interchange and a two-lane Vilas Road.

Compare the 2042 JTA Build 2 Ln Vilas and 4 Ln Vilas scenarios together to determine the changes caused by widening Vilas Road.

For each of the 2040 scenarios:

Intersection inflows and outflows are balanced. The select-link plots (printed out from EMME/4) are used to determine initial turn movement percentages. The balanced link volumes and the turn percentages are used in the TurnsW32 program to determine initial turn movement volumes. The DHVs are balanced between intersections as necessary (see PowerPoint files). Project-area K-factors, D-factors, and seasonal adjustments are

used to convert balanced 2040 hourly volumes into approach-level AADT's for use in the crash analysis (excel spreadsheets with development details are available upon request). Final volume figures include all of the standalone intersections, the interchange ramp terminals, the ramps, Lear Way, Peace Lane, Crater Lake Avenue, and the build "SD bypass" OR62 alignment.

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Table E-1: Scenario 1 JTA Build +2 Lane Vilas Road (S1T1) Future Volume Development

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Post-Processing - Future Year 2040 OR62 Directional Link Volumes

Link Identification				2040 Full Build +2 LN 30 HV	Model Volumes			2040 JTA Build +2 Ln 30 HV			
					Model Assignment		Adjustment	Factored	Difference Method if Change Greater than 10%		Final
Route	Direction	From	To		Raw Model 2042 JTA Build +2 Ln	Raw Model 2042 Full Build +2 Ln	+2 Ln Full Build to JTA Build Factor				
Biddle Rd	WB	E Project Limits	Table Rock Rd	1067	1099	1047	0.95	1016	1016		1016
Biddle Rd	EB	Table Rock Rd	E Project Limits	764	827	820	0.99	758	758		758
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	974	797	877	1.10	1072	diff	1054	1054
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1064	1052	1091	1.04	1103	1103		1103
Pine St	EB	W Project Limits	Hamrick Rd	1372	1278	1376	1.08	1477	1477		1477
Pine St	WB	Hamrick Rd	W Project Limits	2095	1710	1746	1.02	2139	2139		2139
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	289	318	329	1.03	299	299		299
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	122	175	193	1.10	135	diff	140	140
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	648	789	800	1.01	657	657		657
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1053	826	823	1.00	1049	1049		1049
E Vilas Rd	EB	W Project Limits	Table Rock Rd	476	434	445	1.03	488	488		488
E Vilas Rd	WB	Table Rock Rd	W Project Limits	893	678	670	0.99	883	883		883
E Vilas Rd	EB	Table Rock Rd	Airway Dr	1175	831	1029	1.24	1455	diff	1373	1373
E Vilas Rd	WB	Airway Dr	Table Rock Rd	1326	1186	1221	1.03	1365	1365		1365
E Vilas Rd	wEB	Airway Dr	Industry Dr	1204	825	1025	1.24	1496	diff	1404	1404
E Vilas Rd	wWB	Industry Dr	Airway Dr	1320	1085	1195	1.10	1454	diff	1430	1430
E Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake Hwy	1307	926	1128	1.22	1592	diff	1509	1509
E Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1361	1098	1206	1.10	1495	1495		1495
E Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake Hwy	847	689	712	1.03	875	875		875
E Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	803	619	662	1.07	859	859		859
E Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	444	661	699	1.06	470	470		470
E Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	330	390	414	1.06	350	350		350
OR 62 / Crater Lake	NB	E Vilas Rd	N Project Limits	1192	961	1028	1.07	1275	1275		1275
OR 62 / Crater Lake	SB	N Project Limits	E Vilas Rd	1403	1166	1265	1.08	1522	1522		1522

OR 62 / Crater Lake	NB	S Project Limits	E Vilas Rd	1151	1038	1060	1.02	1175	1175		1175
OR 62 / Crater Lake	SB	E Vilas Rd	S Project Limits	1285	1043	1047	1.00	1290	1290		1290
Table Rock Rd	NB	S Project Limits	Biddle Rd	590	533	502	0.94	556	556		556
Table Rock Rd	SB	Biddle Rd	S Project Limits	846	767	761	0.99	839	839		839
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1143	1289	1314	1.02	1165	1165		1165
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1221	1475	1531	1.04	1268	1268		1268
Table Rock Rd	NB	E Vilas Rd	N Project Limits	965	1172	1141	0.97	940	940		940
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1229	1227	1373	1.12	1376	diff	1375	1375
Airway Dr	NB	Enterprise Dr	E Vilas Rd	89	43	43	1.00	89	89		89
Airway Dr	SB	E Vilas Rd	Enterprise Dr	49	25	25	1.00	49	49		49
Industry Dr	NB	Enterprise Dr	E Vilas Rd	239	287	287	1.00	239	239		239
Industry Dr	SB	E Vilas Rd	Enterprise Dr	150	200	200	1.00	150	150		150
Airway Dr + Industry	NB	Enterprise Dr	E Vilas Rd	328	330	330	1.00	328	328		328
Airway Dr + Industry	SB	E Vilas Rd	Enterprise Dr	199	225	225	1.00	199	199		199
E Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1601	914	1117	1.22	1956	diff	1804	1804
E Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	1406	1061	1167	1.10	1546	1546		1546
E Vilas Rd	EB	OR62 SB On Ramp	OR62 NB Off Ramp	1570	829	1029	1.24	1948	diff	1770	1770
E Vilas Rd	WB	OR62 NB On Ramp	OR62 SB Off Ramp	650	765	815	1.07	692	692		692
E Vilas Rd	EB	OR62 NB Off Ramp	Lear Way	849	733	793	1.08	918	918		918
E Vilas Rd	WB	Lear Way	OR62 NB On Ramp	762	703	817	1.16	886	diff	876	876
E Vilas Rd	EB	Crater Lake Ave	E Project Limits	258	377	374	0.99	256	256		256
E Vilas Rd	WB	E Project Limits	Crater Lake Ave	262	220	142	0.65	169	diff	340	340
Lear Way	NB	S Project Limits	E Vilas Rd	254	309	325	1.05	267	267		267
Lear Way	SB	E Vilas Rd	S Project Limits	210	269	251	0.93	196	196		196
OR62 NB On Ramp	NB	E Vilas Rd	OR62 NB	979	324	571	1.76	1725	diff	1226	1226
OR62 NB Off Ramp	NB	OR62 NB	E Vilas Rd	160	290	332	1.14	183	diff	202	202
OR62 SB On Ramp	SB	E Vilas Rd	OR62 SB	88	240	302	1.26	111	diff	150	150
OR62 SB Off Ramp	SB	OR62 SB	E Vilas Rd	799	451	567	1.26	1005	diff	915	915
OR62	NB	S End of Interchange	N End of Interchange	1580	1918	1940	1.01	1598	1598		1598
OR62	SB	N End of Interchange	S End of Interchange	1132	1388	1231	0.89	1004	diff	1289	1289
OR62	NB	S Project Limits	S End of Interchange	1733	2207	2271	1.03	1783	1783		1783
OR62	SB	S End of Interchange	S Project Limits	1212	1628	1533	0.94	1141	1141		1141
OR62	NB	N End of Interchange	N Project Limits	2555	2242	2510	1.12	2860	diff	2823	2823
OR62	SB	N Project Limits	N End of Interchange	1930	1840	1798	0.98	1886	1886		1886
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	123	246	299	1.22	150	diff	176	176
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	202	194	291	1.50	303	diff	299	299
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	373	309	298	0.96	360	360		360
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	381	371	343	0.92	352	352		352
Peace Ln	NB	E Vilas Rd	N Project Limits	109	168	168	1.00	109	109		109
Peace Ln	SB	N Project Limits	E Vilas Rd	128	246	176	0.72	92	diff	198	198

The volumes at the following links were averaged by the 2 influential intersections:

WB Biddle Rd between Table Rock Rd and Hamrick Rd

NB and SB Table Rock Rd between Biddle Rd and E Vilas Rd.

On Hamrick Rd and E Vilas Rd, there is a significant distance between

Actual counts were used when available (highlighted green).

Table E-2: Scenario 2 JTA Build +4 Lane Vilas Road (S2T1) Future Volume Development

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Post-Processing - Future Year 2040 OR62 Directional Link Volumes

Link Identification				2040 JTA Build +2 LN 30 HV	Model Volumes			2040 JTA Build +4 Ln 30 HV			
					Model Assignment		Adjustment				
Route	Direction	From	To		Raw Model 2042 JTA Build +2 Ln	Raw Model 2042 JTA Build +4 Ln	+2 Ln Full Build to JTA Build Factor	Factored	Difference Method if Change Greater than 10%		Final
Biddle Rd	WB	E Project Limits	Table Rock Rd	1016	1099	1075	0.98	994	994		994
Biddle Rd	EB	Table Rock Rd	E Project Limits	758	827	857	1.04	785	785		785
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	1054	797	815	1.02	1078	1078		1078
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1103	1052	1096	1.04	1149	1149		1149
Pine St	EB	W Project Limits	Hamrick Rd	1477	1278	1339	1.05	1548	1548		1548
Pine St	WB	Hamrick Rd	W Project Limits	2139	1710	1800	1.05	2252	2252		2252
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	299	318	349	1.10	328	328		328
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	140	175	211	1.21	169	diff	176	176
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	657	789	813	1.03	677	677		677
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1049	826	856	1.04	1088	1088		1088
E Vilas Rd	EB	W Project Limits	Table Rock Rd	488	434	470	1.08	529	529		529
E Vilas Rd	WB	Table Rock Rd	W Project Limits	883	678	715	1.05	931	931		931
E Vilas Rd	EB	Table Rock Rd	Airway Dr	1373	831	1031	1.24	1703	diff	1573	1573
E Vilas Rd	WB	Airway Dr	Table Rock Rd	1365	1186	1509	1.27	1737	diff	1688	1688
E Vilas Rd	wEB	Airway Dr	Industry Dr	1404	825	1041	1.26	1771	diff	1620	1620
E Vilas Rd	wWB	Industry Dr	Airway Dr	1430	1085	1420	1.31	1872	diff	1765	1765
E Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake Hwy	1509	926	1143	1.23	1863	diff	1726	1726
E Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1495	1098	1434	1.31	1953	diff	1831	1831
E Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake Hwy	875	689	848	1.23	1077	diff	1034	1034
E Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	859	619	774	1.25	1074	diff	1014	1014
E Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	470	661	772	1.17	549	diff	581	581
E Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	350	390	439	1.13	394	diff	399	399
OR 62 / Crater Lake	NB	E Vilas Rd	N Project Limits	1275	961	941	0.98	1248	1248		1248
OR 62 / Crater Lake	SB	N Project Limits	E Vilas Rd	1522	1166	1162	1.00	1516	1516		1516
OR 62 / Crater Lake	NB	S Project Limits	E Vilas Rd	1175	1038	1073	1.03	1215	1215		1215

OR 62 / Crater Lake	SB	E Vilas Rd	S Project Limits	1290	1043	1034	0.99	1278	1278		1278
Table Rock Rd	NB	S Project Limits	Biddle Rd	556	533	515	0.97	537	537		537
Table Rock Rd	SB	Biddle Rd	S Project Limits	839	767	759	0.99	830	830		830
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1165	1289	1364	1.06	1233	1233		1233
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1268	1475	1640	1.11	1409	diff	1433	1433
Table Rock Rd	NB	E Vilas Rd	N Project Limits	940	1172	1205	1.03	966	966		966
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1375	1227	1228	1.00	1377	1377		1377
Airway Dr	NB	Enterprise Dr	E Vilas Rd	89	43	43	1.00	89	89		89
Airway Dr	SB	E Vilas Rd	Enterprise Dr	49	25	25	1.00	49	49		49
Industry Dr	NB	Enterprise Dr	E Vilas Rd	239	287	287	1.00	239	239		239
Industry Dr	SB	E Vilas Rd	Enterprise Dr	150	200	200	1.00	150	150		150
Airway Dr+Industry Dr	NB	Enterprise Dr	E Vilas Rd	328	330	330	1.00	328	328		328
Airway Dr+Industry Dr	SB	E Vilas Rd	Enterprise Dr	199	225	225	1.00	199	199		199
E Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1804	914	1133	1.24	2236	diff	2023	2023
E Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	1546	1061	1395	1.31	2033	diff	1880	1880
E Vilas Rd	EB	OR62 SB On Ramp	OR62 NB Off Ramp	1770	829	1055	1.27	2252	diff	1996	1996
E Vilas Rd	WB	OR62 NB On Ramp	OR62 SB Off Ramp	692	765	978	1.28	885	diff	905	905
E Vilas Rd	EB	OR62 NB Off Ramp	Lear Way	918	733	910	1.24	1140	diff	1095	1095
E Vilas Rd	WB	Lear Way	OR62 NB On Ramp	876	703	908	1.29	1131	diff	1081	1081
E Vilas Rd	EB	Crater Lake Ave	E Project Limits	256	377	423	1.12	287	diff	302	302
E Vilas Rd	WB	E Project Limits	Crater Lake Ave	340	220	222	1.01	343	343		343
Lear Way	NB	S Project Limits	E Vilas Rd	267	309	356	1.15	308	diff	314	314
Lear Way	SB	E Vilas Rd	S Project Limits	196	269	285	1.06	207	207		207
OR62 NB On Ramp	NB	E Vilas Rd	OR62 NB	1226	324	397	1.23	1502	diff	1299	1299
OR62 NB Off Ramp	NB	OR62 NB	E Vilas Rd	202	290	323	1.11	225	diff	235	235
OR62 SB On Ramp	SB	E Vilas Rd	OR62 SB	150	240	267	1.11	167	diff	177	177
OR62 SB Off Ramp	SB	OR62 SB	E Vilas Rd	915	451	606	1.34	1229	diff	1070	1070
OR62	NB	S End of Interchange	N End of Interchange	1598	1918	1876	0.98	1563	1563		1563
OR62	SB	N End of Interchange	S End of Interchange	1004	1385	1317	0.95	955	955		955
OR62	NB	S Project Limits	S End of Interchange	1783	2207	2199	1.00	1777	1777		1777
OR62	SB	S End of Interchange	S Project Limits	1141	1608	1584	0.99	1124	1124		1124
OR62	NB	N End of Interchange	N Project Limits	2823	2242	2273	1.01	2862	2862		2862
OR62	SB	N Project Limits	N End of Interchange	1886	1839	1923	1.05	1972	1972		1972
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	176	246	255	1.04	182	182		182
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	299	194	192	0.99	296	296		296
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	360	309	351	1.14	409	diff	402	402
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	352	371	420	1.13	399	diff	401	401
Peace Ln	NB	E Vilas Rd	N Project Limits	109	168	169	1.01	110	110		110
Peace Ln	SB	N Project Limits	E Vilas Rd	198	246	251	1.02	202	202		202

Table E-3: Scenario 3 Full Build +2 Lane Vilas Road (S3T1) Future Volume Development

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Post-Processing - Future Year 2040 OR62 Directional Link Volume

Link Identification				Post Processed JTA Build NO INT 2040 30HV
Route	Direction	From	To	
Biddle Rd	WB	E Project Limits	Table Rock Rd	1085
Biddle Rd	EB	Table Rock Rd	E Project Limits	756
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	902
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1090
Pine St	EB	W Project Limits	Hamrick Rd	1304
Pine St	WB	Hamrick Rd	W Project Limits	2022
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	257
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	121
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	647
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	987
Vilas Rd	EB	W Project Limits	Table Rock Rd	485
Vilas Rd	WB	Table Rock Rd	W Project Limits	847
Vilas Rd	EB	Table Rock Rd	Airway Dr	951
Vilas Rd	WB	Airway Dr	Table Rock Rd	1261
Vilas Rd	wEB	Airway Dr	Industry Dr	976
Vilas Rd	wWB	Industry Dr	Airway Dr	1172
Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake Hwy	977
Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1113
Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake Hwy	930
Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	983
Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	575
Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	526
OR 62 / Crater Lake Hwy	NB	E Vilas Rd	N Project Limits	1173
OR 62 / Crater Lake Hwy	SB	N Project Limits	E Vilas Rd	1406
OR 62 / Crater Lake Hwy	NB	S Project Limits	E Vilas Rd	1234
OR 62 / Crater Lake Hwy	SB	E Vilas Rd	S Project Limits	1357
Table Rock Rd	NB	S Project Limits	Biddle Rd	653
Table Rock Rd	SB	Biddle Rd	S Project Limits	823
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1127
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1196
Table Rock Rd	NB	E Vilas Rd	N Project Limits	995
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1086
Airway Dr + Industry	NB	Enterprise Dr	E Vilas Rd	328
Airway Dr + Industry	SB	E Vilas Rd	Enterprise Dr	199
Airway Dr	NB	Enterprise Dr	E Vilas Rd	89
Airway Dr	SB	E Vilas Rd	Enterprise Dr	49
Industry Dr	NB	Enterprise Dr	E Vilas Rd	239
Industry Dr	SB	E Vilas Rd	Enterprise Dr	150
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	114
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	169
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	408

Crater Lake Ave	SB	E Vilas Rd	S Project Limits	442
Peace Lane	NB	E Vilas Rd	N Project Limits	109
Peace Lane	SB	N Project Limits	E Vilas Rd	181
Lear Way	NB	S Project Limits	E Vilas Rd	246
Lear Way	SB	E Vilas Rd	S Project Limits	189
Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1191
Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	1278
Vilas Rd	EB	OR62 SB On Ramp	OR62 NB Off Ramp	1538
Vilas Rd	WB	OR62 NB On Ramp	OR62 SB Off Ramp	710
Vilas Rd	EB	OR62 NB Off Ramp	Lear Way	832
Vilas Rd	WB	Lear Way	OR62 NB On Ramp	832
Vilas Rd	EB	Crater Lake Ave	E Project Limits	320
Vilas Rd	WB	E Project Limits	Crater Lake Av	523

Use 'Final' values calculated on Post-Processing JTA
 Int Links to back process to 2040 NO Build.

nes

Model Volumes						
Model Assignment		Adjustment	2040 SD Full Bypass + 2 Lane 30 HV			
Raw JTA Build No Int Model 2042	Raw Model 2042 Full Build +2 Ln	No Build to Full SD Build Factor	2040 SD Full Bypass + 2 Lane 30 HV	Difference Method if Change Greater than 10%		Final
1080	1062	0.98	1067	1067		1067
827	836	1.01	764	764		764
807	872	1.08	974	974		974
1103	1077	0.98	1064	1064		1064
1307	1375	1.05	1372	1372		1372
1689	1750	1.04	2095	2095		2095
269	302	1.12	289	diff	290	290
178	180	1.01	122	122		122
793	794	1.00	648	648		648
790	843	1.07	1053	1053		1053
452	444	0.98	476	476		476
657	693	1.05	893	893		893
833	1029	1.24	1175	diff	1147	1147
1161	1221	1.05	1326	1326		1326
831	1025	1.23	1204	diff	1170	1170
1061	1195	1.13	1320	diff	1306	1306
843	1128	1.34	1307	diff	1262	1262
986	1206	1.22	1361	diff	1333	1333
782	712	0.91	847	847		847
810	662	0.82	803	diff	1131	1131
905	699	0.77	444	diff	781	781
660	414	0.63	330	diff	772	772
1013	1029	1.02	1192	1192		1192
1251	1248	1.00	1403	1403		1403
1141	1064	0.93	1151	1151		1151
1107	1048	0.95	1285	1285		1285
580	524	0.90	590	590		590
761	782	1.03	846	846		846
1295	1313	1.01	1143	1143		1143
1486	1517	1.02	1221	1221		1221
1173	1138	0.97	965	965		965
1219	1380	1.13	1229	diff	1247	1247
330	330	1.00	328	328		328
225	225	1.00	199	199		199
43	43	1.00	89	89		89
25	25	1.00	49	49		49
287	287	1.00	239	239		239
200	200	1.00	150	150		150
281	303	1.08				123
242	289	1.19				201
328	300	0.91				373

402	347	0.86				381
168	168	1.00				109
249	176	0.71				128
314	325	1.04				255
226	251	1.11				210
831	1117	1.34				1601
1061	1167	1.10				1406
777	793	1.02				1570
892	817	0.92				650
777	793	1.02				849
892	817	0.92				762
464	374	0.81				258
283	142	0.50				262

Table E-4: Scenario 5 Full Build +4 Lane Vilas Road (S5T1) Future Volume Development

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Post-Processing - Future Year 2040 OR62 Directional Link Volumes											
Link Identification				2040 Full Build +2 Ln 30 HV	Model Volumes			2040 Full Build +4 Ln 30 HV			
					Model Assignment		Adjustment				
Route	Direction	From	To		Raw Model 2042 Full Build +2 Ln	Raw Model 2042 Full Build +4 Ln	Full Build 2 Ln to +4 Ln Factor	Factored	Difference Method if Change Greater than 10%		Final
Biddle Rd	WB	E Project Limits	Table Rock Rd	1067	1047	1036	0.99	1056	1056		1056
Biddle Rd	EB	Table Rock Rd	E Project Limits	764	820	831	1.01	774	774		774
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	974	877	905	1.03	1005	1005		1005
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1064	1091	1076	0.99	1049	1049		1049
Pine St	EB	W Project Limits	Hamrick Rd	1372	1376	1414	1.03	1410	1410		1410
Pine St	WB	Hamrick Rd	W Project Limits	2095	1746	1815	1.04	2178	2178		2178
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	290	329	320	0.97	282	282		282
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	122	193	192	0.99	122	122		122
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	648	800	791	0.99	641	641		641
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1053	823	893	1.09	1143	1143		1143
E Vilas Rd	EB	W Project Limits	Table Rock Rd	476	445	458	1.03	490	490		490
E Vilas Rd	WB	Table Rock Rd	W Project Limits	893	670	755	1.13	1007	diff	978	978
E Vilas Rd	EB	Table Rock Rd	Airway Dr	1147	1029	1240	1.21	1382	diff	1358	1358
E Vilas Rd	WB	Airway Dr	Table Rock Rd	1326	1221	1578	1.29	1714	diff	1683	1683
E Vilas Rd	wEB	Airway Dr	Industry Dr	1170	1025	1239	1.21	1414	diff	1384	1384
E Vilas Rd	wWB	Industry Dr	Airway Dr	1306	1195	1559	1.30	1704	diff	1670	1670
E Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake Hwy	1262	1128	1360	1.21	1522	diff	1494	1494
E Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1333	1206	1509	1.25	1668	diff	1636	1636
E Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake Hwy	847	712	905	1.27	1076	diff	1040	1040
E Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	1131	662	812	1.23	1387	diff	1281	1281
E Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	781	699	832	1.19	930	diff	914	914
E Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	772	414	508	1.23	947	diff	866	866
OR 62 / Crater Lake	NB	E Vilas Rd	N Project Limits	1192	1028	1071	1.04	1241	1241		1241
OR 62 / Crater Lake	SB	N Project Limits	E Vilas Rd	1403	1265	1272	1.01	1410	1410		1410
OR 62 / Crater Lake	NB	S Project Limits	E Vilas Rd	1151	1060	1092	1.03	1185	1185		1185
OR 62 / Crater Lake	SB	E Vilas Rd	S Project Limits	1285	1047	1062	1.01	1303	1303		1303

Table Rock Rd	NB	S Project Limits	Biddle Rd	590	502	532	1.06	625	625		625
Table Rock Rd	SB	Biddle Rd	S Project Limits	846	761	793	1.04	881	881		881
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1143	1314	1430	1.09	1244	1244		1244
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1221	1531	1625	1.06	1296	1296		1296
Table Rock Rd	NB	E Vilas Rd	N Project Limits	965	1141	1173	1.03	992	992		992
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1247	1373	1307	0.95	1187	1187		1187
Airway Dr	NB	Enterprise Dr	E Vilas Rd	89	43	43	1.00	89	89		89
Airway Dr	SB	E Vilas Rd	Enterprise Dr	49	25	25	1.00	49	49		49
Industry Dr	NB	Enterprise Dr	E Vilas Rd	239	287	287	1.00	239	239		239
Industry Dr	SB	E Vilas Rd	Enterprise Dr	150	200	200	1.00	150	150		150
Airway Dr + Industry Dr	NB	Enterprise Dr	E Vilas Rd	328	330	330	1.00	328	328		328
Airway Dr + Industry Dr	SB	E Vilas Rd	Enterprise Dr	199	225	225	1.00	199	199		199
E Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1601	1117	1350	1.21	1935	diff	1834	1834
E Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	1406	1167	1471	1.26	1772	diff	1710	1710
E Vilas Rd	EB	OR62 SB On Ramp	OR62 NB Off Ramp	1570	1029	1267	1.23	1933	diff	1808	1808
E Vilas Rd	WB	OR62 NB On Ramp	OR62 SB Off Ramp	650	815	1045	1.28	833	diff	880	880
E Vilas Rd	EB	OR62 NB Off Ramp	Lear Way	849	793	1019	1.28	1091	diff	1075	1075
E Vilas Rd	WB	Lear Way	OR62 NB On Ramp	762	817	1018	1.25	949	diff	963	963
E Vilas Rd	EB	Crater Lake Ave	E Project Limits	258	374	423	1.13	292	diff	307	307
E Vilas Rd	WB	E Project Limits	Crater Lake Ave	262	142	159	1.12	293	diff	279	279
Lear Way	NB	S Project Limits	E Vilas Rd	254	325	371	1.14	290	diff	300	300
Lear Way	SB	E Vilas Rd	S Project Limits	210	251	279	1.11	233	diff	238	238
OR62 NB On Ramp	NB	E Vilas Rd	OR62 NB	979	571	575	1.01	986	986		986
OR62 NB Off Ramp	NB	OR62 NB	E Vilas Rd	160	332	354	1.07	171	171		171
OR62 SB On Ramp	SB	E Vilas Rd	OR62 SB	88	302	348	1.15	101	diff	134	134
OR62 SB Off Ramp	SB	OR62 SB	E Vilas Rd	799	567	691	1.22	974	diff	923	923
OR62	NB	S End of Interchange	N End of Interchange	1580	1940	1876	0.97	1528	1528		1528
OR62	SB	N End of Interchange	S End of Interchange	1132	1231	1146	0.93	1054	1054		1054
OR62	NB	S Project Limits	S End of Interchange	1733	2271	2230	0.98	1702	1702		1702
OR62	SB	S End of Interchange	S Project Limits	1212	1533	1495	0.98	1182	1182		1182
OR62	NB	N End of Interchange	N Project Limits	2555	2510	2451	0.98	2495	2495		2495
OR62	SB	N Project Limits	N End of Interchange	1930	1798	1837	1.02	1972	1972		1972
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	123	299	307	1.03	126	126		126
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	202	291	283	0.97	196	196		196
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	373	298	349	1.17	437	diff	424	424
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	381	343	385	1.12	428	diff	423	423
Peace Ln	NB	E Vilas Rd	N Project Limits	109	168	169	1.01	110	110		110
Peace Ln	SB	N Project Limits	E Vilas Rd	128	176	253	1.44	184	diff	205	205

The volumes at the following links were averaged by the 2 influential

intersections:

WB Biddle Rd between Table Rock Rd and Hamrick Rd

NB and SB Table Rock Rd between Biddle Rd and E Vilas Rd.

On Hamrick Rd and E Vilas Rd, there is a significant distance between intersections. For that reason, logical breaks were created.



Table E-5: Scenario 1 JTA Build +2 Lane Vilas Road Tier 2 (S1T2) Future Volume Development

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Post-Processing - Future Year 2040 OR62 Directional Link Volumes									
Link Identification				2040 T1 JTA Build +2 LN 30 HV	Model Volumes			T2 2040 JTA Build +2 Ln 30 HV	By Screenlines
					Model Assignment		Adjustment		
Route	Direction	From	To		T1 Raw Model 2042 JTA Build +2 Ln	T2 Raw Model 2042 JTA Build +2 Ln	T1 to T2 Build Factor		
Biddle Rd	WB	E Project Limits	Table Rock Rd	1016	1099	1071	0.97	991	
Biddle Rd	EB	Table Rock Rd	E Project Limits	758	841	813	0.97	733	
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	1054	803	811	1.01	1065	
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1103	1040	1055.5	1.01	1120	
Pine St	EB	W Project Limits	Hamrick Rd	1477	1269	1299	1.02	1512	
Pine St	WB	Hamrick Rd	W Project Limits	2139	1706	1715	1.01	2150	
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	299	325	317	0.98	291	
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	140	174	178	1.02	144	
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	657	780	788	1.01	664	
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1049	831	823	0.99	1039	
E Vilas Rd	EB	W Project Limits	Table Rock Rd	488	430	439	1.02	499	
E Vilas Rd	WB	Table Rock Rd	W Project Limits	883	693	680	0.98	866	
E Vilas Rd	EB	Table Rock Rd	Airway Dr	1373	832	868	1.04	1432	
E Vilas Rd	WB	Airway Dr	Table Rock Rd	1365	1183	1205	1.02	1391	
E Vilas Rd	wEB	Airway Dr	Industry Dr	1404	830	866	1.04	1465	
E Vilas Rd	wWB	Industry Dr	Airway Dr	1430	1164	1185	1.02	1456	
E Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake Hwy	1509	927	829	0.89	1350	
E Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1495	1093	979	0.90	1339	
E Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake Hwy	875	688	461	0.67	586	
E Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	859	589	332	0.56	484	
E Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	470	701	427	0.61	286	
E Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	350	389	100	0.26	90	
OR 62 / Crater Lake	NB	E Vilas Rd	N Project Limits	1275	913	816	0.89	1139	916
OR 62 / Crater Lake	SB	N Project Limits	E Vilas Rd	1522	1163	866	0.74	1133	972

OR 62 / Crater Lake	NB	S Project Limits	E Vilas Rd	1175	1031	1084	1.05	1236
OR 62 / Crater Lake	SB	E Vilas Rd	S Project Limits	1290	1066	936	0.88	1132
Table Rock Rd	NB	S Project Limits	Biddle Rd	556	533	532	1.00	555
Table Rock Rd	SB	Biddle Rd	S Project Limits	839	765	759	0.99	833
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1165	1293	1306	1.01	1177
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1268	1473	1488	1.01	1280
Table Rock Rd	NB	E Vilas Rd	N Project Limits	940	1155	1160	1.00	944
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1375	1225	1226	1.00	1377
Airway Dr + Industry	NB	Enterprise Dr	E Vilas Rd	328	330	387	1.17	385
Airway Dr + Industry	SB	E Vilas Rd	Enterprise Dr	199	225	275	1.22	243
Airway Dr	NB	Enterprise Dr	E Vilas Rd	89	43	42	0.98	87
Airway Dr	SB	E Vilas Rd	Enterprise Dr	49	25	25	1.00	49
Industry Dr	NB	Enterprise Dr	E Vilas Rd	239	287	345	1.20	287
Industry Dr	SB	E Vilas Rd	Enterprise Dr	150	200	250	1.25	188
E Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1804	916	779	0.85	1534
E Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	1546	1056	910	0.86	1333
E Vilas Rd	EB	OR62 SB On Ramp	OR62 NB Off Ramp	1770	829	742	0.90	1584
E Vilas Rd	WB	OR62 NB On Ramp	OR62 SB Off Ramp	692	739	640	0.87	600
E Vilas Rd	EB	OR62 NB Off Ramp	Lear Way	918	721	649	0.90	827
E Vilas Rd	WB	Lear Way	OR62 NB On Ramp	876	677	603	0.89	780
E Vilas Rd	EB	Crater Lake Ave	E Project Limits	256	378	500	1.32	339
E Vilas Rd	WB	E Project Limits	Crater Lake Ave	340	221	317	1.43	488
Lear Way	NB	S Project Limits	E Vilas Rd	267	314	317	1.01	270
Lear Way	SB	E Vilas Rd	S Project Limits	196	259	250	0.97	189
Lear Way	NB			N/A	N/A	267		
Lear Way	SB			N/A	N/A	285		
OR62 NB On Ramp	NB	E Vilas Rd	OR62 NB	1226	324	355	1.10	1343
OR62 NB Off Ramp	NB	OR62 NB	E Vilas Rd	202	277	298	1.08	217
OR62 SB On Ramp	SB	E Vilas Rd	OR62 SB	150	223	240	1.08	161
OR62 SB Off Ramp	SB	OR62 SB	E Vilas Rd	915	454	472	1.04	951
OR62	NB	S End of Interchange	N End of Interchange	1598	1925	1918	1.00	1592
OR62	SB	N End of Interchange	S End of Interchange	1004	1385	1379	1.00	1000
OR62	NB	S Project Limits	S End of Interchange	1783	2202	2216	1.01	1795
OR62	SB	S End of Interchange	S Project Limits	1141	1608	1619	1.01	1149
OR62	NB	N End of Interchange	N Project Limits	2823	2248	2272	1.01	2853
OR62	SB	N Project Limits	N End of Interchange	1886	1839	1851	1.01	1898
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	176	294	60	0.20	36
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	299	194	118	0.61	182
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	360	307	36	0.12	42
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	352	362	238	0.66	232

1302
1376

300
320

2549
2077
67
132

Peace Ln	NB	E Vilas Rd	N Project Limits	109	169	167	0.99	108
Peace Ln	SB	N Project Limits	E Vilas Rd	198	250	242	0.97	192

187
272

Table E-6: Scenario 2 JTA Build +4 Lane Vilas Road Tier 2 (S2T2) Future Volume Development

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Post-Processing - Future Year 2040 OR62 Directional Link Volumes									
Link Identification				2040 JTA Build +4 LN 30 HV	Model Volumes			T2 2040 JTA Build +4 Ln 30 HV	By Screenlines
					Model Assignment		Adjustment	Factored	
Route	Direction	From	To		Raw T1 2042 JTA Build +4 Ln	Raw T2 2042 JTA Build +4 Ln	T1 to T2 Build Factor		
Biddle Rd	WB	E Project Limits	Table Rock Rd	994	1075	1048	0.97	969	
Biddle Rd	EB	Table Rock Rd	E Project Limits	785	857	839	0.98	769	
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	1078	815	827	1.01	1094	
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1149	1096	1070	0.98	1122	
Pine St	EB	W Project Limits	Hamrick Rd	1548	1339	1354	1.01	1565	
Pine St	WB	Hamrick Rd	W Project Limits	2252	1800	1780	0.99	2227	
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	328	349	319	0.91	299	
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	176	211	181	0.86	151	
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	677	813	805	0.99	670	
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1088	856	853	1.00	1084	
E Vilas Rd	EB	W Project Limits	Table Rock Rd	529	470	466	0.99	525	
E Vilas Rd	WB	Table Rock Rd	W Project Limits	931	715	716	1.00	932	
E Vilas Rd	EB	Table Rock Rd	Airway Dr	1573	1031	1054	1.02	1608	
E Vilas Rd	WB	Airway Dr	Table Rock Rd	1688	1509	1505	1.00	1684	
E Vilas Rd	wEB	Airway Dr	Industry Dr	1620	1041	1053	1.01	1639	
E Vilas Rd	wWB	Industry Dr	Airway Dr	1765	1420	1487	1.05	1848	
E Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake Hwy	1726	1143	1068	0.93	1613	
E Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1831	1434	1332	0.93	1701	
E Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake Hwy	1034	848	593	0.70	723	
E Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	1014	774	491	0.63	643	
E Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	581	772	455	0.59	342	
E Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	399	439	110	0.25	100	
OR 62 / Crater Lake Hwy	NB	E Vilas Rd	N Project Limits	1248	941	778	0.83	1032	870
OR 62 / Crater Lake Hwy	SB	N Project Limits	E Vilas Rd	1516	1162	821	0.71	1071	918
OR 62 / Crater Lake Hwy	NB	S Project Limits	E Vilas Rd	1215	1073	1176	1.10	1331	

OR 62 / Crater Lake Hwy	SB	E Vilas Rd	S Project Limits	1278	1034	977	0.94	1208	
Table Rock Rd	NB	S Project Limits	Biddle Rd	537	515	544	1.06	567	
Table Rock Rd	SB	Biddle Rd	S Project Limits	830	759	781	1.03	854	
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1233	1364	1371	1.01	1239	
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1433	1640	1609	0.98	1406	
Table Rock Rd	NB	E Vilas Rd	N Project Limits	966	1205	1198	0.99	961	1339
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1377	1228	1215	0.99	1362	1358
Airway Dr	NB	Enterprise Dr	E Vilas Rd	89	43	42	0.98	87	
Airway Dr	SB	E Vilas Rd	Enterprise Dr	49	25	25	1.00	49	
Industry Dr	NB	Enterprise Dr	E Vilas Rd	239	287	324	1.13	270	
Industry Dr	SB	E Vilas Rd	Enterprise Dr	150	200	234	1.17	176	
Airway Dr + Industry Dr	NB	Enterprise Dr	E Vilas Rd	328	330	366	1.11	364	
Airway Dr + Industry Dr	SB	E Vilas Rd	Enterprise Dr	199	225	259	1.15	229	
E Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	2023	1133	1030	0.91	1839	
E Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	1880	1395	1259	0.90	1697	
E Vilas Rd	EB	OR62 SB On Ramp	OR62 NB Off Ramp	1996	1055	982	0.93	1858	
E Vilas Rd	WB	OR62 NB On Ramp	OR62 SB Off Ramp	905	978	830	0.85	768	
E Vilas Rd	EB	OR62 NB Off Ramp	Lear Way	1095	910	807	0.89	971	
E Vilas Rd	WB	Lear Way	OR62 NB On Ramp	1081	908	790	0.87	941	
E Vilas Rd	EB	Crater Lake Ave	E Project Limits	302	423	526	1.24	375	
E Vilas Rd	WB	E Project Limits	Crater Lake Ave	343	222	321	1.45	496	
Lear Way	NB	S Project Limits	E Vilas Rd	314	356	341	0.96	301	
Lear Way	SB	E Vilas Rd	S Project Limits	207	285	260	0.91	189	
Lear Way	NB					268			300
Lear Way	SB					271			303
OR62 NB On Ramp	NB	E Vilas Rd	OR62 NB	1299	397	435	1.10	1423	
OR62 NB Off Ramp	NB	OR62 NB	E Vilas Rd	235	323	301	0.93	219	
OR62 SB On Ramp	SB	E Vilas Rd	OR62 SB	177	267	253	0.95	168	
OR62 SB Off Ramp	SB	OR62 SB	E Vilas Rd	1070	606	633	1.04	1118	
OR62	NB	S End of Interchange	N End of Interchange	1563	1876	1886	1.01	1571	
OR62	SB	N End of Interchange	S End of Interchange	955	1317	1314	1.00	953	
OR62	NB	S Project Limits	S End of Interchange	1777	2199	2186	0.99	1766	
OR62	SB	S End of Interchange	S Project Limits	1110	1584	1566	0.99	1097	
OR62	NB	N End of Interchange	N Project Limits	2862	2273	2321	1.02	2922	2594
OR62	SB	N Project Limits	N End of Interchange	1971	1923	1947	1.01	1996	2176
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	182	255	59	0.23	42	66
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	296	192	126	0.66	194	141
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	402	351	35	0.10	40	
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	401	420	241	0.57	230	
Peace Ln	NB	E Vilas Rd	N Project Limits	110	169	168	0.99	109	188

Peace Ln	SB	N Project Limits	E Vilas Rd	202	251	249	0.99	200
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278

Table E-7: Scenario 3 Full Build +2 Lane Vilas Road Tier 2 (S3T2) Future Volume Development

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Post-Processing - Future Year 2040 OR62 Directional Link Volume

Link Identification				Post Processed T1 Full Build +2 LN 2040 30HV
Route	Direction	From	To	
Biddle Rd	WB	E Project Limits	Table Rock Rd	1067
Biddle Rd	EB	Table Rock Rd	E Project Limits	764
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	974
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1064
Pine St	EB	W Project Limits	Hamrick Rd	1372
Pine St	WB	Hamrick Rd	W Project Limits	2095
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	290
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	122
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	648
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1053
Vilas Rd	EB	W Project Limits	Table Rock Rd	476
Vilas Rd	WB	Table Rock Rd	W Project Limits	893
Vilas Rd	EB	Table Rock Rd	Airway Dr	1147
Vilas Rd	WB	Airway Dr	Table Rock Rd	1326
Vilas Rd	wEB	Airway Dr	Industry Dr	1170
Vilas Rd	wWB	Industry Dr	Airway Dr	1306
Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake Hwy	1262
Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1333
Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake Hwy	847
Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	1131
Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	781
Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	772
OR 62 / Crater Lake Hwy	NB	E Vilas Rd	N Project Limits	1192
OR 62 / Crater Lake Hwy	SB	N Project Limits	E Vilas Rd	1403
OR 62 / Crater Lake Hwy	NB	S Project Limits	E Vilas Rd	1151
OR 62 / Crater Lake Hwy	SB	E Vilas Rd	S Project Limits	1285
Table Rock Rd	NB	S Project Limits	Biddle Rd	590
Table Rock Rd	SB	Biddle Rd	S Project Limits	846
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1143
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1221
Table Rock Rd	NB	E Vilas Rd	N Project Limits	965
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1247
Airway Dr	NB	Enterprise Dr	E Vilas Rd	89
Airway Dr	SB	E Vilas Rd	Enterprise Dr	49
Industry Dr	NB	Enterprise Dr	E Vilas Rd	239
Industry Dr	SB	E Vilas Rd	Enterprise Dr	150
Airway Dr + Industry	NB	Enterprise Dr	E Vilas Rd	328
Airway Dr + Industry	SB	E Vilas Rd	Enterprise Dr	199
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	123
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	201

Crater Lake Ave	NB	S Project Limits	E Vilas Rd	373
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	381
Peace Lane	NB	E Vilas Rd	N Project Limits	109
Peace Lane	SB	N Project Limits	E Vilas Rd	128
Lear Way	NB	S Project Limits	E Vilas Rd	255
Lear Way	SB	E Vilas Rd	S Project Limits	210
Lear Way	NB	E Vilas Rd	N Project Limits	N/A
Lear Way	SB	N Project Limits	E Vilas Rd	N/A
Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1601
Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	1406
Vilas Rd	EB	OR62 NB Off Ramp	Lear Way	849
Vilas Rd	WB	Lear Way	OR62 NB On Ramp	762
Vilas Rd	EB	Crater Lake Ave	E Project Limits	258
Vilas Rd	WB	E Project Limits	Crater Lake Av	262
E Vilas Rd	EB	OR62 SB On Ramp	OR62 NB Off Ramp	1570
E Vilas Rd	WB	OR62 NB On Ramp	OR62 SB Off Ramp	650
OR62 NB On Ramp	NB	E Vilas Rd	OR62 NB	979
OR62 NB Off Ramp	NB	OR62 NB	E Vilas Rd	160
OR62 SB On Ramp	SB	E Vilas Rd	OR62 SB	88
OR62 SB Off Ramp	SB	OR62 SB	E Vilas Rd	799
OR62	NB	S End of Interchange	N End of Interchange	1580
OR62	SB	N End of Interchange	S End of Interchange	1132
OR62	NB	S Project Limits	S End of Interchange	1733
OR62	SB	S End of Interchange	S Project Limits	1212
OR62	NB	N End of Interchange	N Project Limits	2555
OR62	SB	N Project Limits	N End of Interchange	1930

Use 'Final' values calculated on Post-Processing JTA
 Int Links to back process to 2040 NO Build.

Model Volumes					
Model Assignment		Adjustment	T2 2040 SD Full Bypass + 2 Lane 30 HV		
Raw T1 Full Build +2 LnModel 2042	Raw T2 Full Build +2 LnModel	T1 to T2 Build Factor	Factored	Final	By Screenlines
1062	1017	0.96	1022	1022	
836	795	0.95	727	727	
872	878	1.01	981	981	
1077	1066	0.99	1052	1052	
1375	1391	1.01	1388	1388	
1750	1748	1.00	2093	2093	
302	324	1.07	311	311	
180	191	1.06	130	130	
794	803	1.01	655	655	
843	843	1.00	1053	1053	
444	455	1.02	488	488	
693	696	1.00	897	897	
1029	1062	1.03	1184	1184	
1221	1225	1.00	1331	1331	
1026	1060	1.03	1209	1209	
1200	1205	1.00	1311	1311	
1128	1015	0.90	1136	1136	
1206	1089	0.90	1204	1204	
712	474	0.67	564	564	
662	350	0.53	598	598	
699	465	0.67	520	520	
414	94	0.23	175	175	
1029	893	0.87	1034	1034	977
1248	974	0.78	1095	1095	956
1064	1083	1.02	1171	1171	
1048	917	0.88	1124	1124	
524	503	0.96	566	566	
782	766	0.98	828	828	
1313	1319	1.00	1148	1148	
1517	1517	1.00	1221	1221	
1138	1147	1.01	973	973	1126
1380	1380	1.00	1247	1247	1380
43	42	0.98	87	87	
25	25	1.00	49	49	
287	364	1.27	303	303	
200	266	1.33	200	200	
330	406	1.23	404	404	
225	291	1.29	257	257	
299	110	0.37	45	45	108
291	180	0.62	125	125	177

298	25	0.08	31	31	
343	252	0.73	280	280	
168	167	0.99	108	108	164
176	141	0.80	103	103	138
325	353	1.09	277	277	
251	249	0.99	208	208	
N/A	262		#VALUE!	#VALUE!	257
N/A	286		#VALUE!	#VALUE!	281
1117	967	0.87	1386	1386	
1167	1023	0.88	1233	1233	
793	723	0.91	774	774	
817	727	0.89	678	678	
374	502	1.34	346	346	
142	289	2.04	534	534	
1029	927	0.90	1414	1414	
815	692	0.85	552	552	
571	590	1.03	1011	1011	
332	352	1.06	169	169	
302	314	1.04	91	91	
567	604	1.07	851	851	
1940	1926	0.99	1568	1568	
1231	1187	0.96	1092	1092	
2271	2277	1.00	1738	1738	
1533	1501	0.98	1186	1186	
2510	2515	1.00	2560	2560	2458
1798	1791	1.00	1922	1922	1758

Table E-8: Scenario 5 Full Build +4 Lane Vilas Road Tier 2 (S5T2) Future Volume Development

Existing Year	2015
Project Design Year	2040
Model Base Year	2017
Model Future Year	2042

Post-Processing - Future Year 2040 OR62 Directional Link Volumes									
Link Identification				2040 Full Build +4 Ln 30 HV	Model Volumes			2040 Full Build +4 Ln 30 HV	By Screenline
					Model Assignment		Adjustment		
Route	Direction	From	To	T1 Raw Model 2042 Full Build +4 Ln	T2 Raw Model 2042 Full Build +4 Ln	T1 to T2 Build Factor			
Biddle Rd	WB	E Project Limits	Table Rock Rd	1056	1036	1026	0.99	1046	
Biddle Rd	EB	Table Rock Rd	E Project Limits	774	831	830	1.00	774	
Biddle Rd	EB	Hamrick Rd	Table Rock Rd	1005	905	887	0.98	985	
Biddle Rd	WB	Table Rock Rd	Hamrick Rd	1049	1076	1080	1.00	1053	
Pine St	EB	W Project Limits	Hamrick Rd	1410	1414	1427	1.01	1423	
Pine St	WB	Hamrick Rd	W Project Limits	2178	1815	1817	1.00	2180	
Hamrick Rd	NB	S Project Limits	Pine St / Biddle Rd	282	320	341	1.07	301	
Hamrick Rd	SB	Pine St / Biddle Rd	S Project Limits	122	192	201	1.05	127	
Hamrick Rd	NB	Pine St / Biddle Rd	Beebe Rd	641	791	814	1.03	659	
Hamrick Rd	SB	Beebe Rd	Pine St / Biddle Rd	1143	893	876	0.98	1121	
E Vilas Rd	EB	W Project Limits	Table Rock Rd	490	458	482	1.05	516	
E Vilas Rd	WB	Table Rock Rd	W Project Limits	978	755	737	0.98	955	
E Vilas Rd	EB	Table Rock Rd	Airway Dr	1358	1240	1244	1.00	1362	
E Vilas Rd	WB	Airway Dr	Table Rock Rd	1683	1578	1575	1.00	1680	
E Vilas Rd	wEB	Airway Dr	Industry Dr	1384	1239	1244	1.00	1390	
E Vilas Rd	wWB	Industry Dr	Airway Dr	1670	1559	1558	1.00	1669	
E Vilas Rd	wEB	Industry Dr	OR 62 / Crater Lake Hwy	1494	1360	1288	0.95	1415	
E Vilas Rd	wWB	OR 62 / Crater Lake Hwy	Industry Dr	1636	1509	1384	0.92	1500	
E Vilas Rd	eEB	Lear Way	OR 62 / Crater Lake Hwy	1040	905	679	0.75	780	
E Vilas Rd	eWB	OR 62 / Crater Lake Hwy	Lear Way	1281	812	531	0.65	838	
E Vilas Rd	EB	OR 62 / Crater Lake Hwy	Crater Lake Ave	914	832	504	0.61	554	
E Vilas Rd	WB	Crater Lake Ave	OR 62 / Crater Lake Hwy	866	508	143	0.28	244	
OR 62 / Crater Lake	NB	E Vilas Rd	N Project Limits	1241	1071	918	0.86	1064	901
OR 62 / Crater Lake	SB	N Project Limits	E Vilas Rd	1410	1272	953	0.75	1057	935
OR 62 / Crater Lake	NB	S Project Limits	E Vilas Rd	1185	1092	1166	1.07	1266	

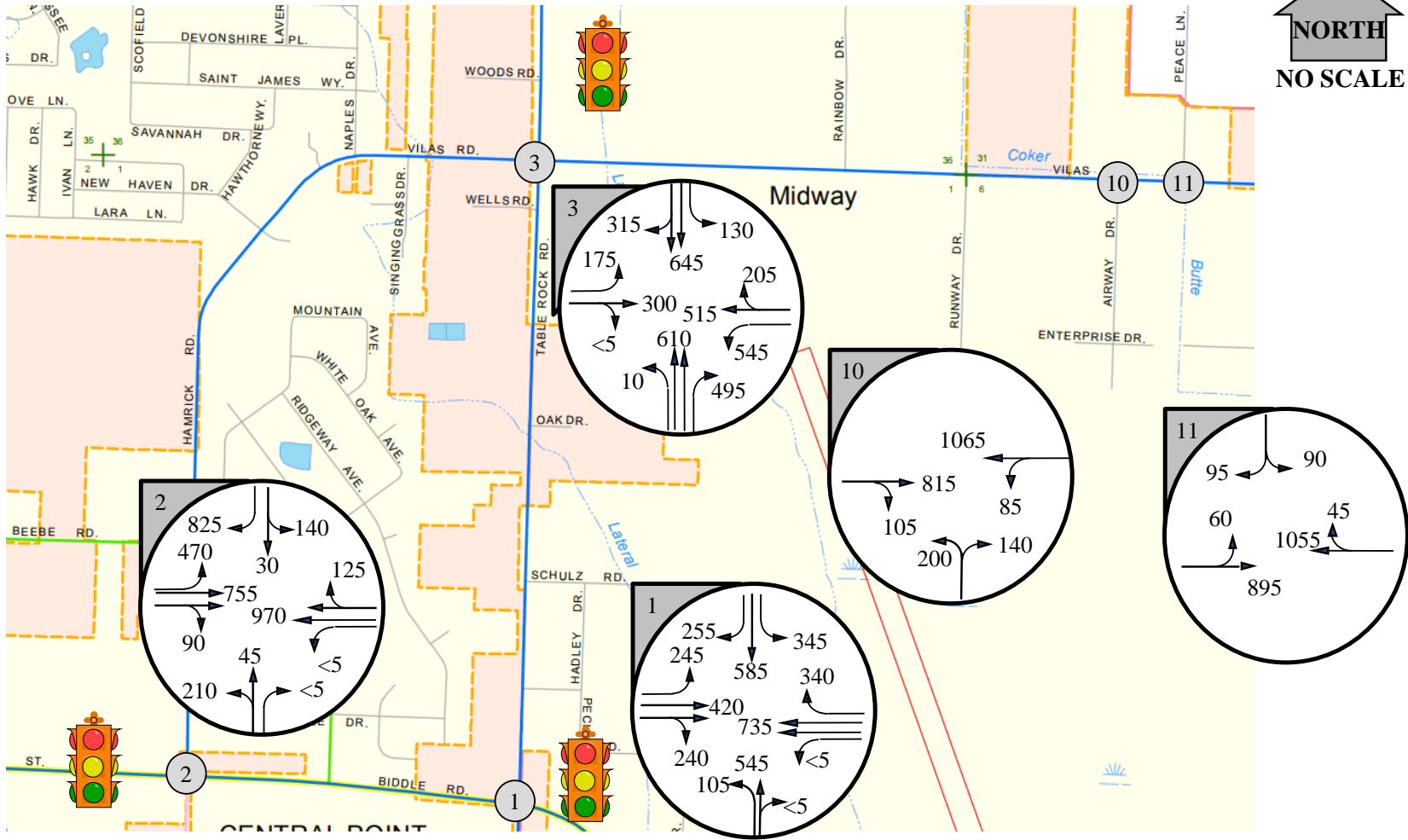
OR 62 / Crater Lake	SB	E Vilas Rd	S Project Limits	1303	1062	989	0.93	1214	
Table Rock Rd	NB	S Project Limits	Biddle Rd	625	532	514	0.97	604	
Table Rock Rd	SB	Biddle Rd	S Project Limits	881	793	789	0.99	877	
Table Rock Rd	NB	Biddle Rd	E Vilas Rd	1244	1430	1406	0.98	1223	
Table Rock Rd	SB	E Vilas Rd	Biddle Rd	1296	1625	1647	1.01	1314	
Table Rock Rd	NB	E Vilas Rd	N Project Limits	992	1173	1169	1.00	989	1147
Table Rock Rd	SB	N Project Limits	E Vilas Rd	1187	1307	1315	1.01	1194	1290
Airway Dr	NB	Enterprise Dr	E Vilas Rd	89	43	42	0.98	87	
Airway Dr	SB	E Vilas Rd	Enterprise Dr	49	25	25	1.00	49	
Industry Dr	NB	Enterprise Dr	E Vilas Rd	239	287	357	1.24	297	
Industry Dr	SB	E Vilas Rd	Enterprise Dr	150	200	223	1.12	167	
Airway Dr + Industry	NB	Enterprise Dr	E Vilas Rd	328	330	399	1.21	397	
Airway Dr + Industry	SB	E Vilas Rd	Enterprise Dr	199	225	248	1.10	219	
E Vilas Rd	EB	Peace Ln	OR62 SB On Ramp	1834	1350	1238	0.92	1682	
E Vilas Rd	WB	OR62 SB Off Ramp	Peace Ln	1710	1471	1314	0.89	1527	
E Vilas Rd	EB	OR62 SB On Ramp	OR62 NB Off Ramp	1808	1267	1199	0.95	1711	
E Vilas Rd	WB	OR62 NB On Ramp	OR62 SB Off Ramp	880	1045	908	0.87	765	
E Vilas Rd	EB	OR62 NB Off Ramp	Lear Way	1075	1019	945	0.93	997	
E Vilas Rd	WB	Lear Way	OR62 NB On Ramp	963	1018	914	0.90	865	
E Vilas Rd	EB	Crater Lake Ave	E Project Limits	307	423	540	1.28	392	
E Vilas Rd	WB	E Project Limits	Crater Lake Ave	279	159	314	1.97	551	
Lear Way	NB	S Project Limits	E Vilas Rd	300	371	353	0.95	285	
Lear Way	SB	E Vilas Rd	S Project Limits	238	279	259	0.93	221	
Lear Way	NB			N/A	N/A	263			258
Lear Way	SB			N/A	N/A	286			281
OR62 NB On Ramp	NB	E Vilas Rd	OR62 NB	986	575	620	1.08	1063	
OR62 NB Off Ramp	NB	OR62 NB	E Vilas Rd	171	354	360	1.02	173	
OR62 SB On Ramp	SB	E Vilas Rd	OR62 SB	134	348	342	0.98	132	
OR62 SB Off Ramp	SB	OR62 SB	E Vilas Rd	923	691	709	1.03	947	
OR62	NB	S End of Interchange	N End of Interchange	1528	1876	1866	0.99	1520	
OR62	SB	N End of Interchange	S End of Interchange	1054	1146	1131	0.99	1040	
OR62	NB	S Project Limits	S End of Interchange	1702	2230	2225	1.00	1698	
OR62	SB	S End of Interchange	S Project Limits	1182	1495	1473	0.99	1164	
OR62	NB	N End of Interchange	N Project Limits	2495	2451	2485	1.01	2530	2439
OR62	SB	N Project Limits	N End of Interchange	1972	1837	1839	1.00	1974	1805
Crater Lake Ave	NB	E Vilas Rd	N Project Limits	126	307	109	0.36	45	107
Crater Lake Ave	SB	N Project Limits	E Vilas Rd	196	283	181	0.64	126	178
Crater Lake Ave	NB	S Project Limits	E Vilas Rd	424	349	24	0.07	29	
Crater Lake Ave	SB	E Vilas Rd	S Project Limits	423	385	232	0.60	255	
Peace Ln	NB	E Vilas Rd	N Project Limits	110	169	168	0.99	109	165

Peace Ln	SB	N Project Limits	E Vilas Rd	205	253	252	1.00	204	247
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APPENDIX F:

2040 DESIGN HOUR VOLUMES

MITIGATED = SAME VOL



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 0: No Build No Mitigation

File : OR62-Vilas

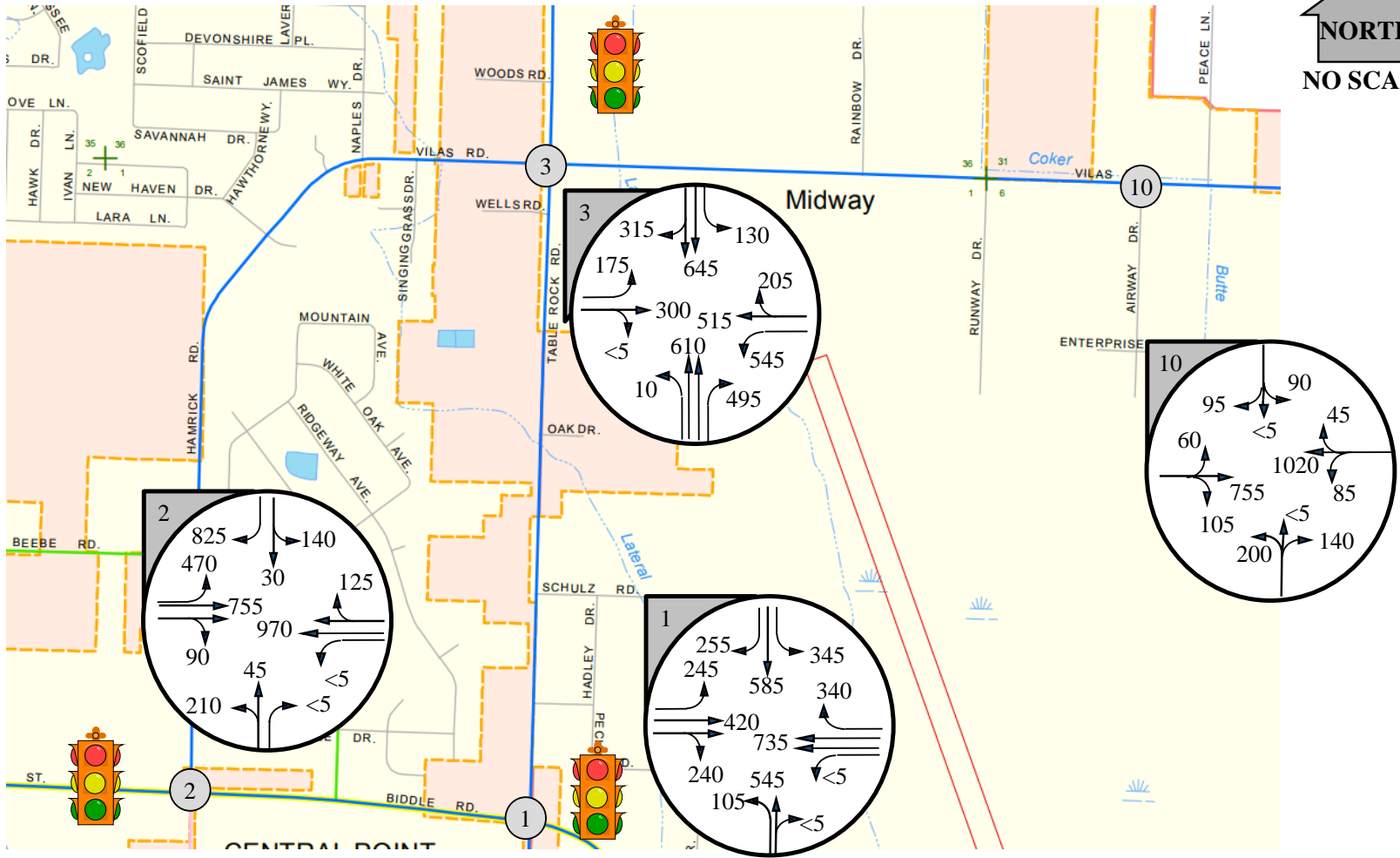
Prepared By: Katie Brown

Date : 2/5/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-1

NO MITIGATION = SAME VOL



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 0: No Build Mitigated

File : OR62-Vilas

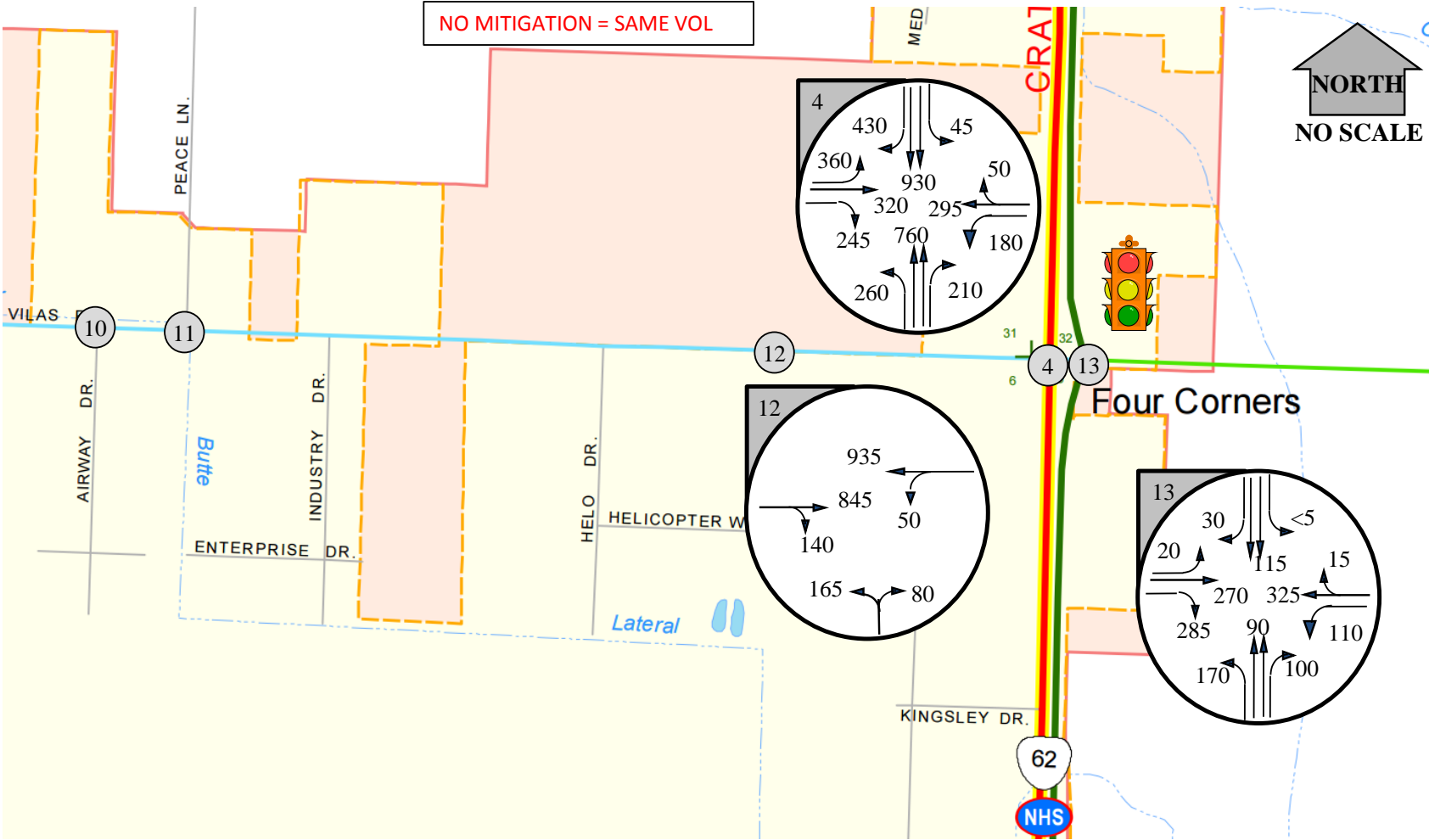
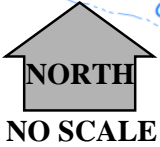
Prepared By: Katie Brown

Date : 2/5/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-2

NO MITIGATION = SAME VOL



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 0: No Build Mitigated

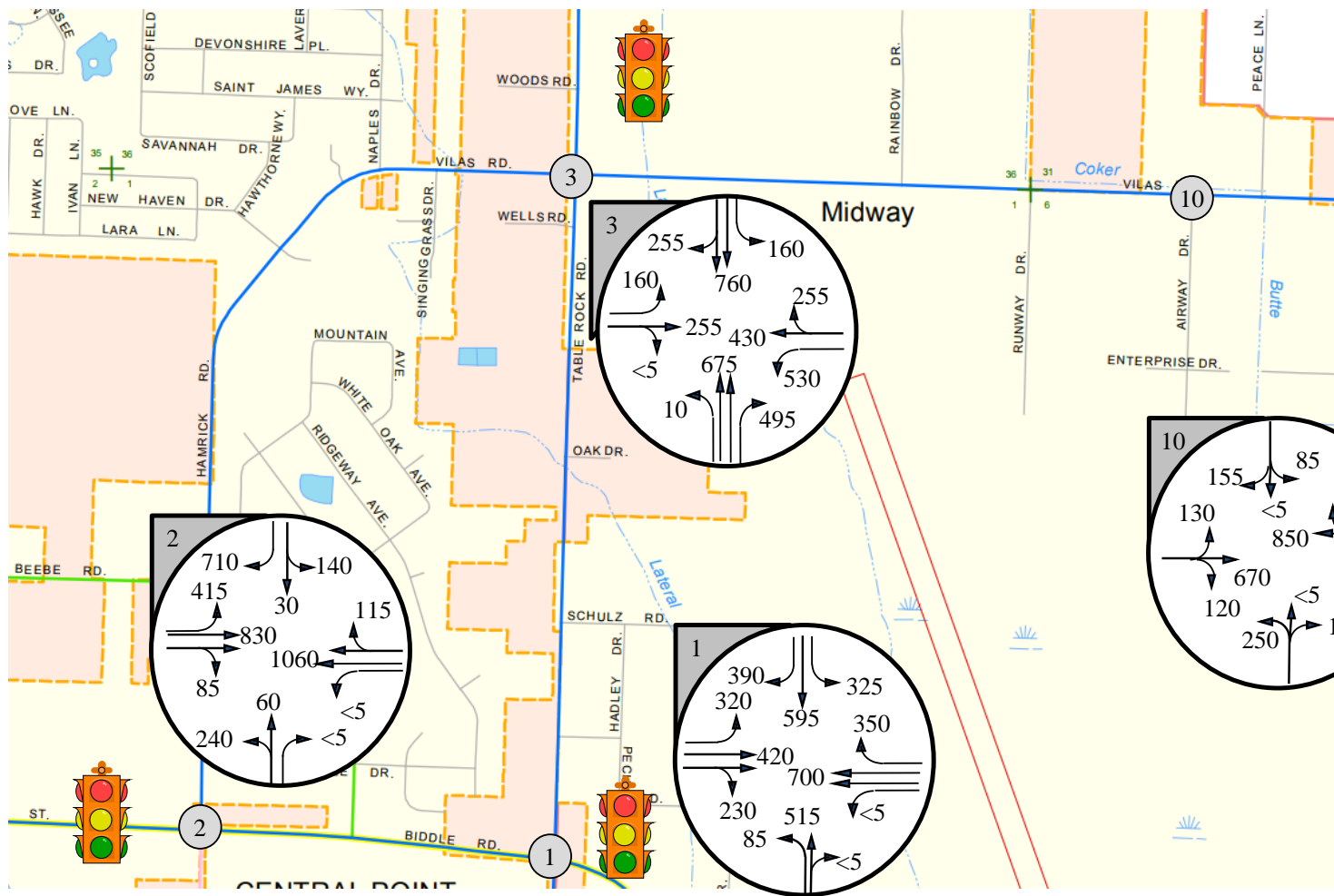
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/5/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-3



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

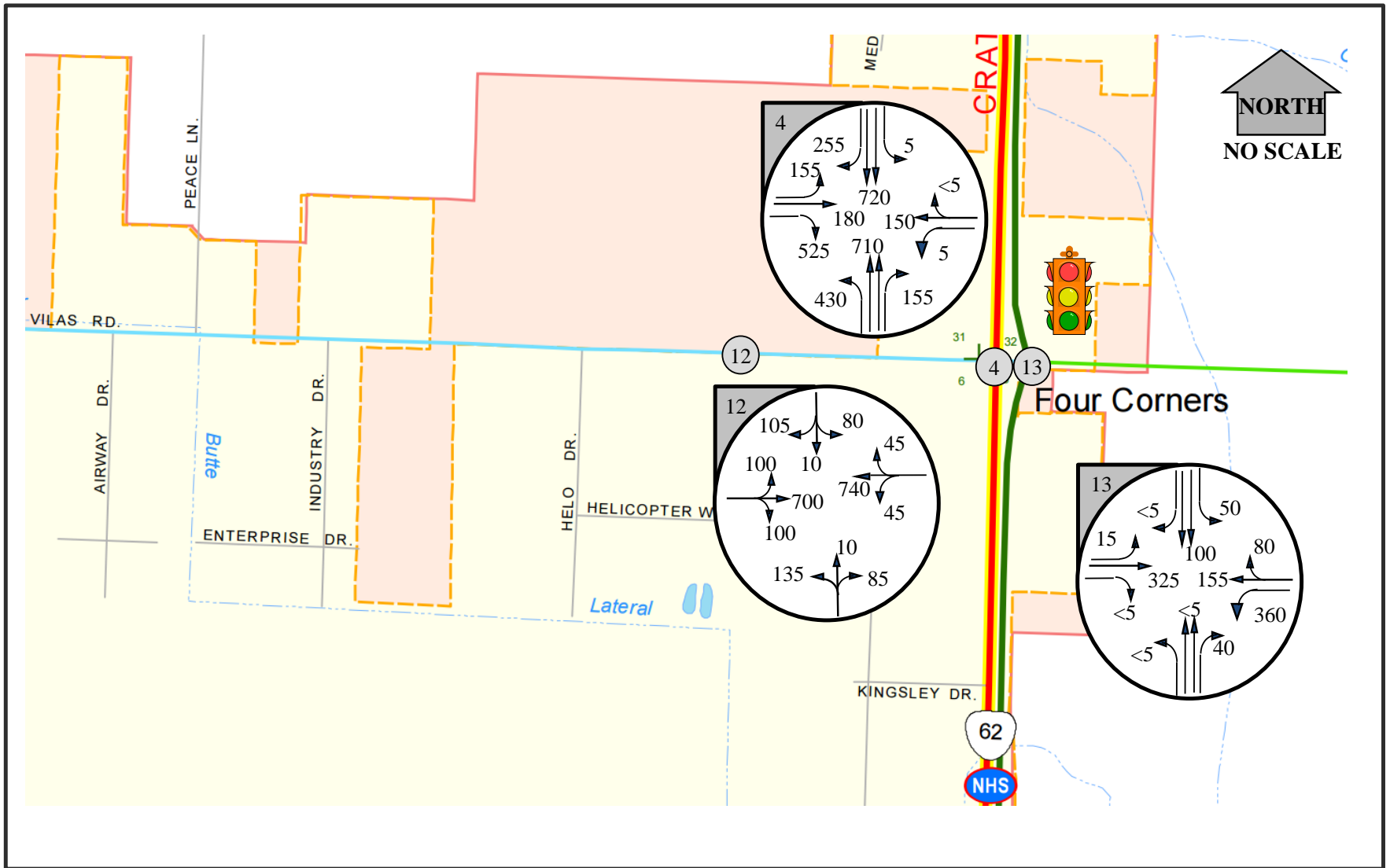
TRANSPORTATION PLANNING ANALYSIS UNIT

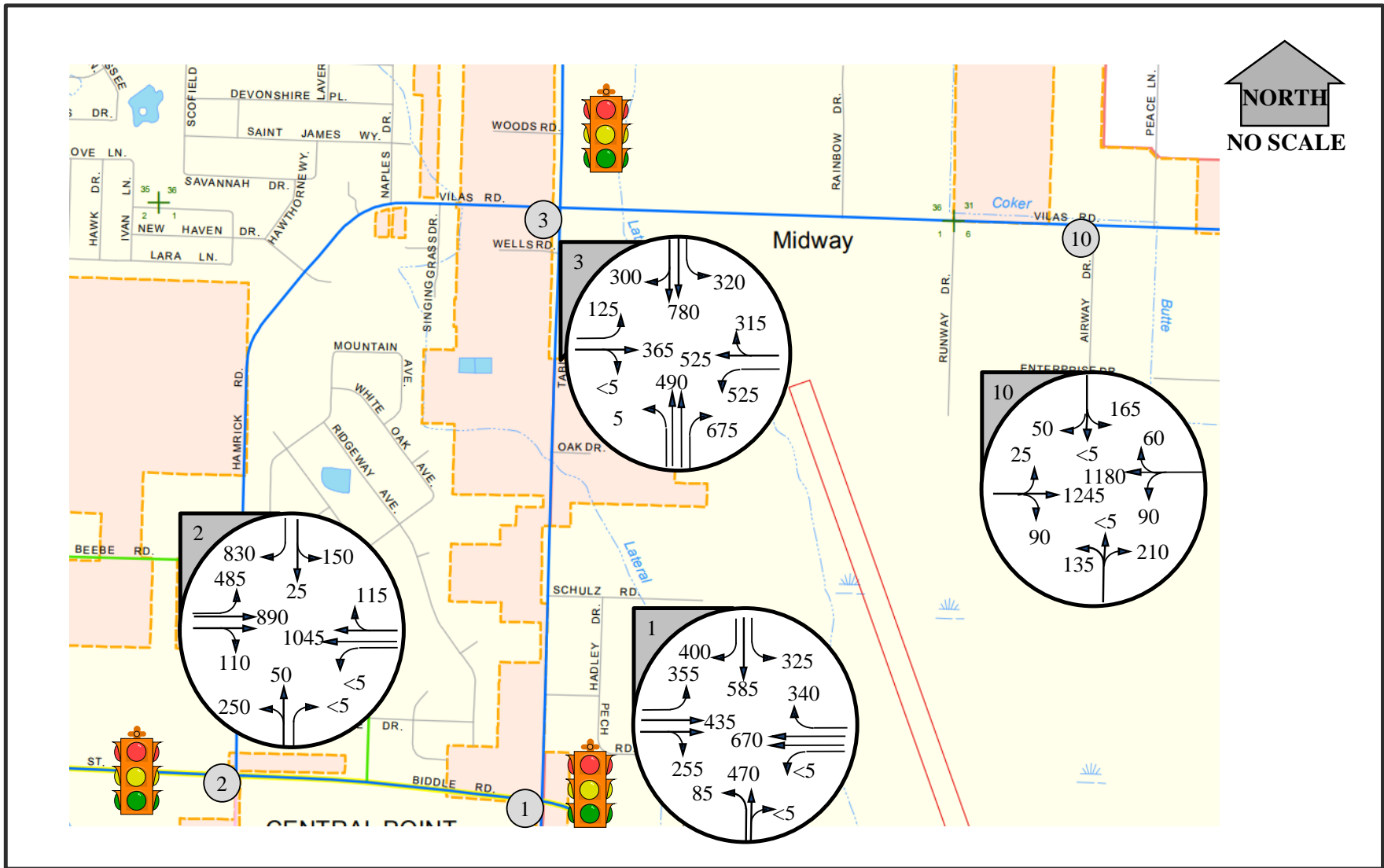
OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 0 – Tier 2: No Build Mitigated

File : OR62-Vilas
Date : 2/5/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-4





OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 1: 2040 JTA Build +2 Lanes on Vilas Rd

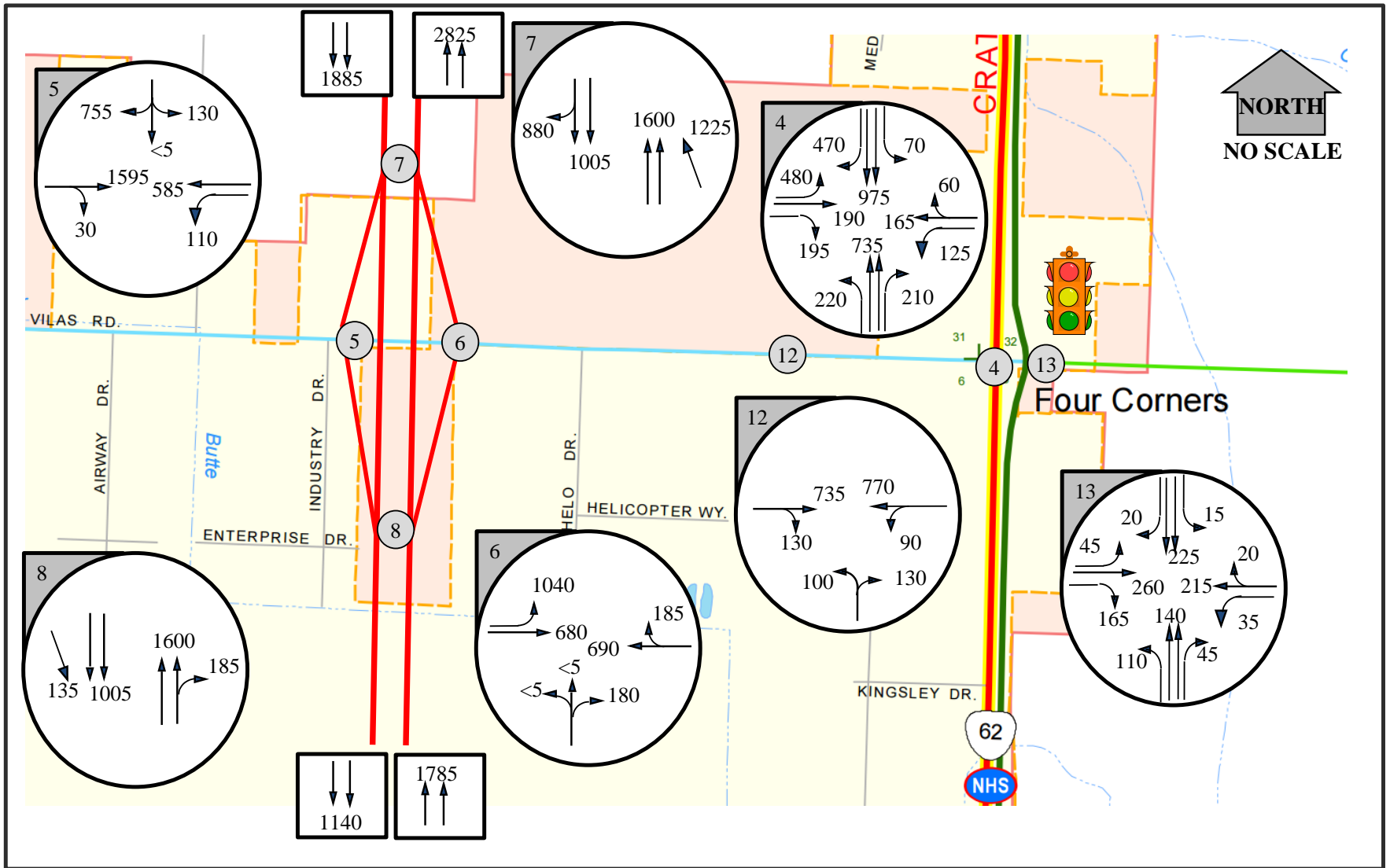
File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/30/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-6



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 1: 2040 JTA Build +2 Lanes on Vilas Rd

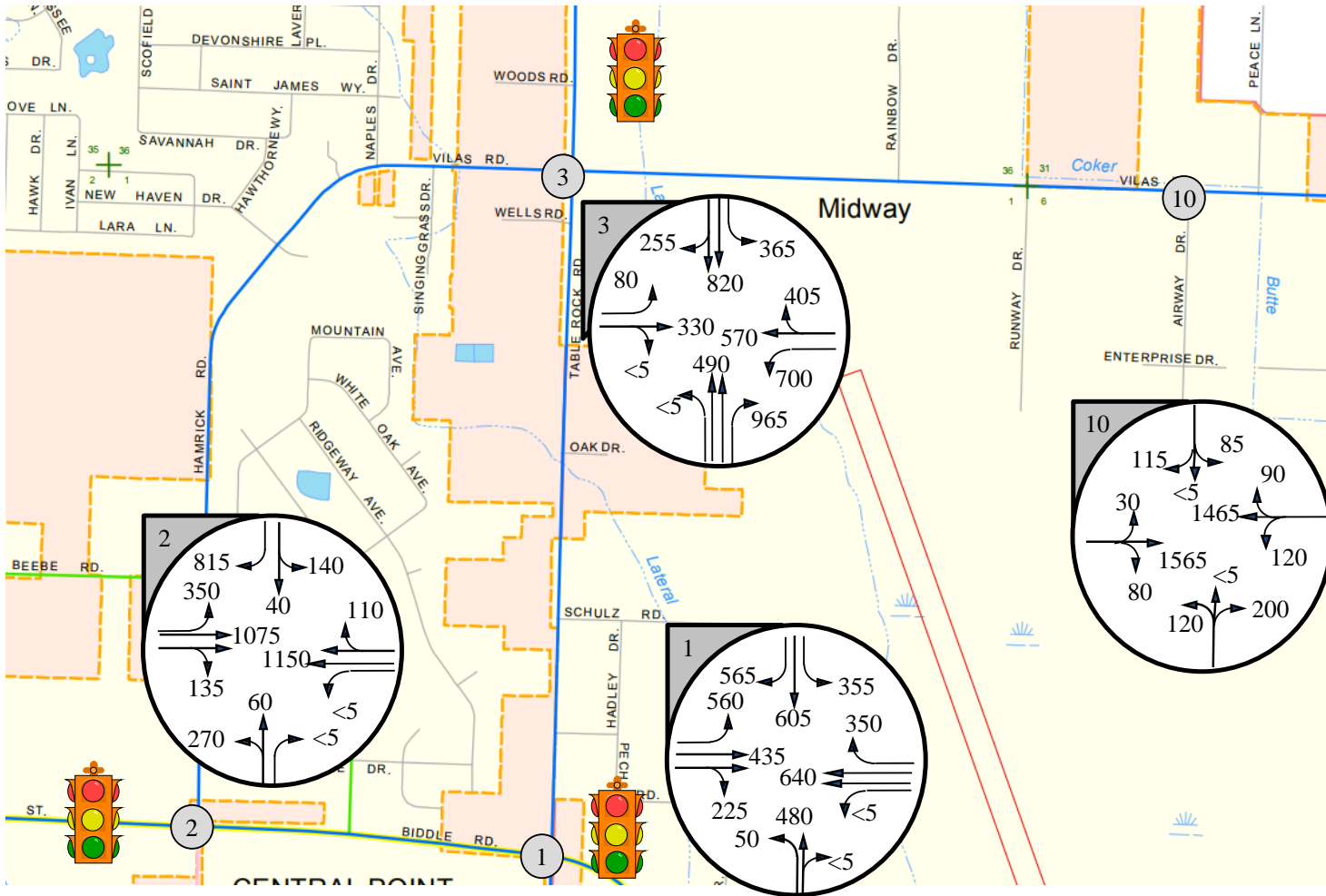
File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/30/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-7



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

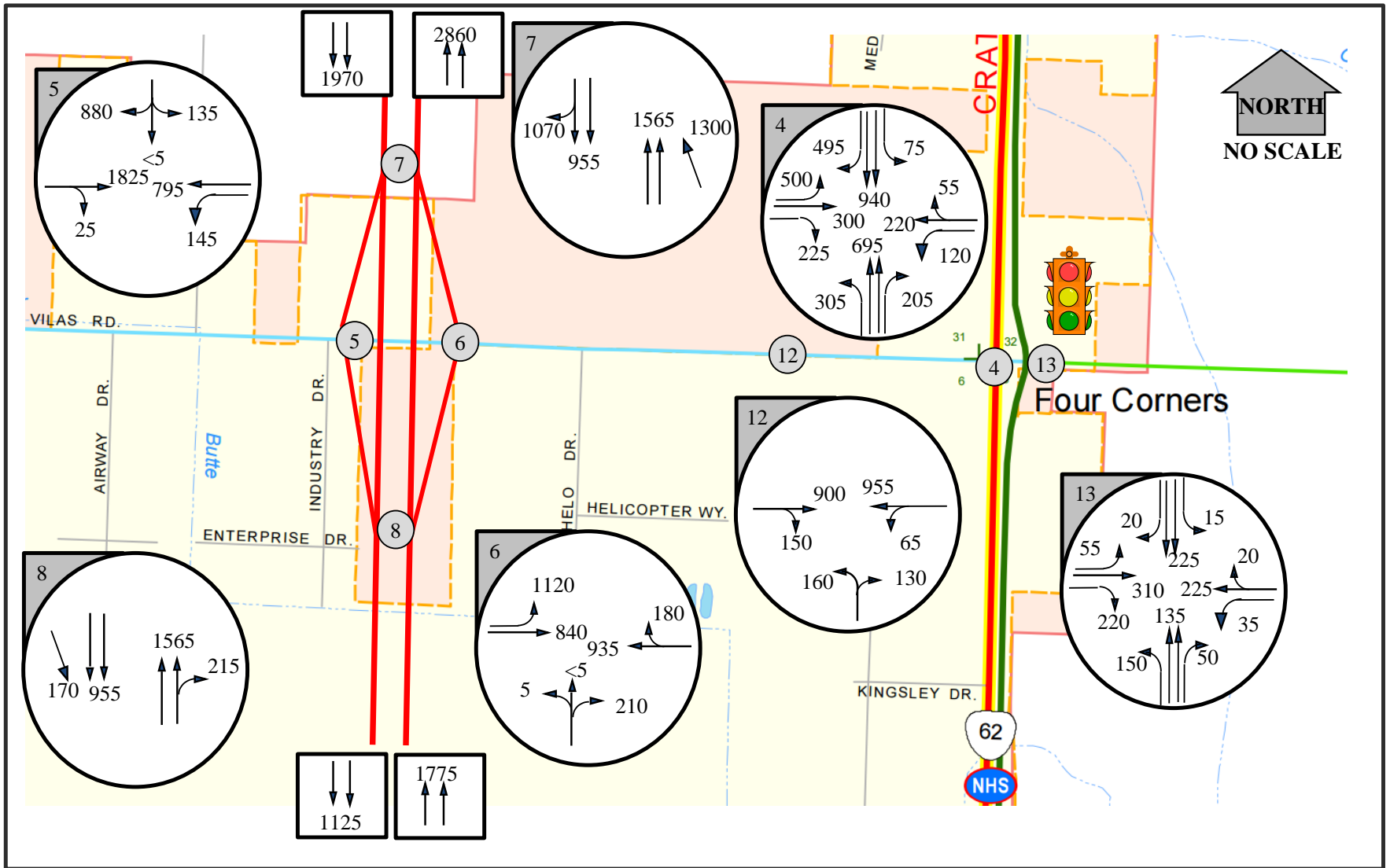
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
 Scenario 2: 2040 JTA Build +4 Lanes on Vilas Rd

File : OR62-Vilas
 Date : 3/30/18

Prepared By: Katie Brown
 Reviewed By: P. Schuytema, P.E.

FIGURE F-8



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 2: 2040 JTA Build +4 Lanes on Vilas Rd

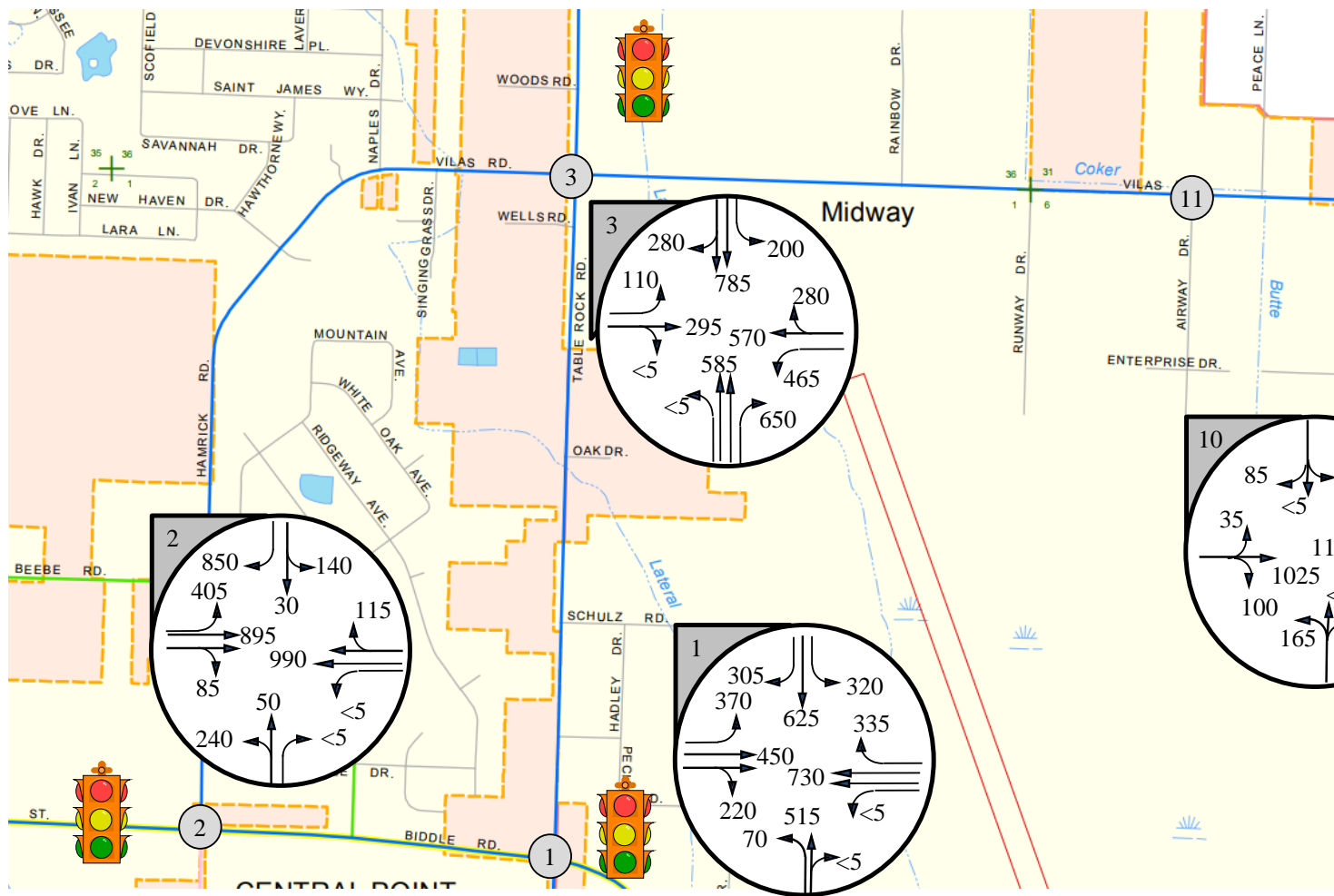
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/5/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-9



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

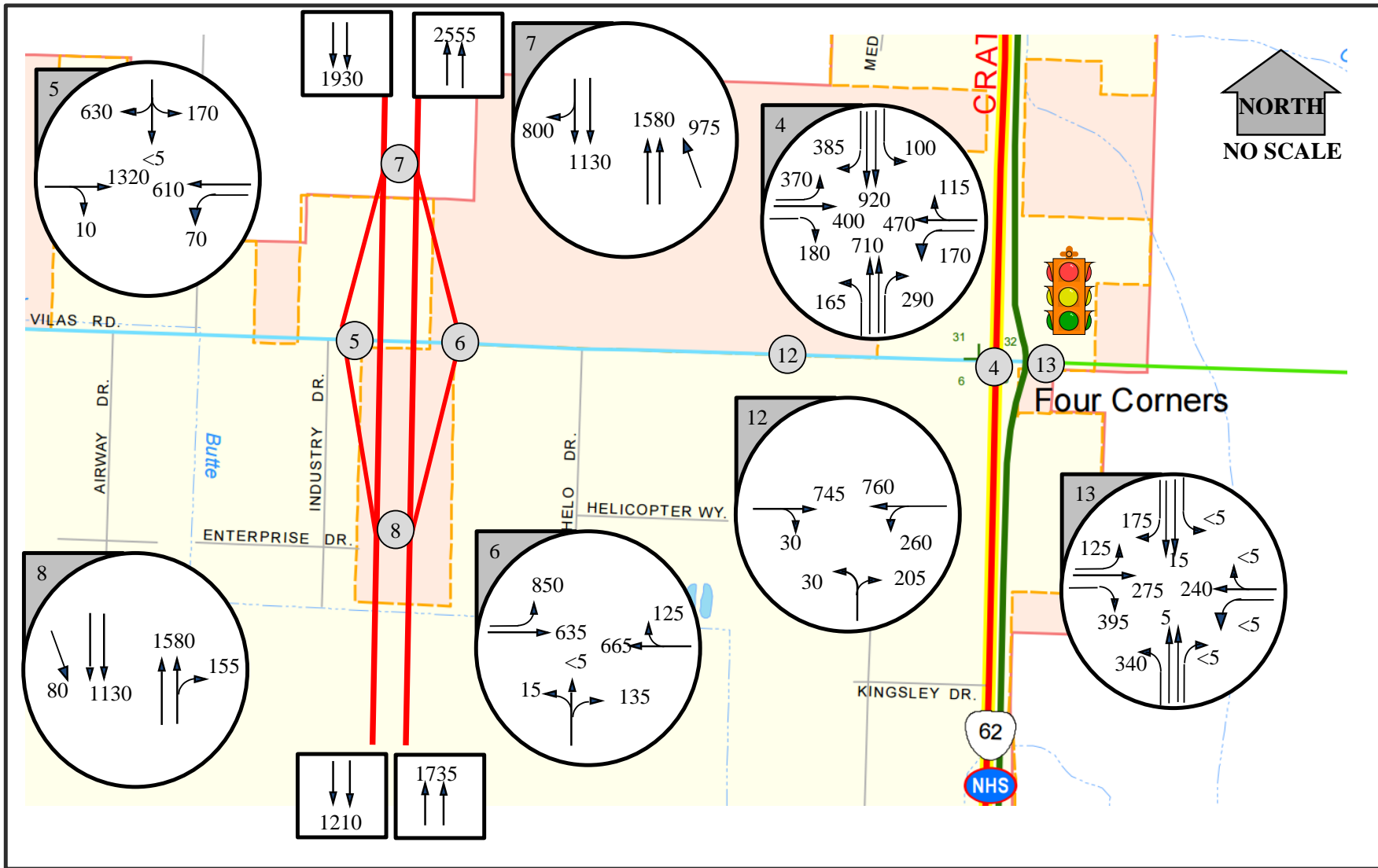
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 3: 2040 Full Build +2 Lanes on Vilas Rd

File : OR62-Vilas
Date : 2/5/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-10



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 3: 2040 Full Build +2 Lanes on Vilas Rd

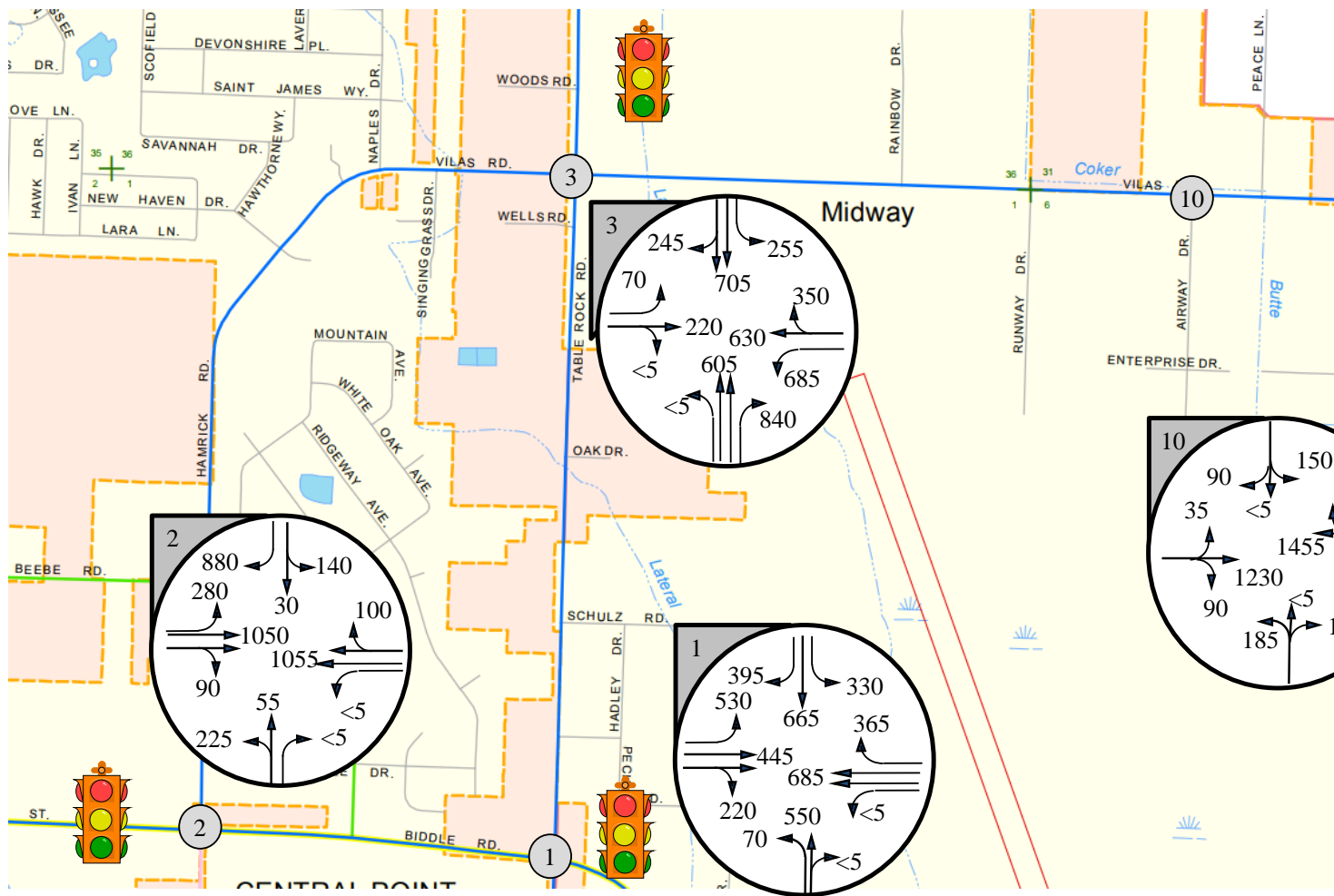
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/5/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-11



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

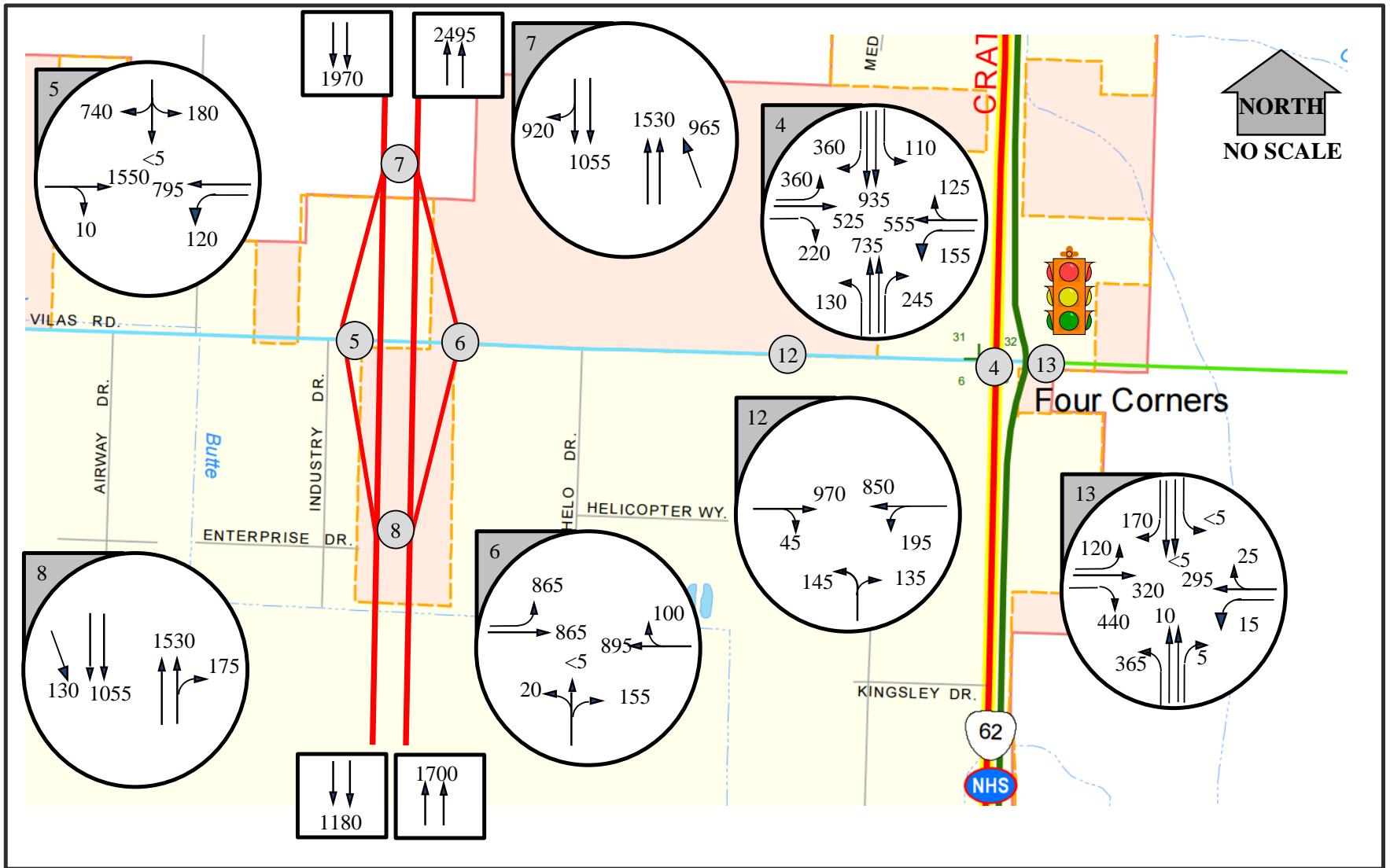
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 5: 2040 Full Build +4 Lanes on Vilas Rd

File : OR62-Vilas
Date : 4/4/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-12



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 5: 2040 Full Build +4 Lanes on Vilas Rd

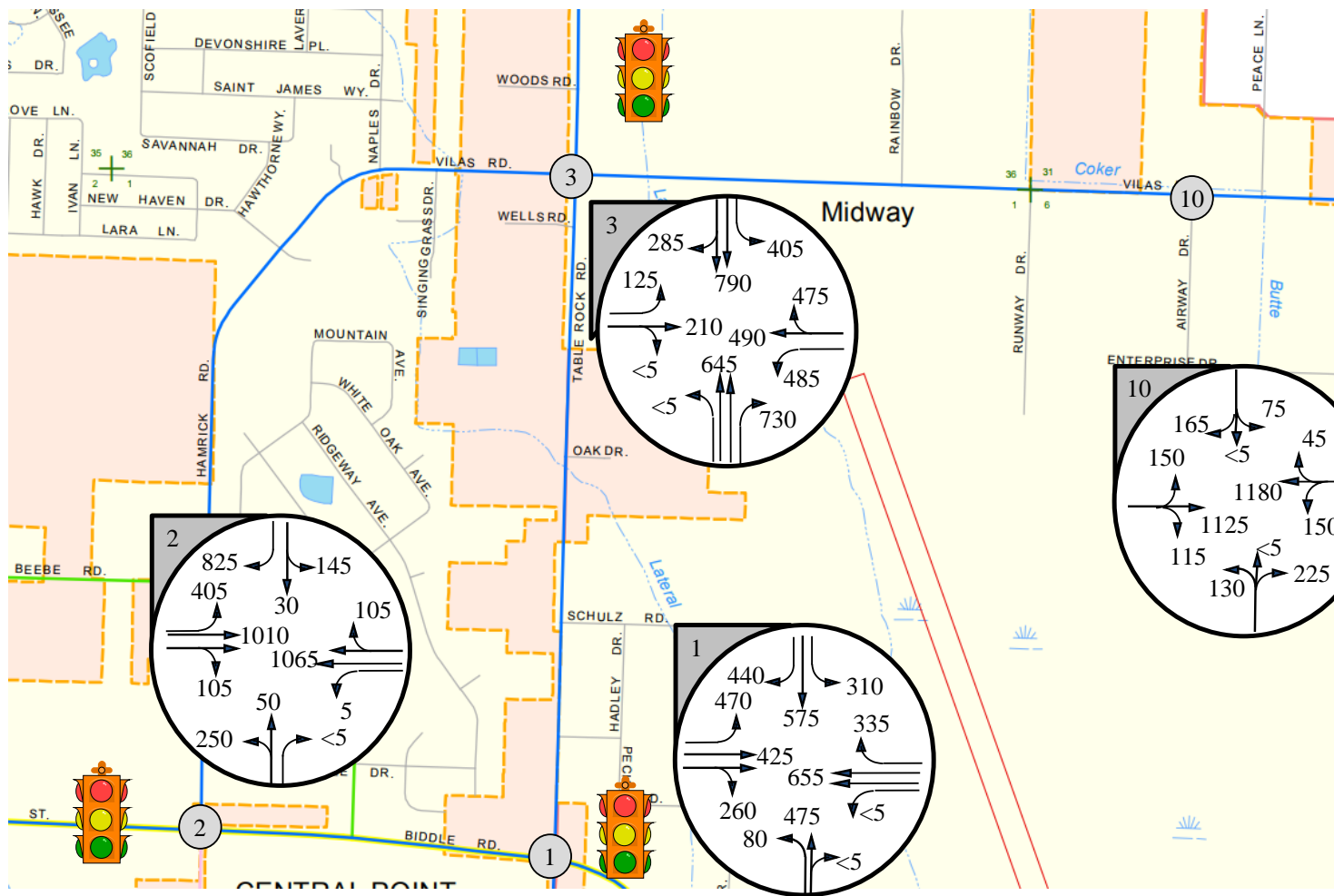
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/5/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-13



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

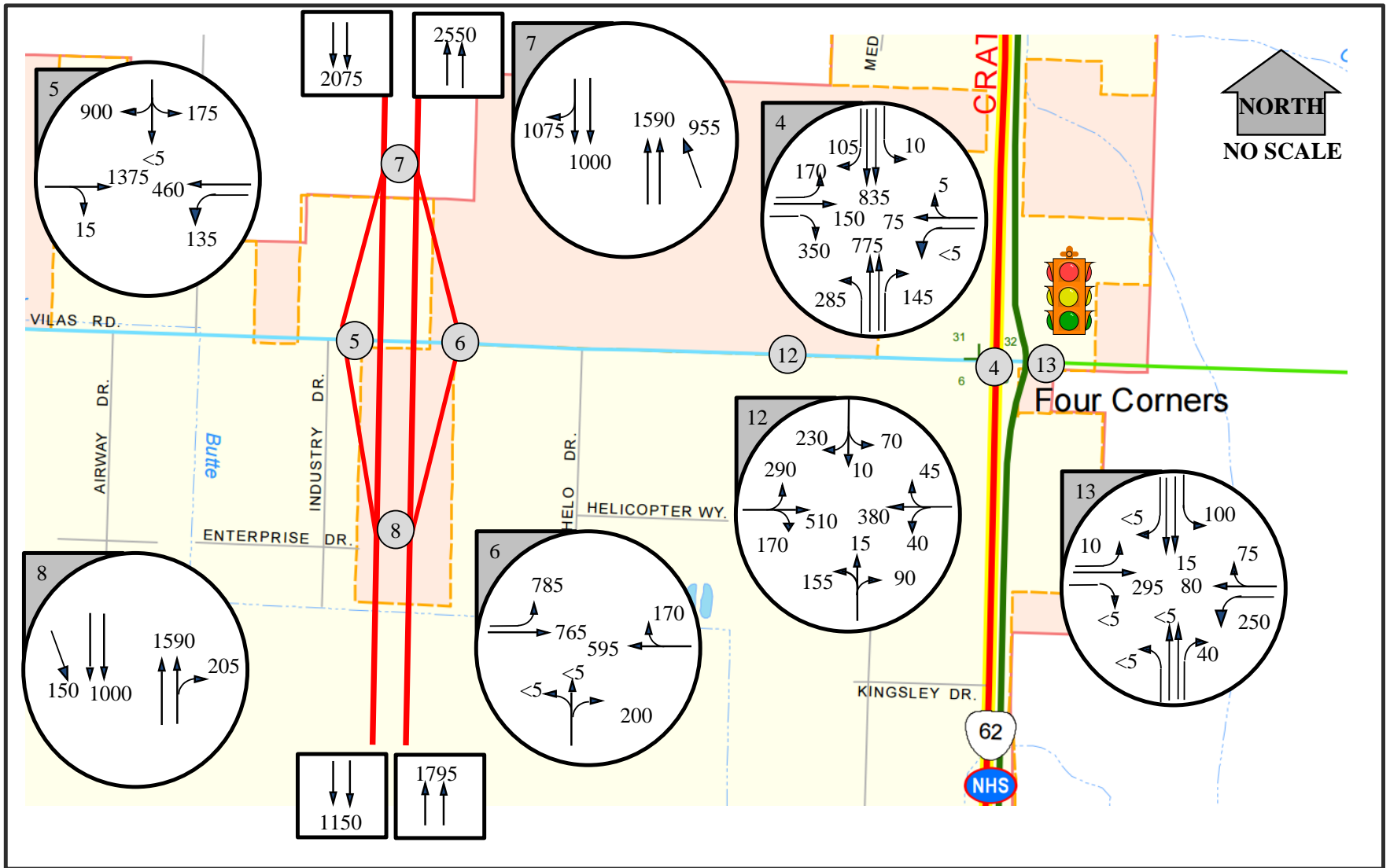
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 1- Tier 2: 2040 JTA Build +2 Lanes on Vilas Rd

File : OR62-Vilas
Date : 2/5/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-14



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 1- Tier 2: 2040 JTA Build +2 Lanes on Vilas Rd

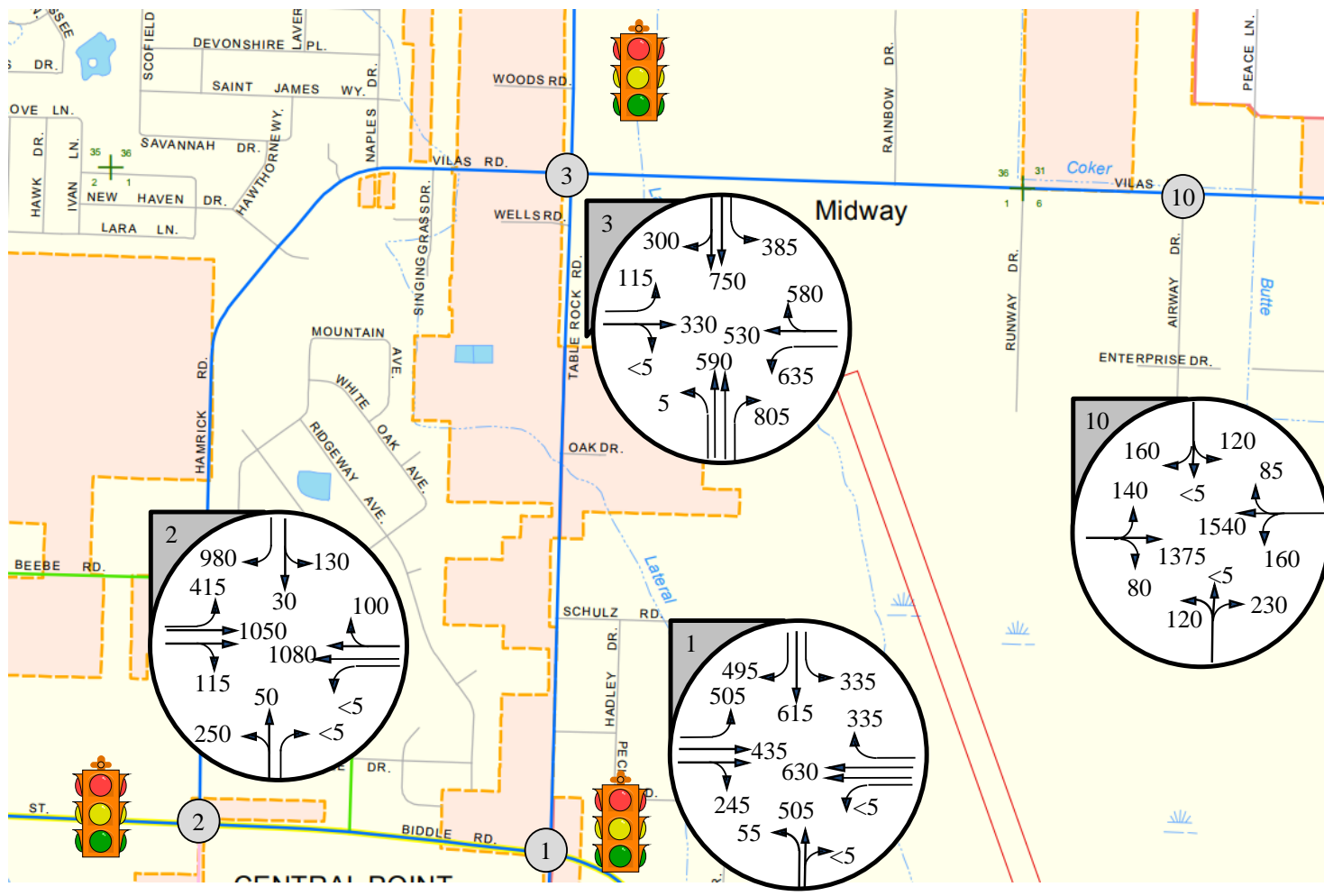
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/5/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-15



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

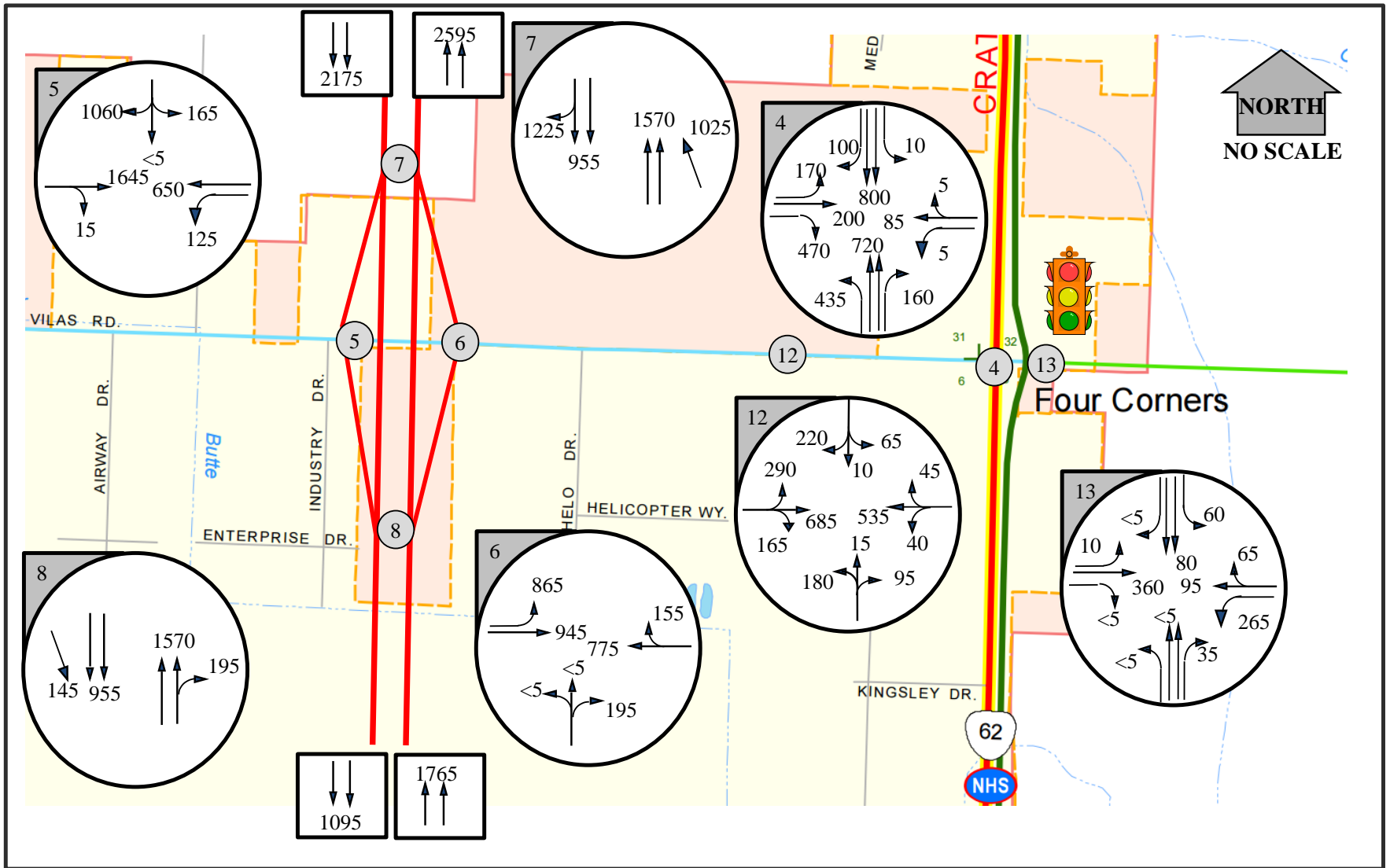
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 2 – Tier 2: 2040 JTA Build +4 Lanes on Vilas Rd

File : OR62-Vilas
Date : 4/4/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-16



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 2 – Tier 2: 2040 JTA Build +4 Lanes on Vilas Rd

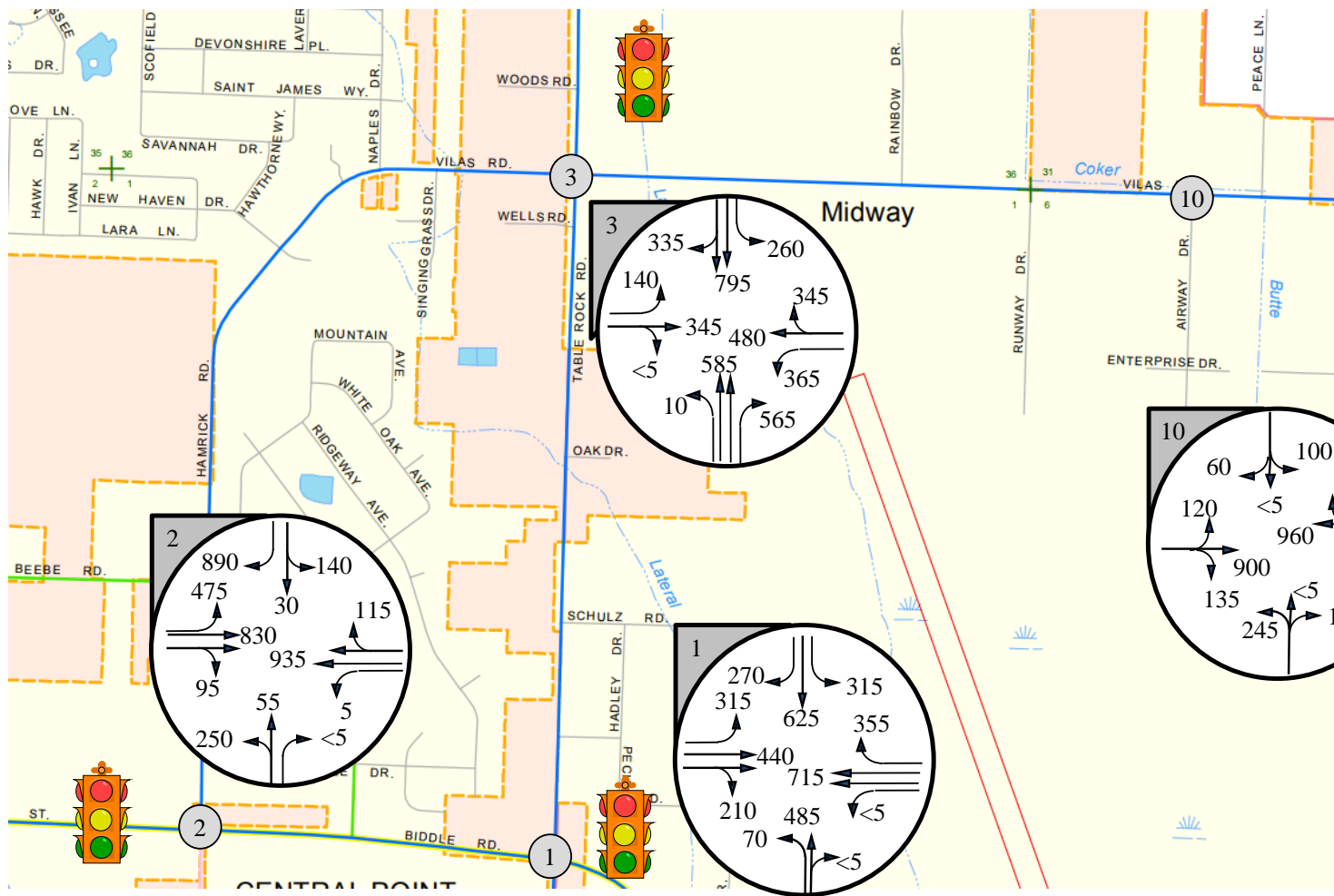
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/5/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-17



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

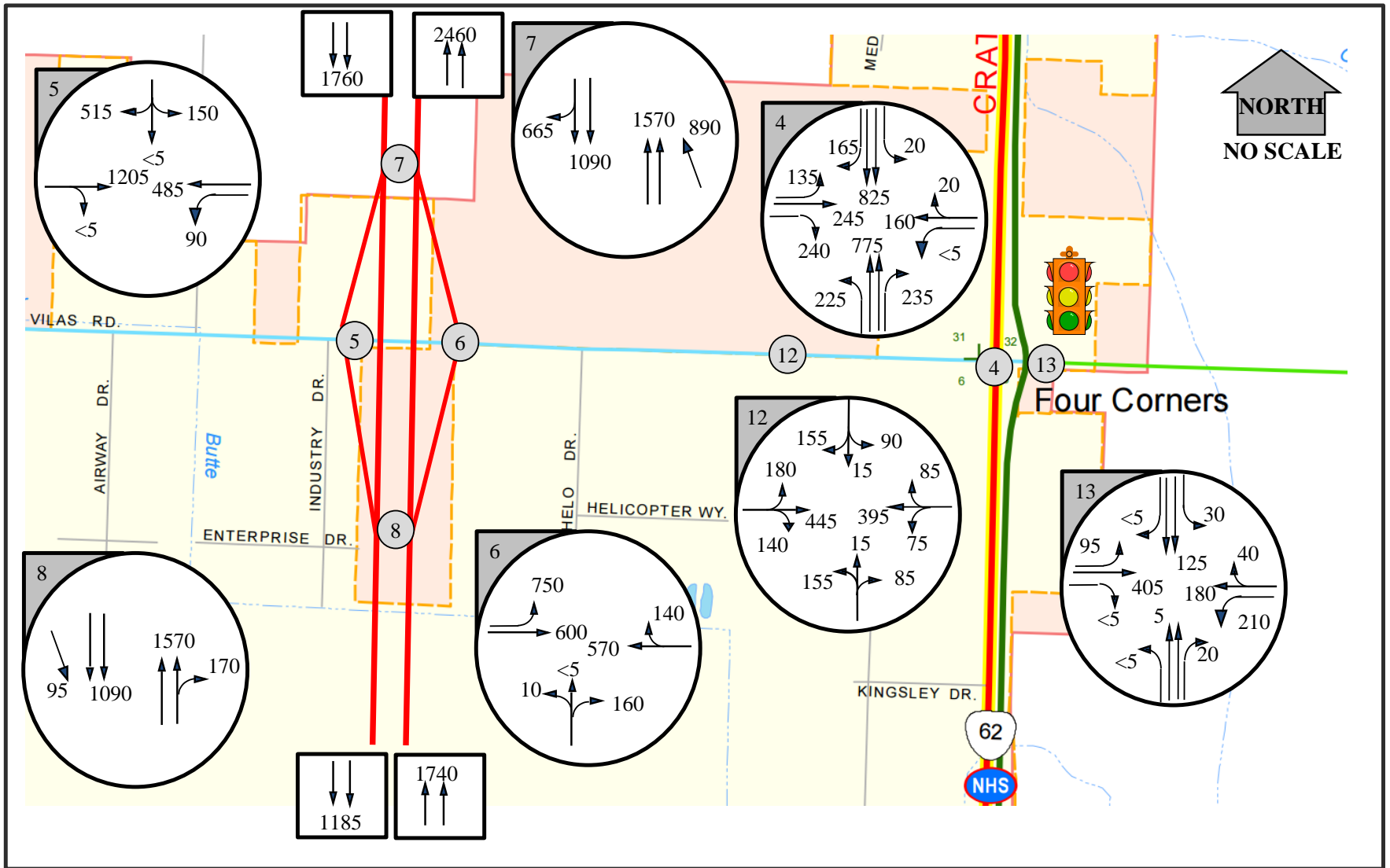
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
Scenario 3 – Tier 2: 2040 Full Build +2 Lanes on Vilas Rd

File : OR62-Vilas
Date : 2/5/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-18



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
 Scenario 3 – Tier 2: 2040 Full Build +2 Lanes on Vilas Rd

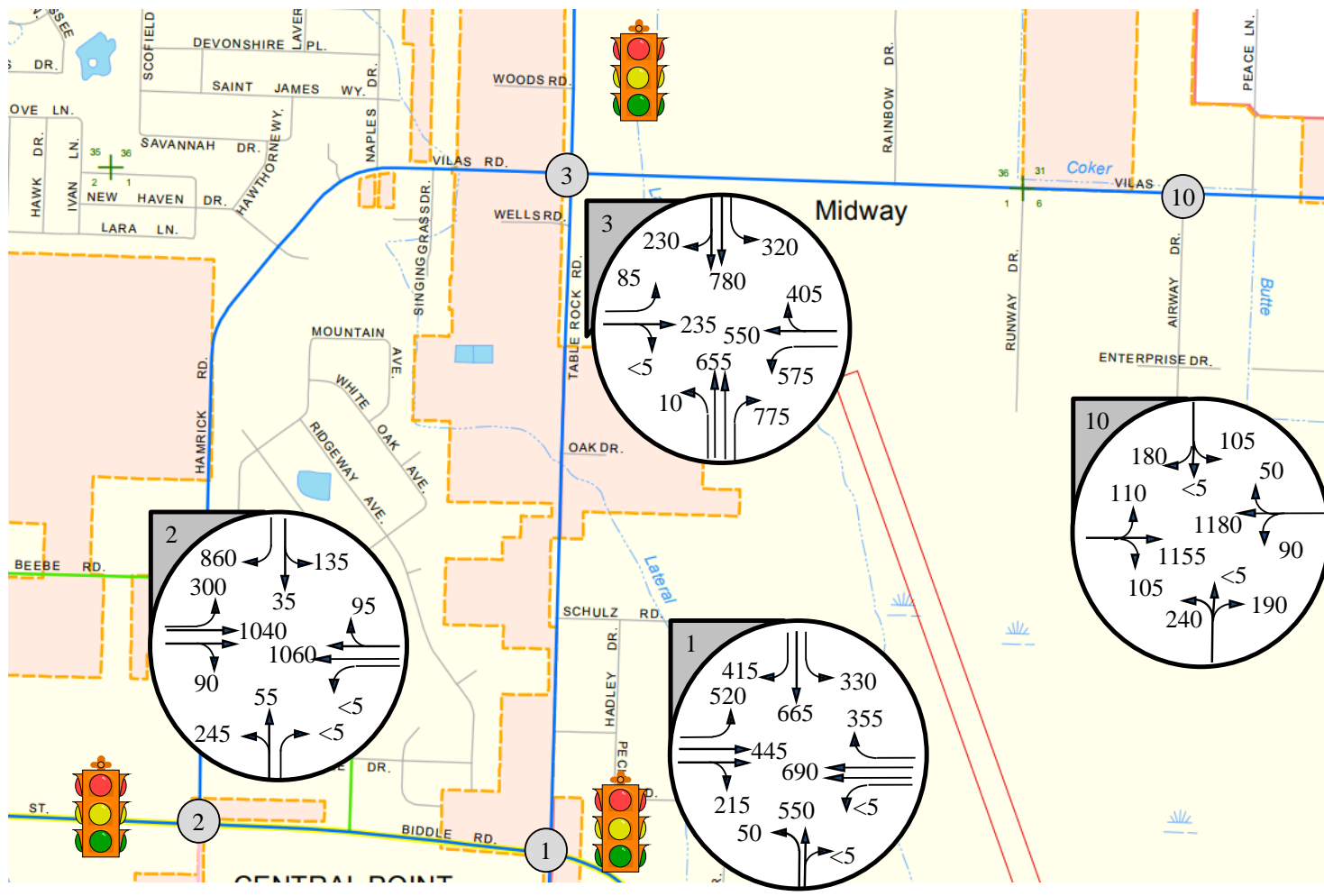
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/5/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-19



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

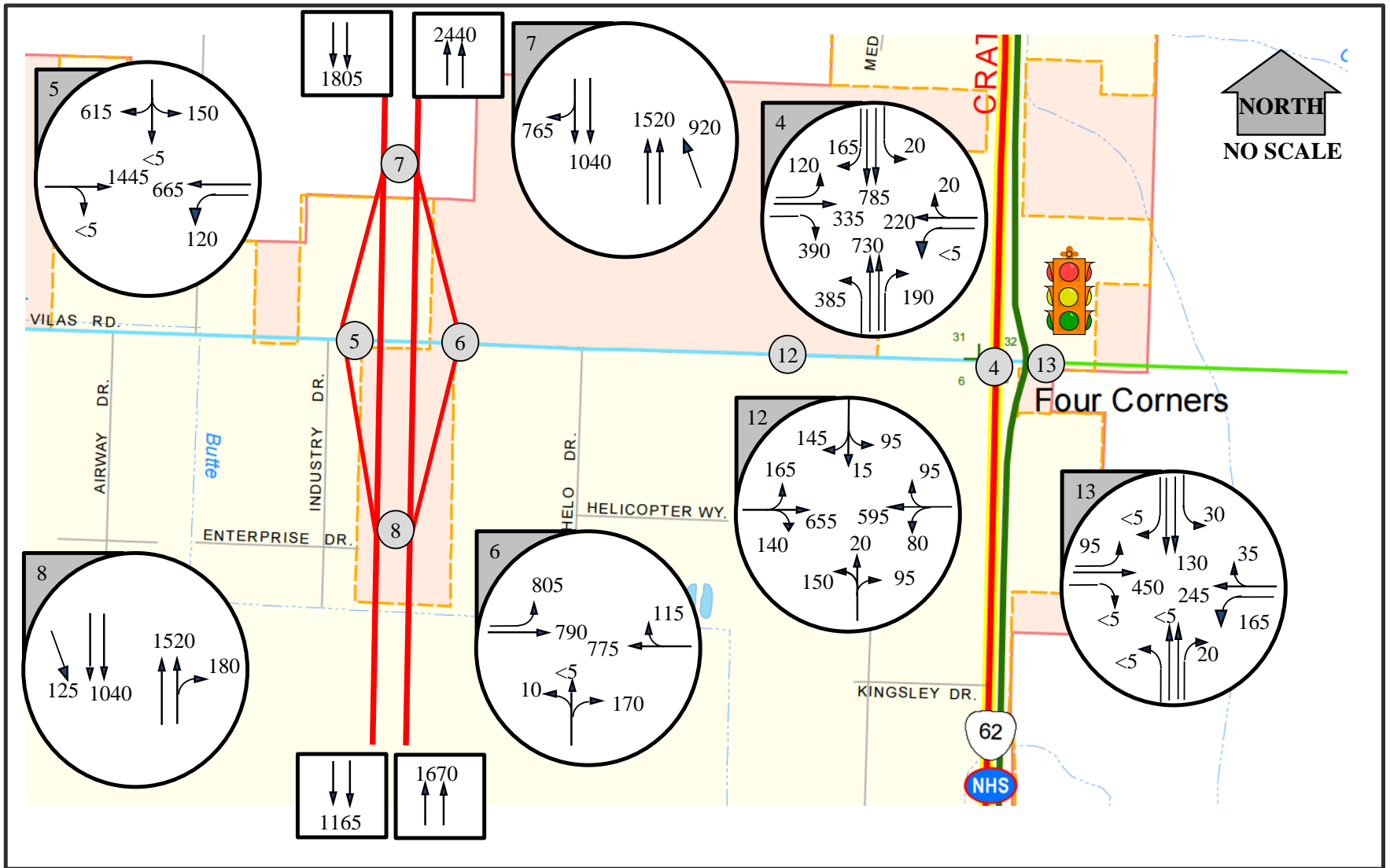
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
 Scenario 5 – Tier 2: 2040 Full Build +4 Lanes on Vilas Rd

File : OR62-Vilas
 Date : 2/5/18

Prepared By: Katie Brown
 Reviewed By: P. Schuytema, P.E.

FIGURE F-20



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded and Balanced Turn Movement Volumes
 Scenario 5 – Tier 2: 2040 Full Build +4 Lanes on Vilas Rd

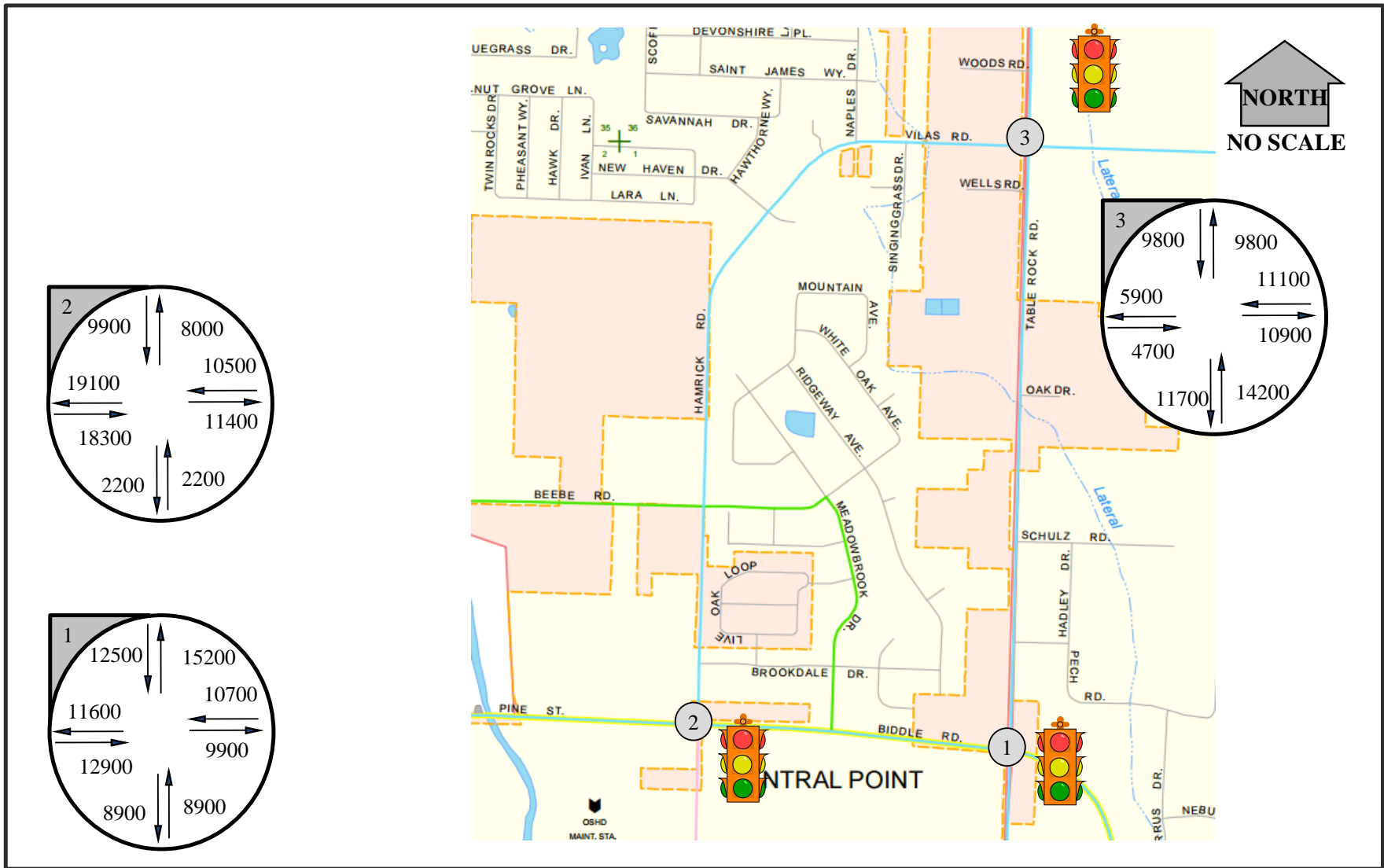
File : OR62-Vilas

Prepared By: Katie Brown

Date : 2/5/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-21



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 0: Tier 1 No Build

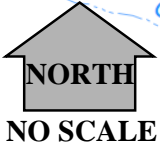
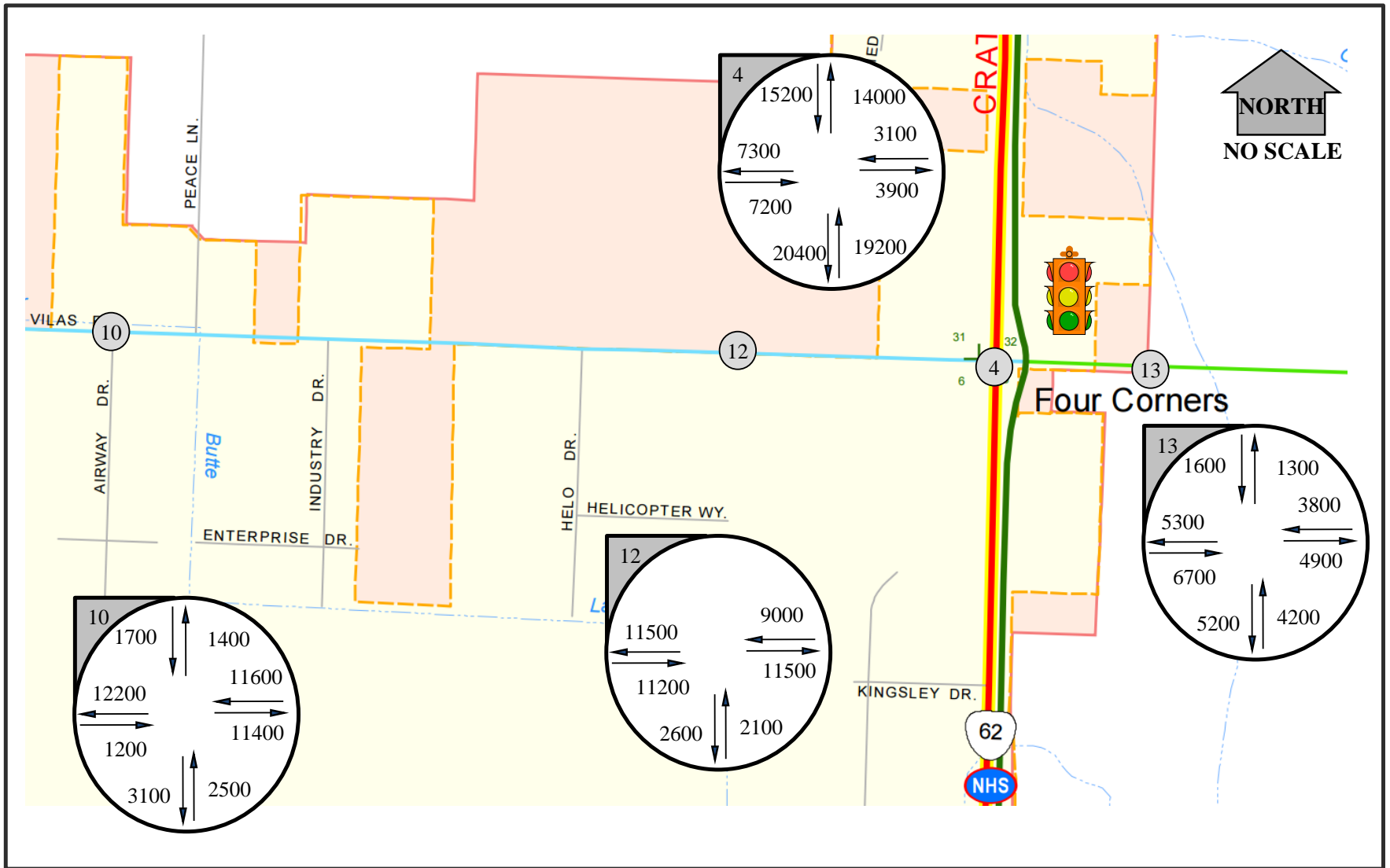
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE F-22



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 0: Tier 1 No Build

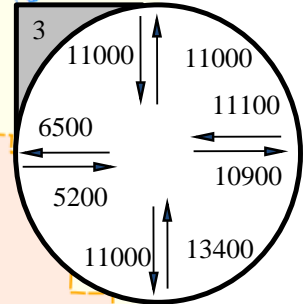
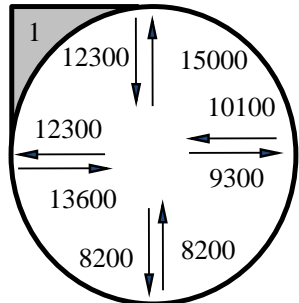
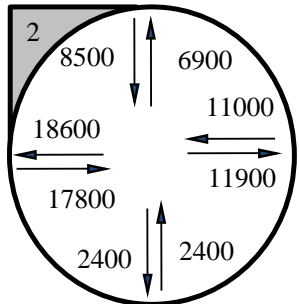
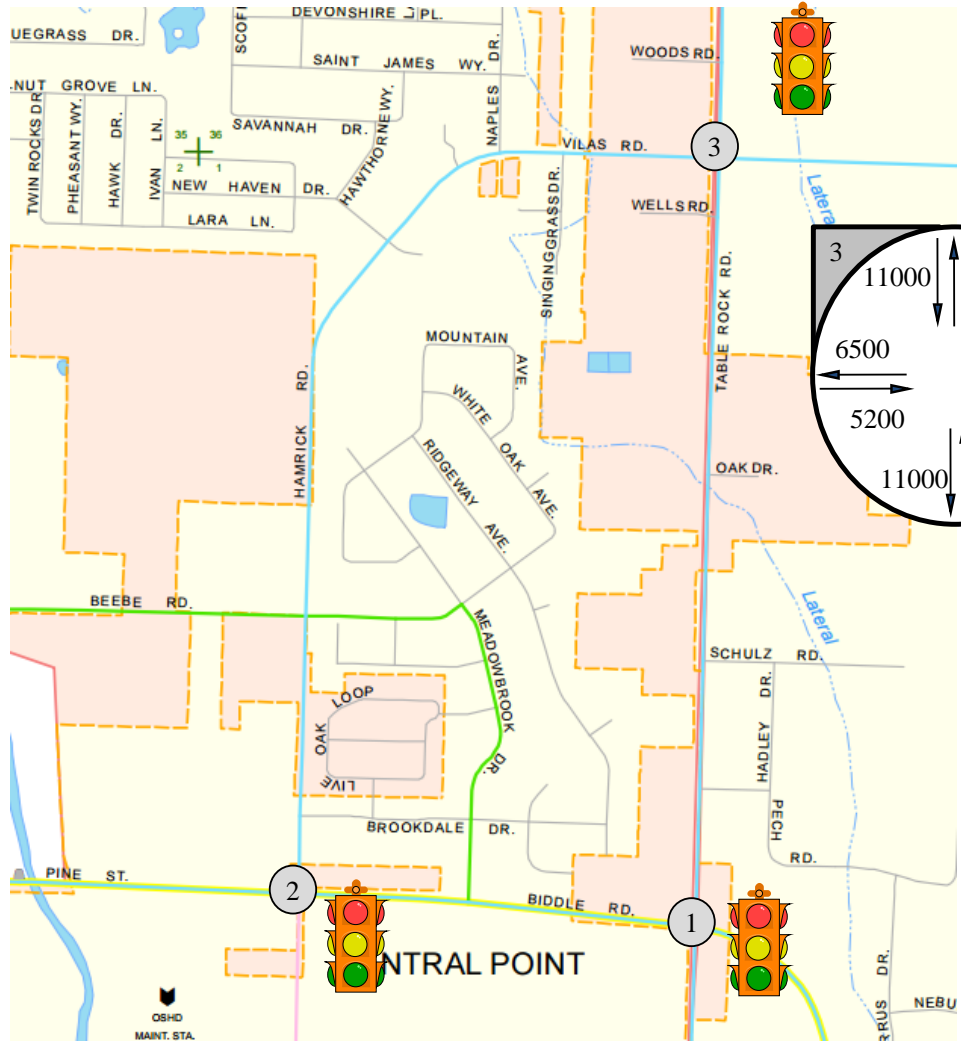
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE F-23



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

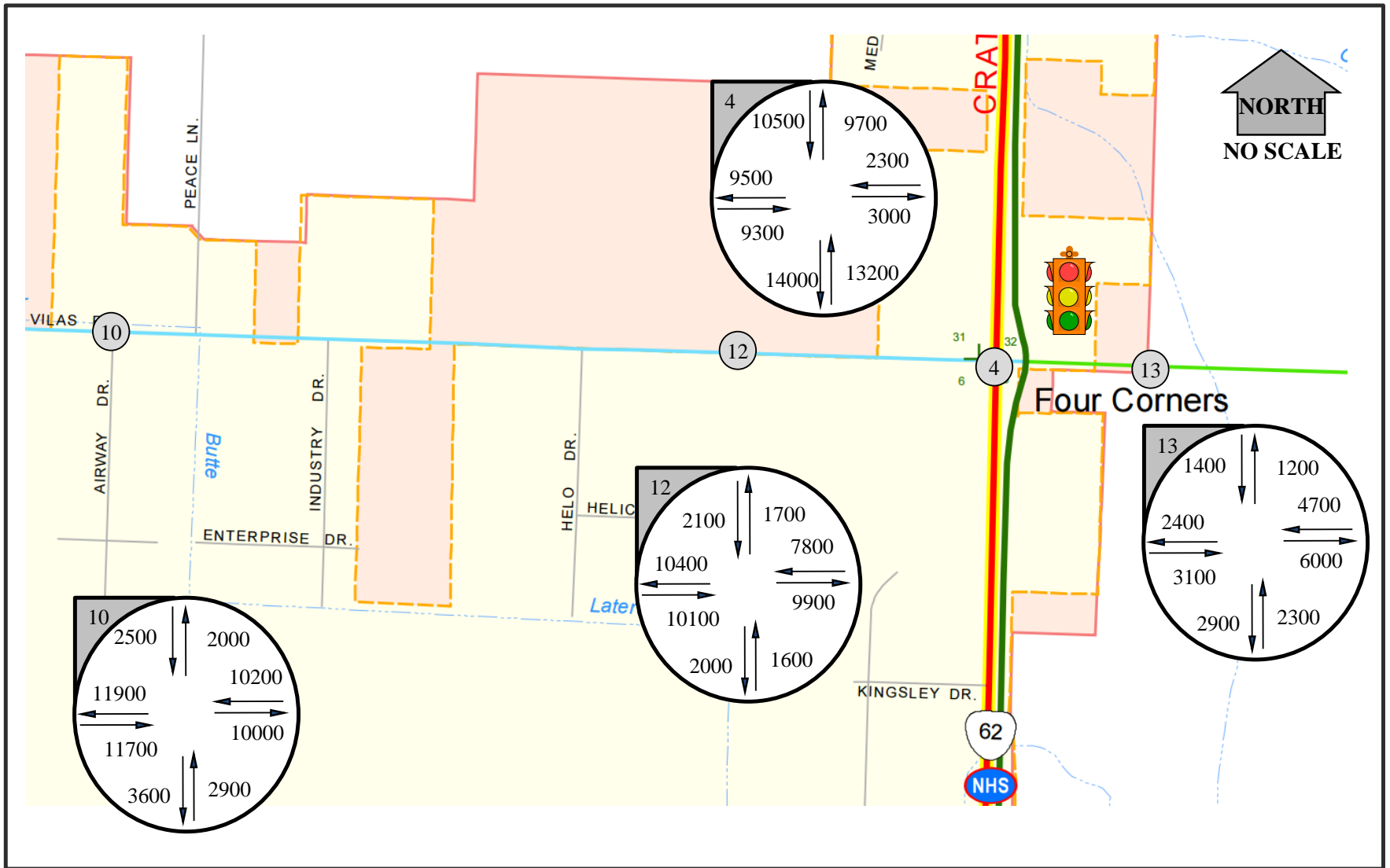
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 0: Tier 2 No Build

File : OR62-Vilas
Date : 4/9/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-24



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 0: Tier 2 No Build

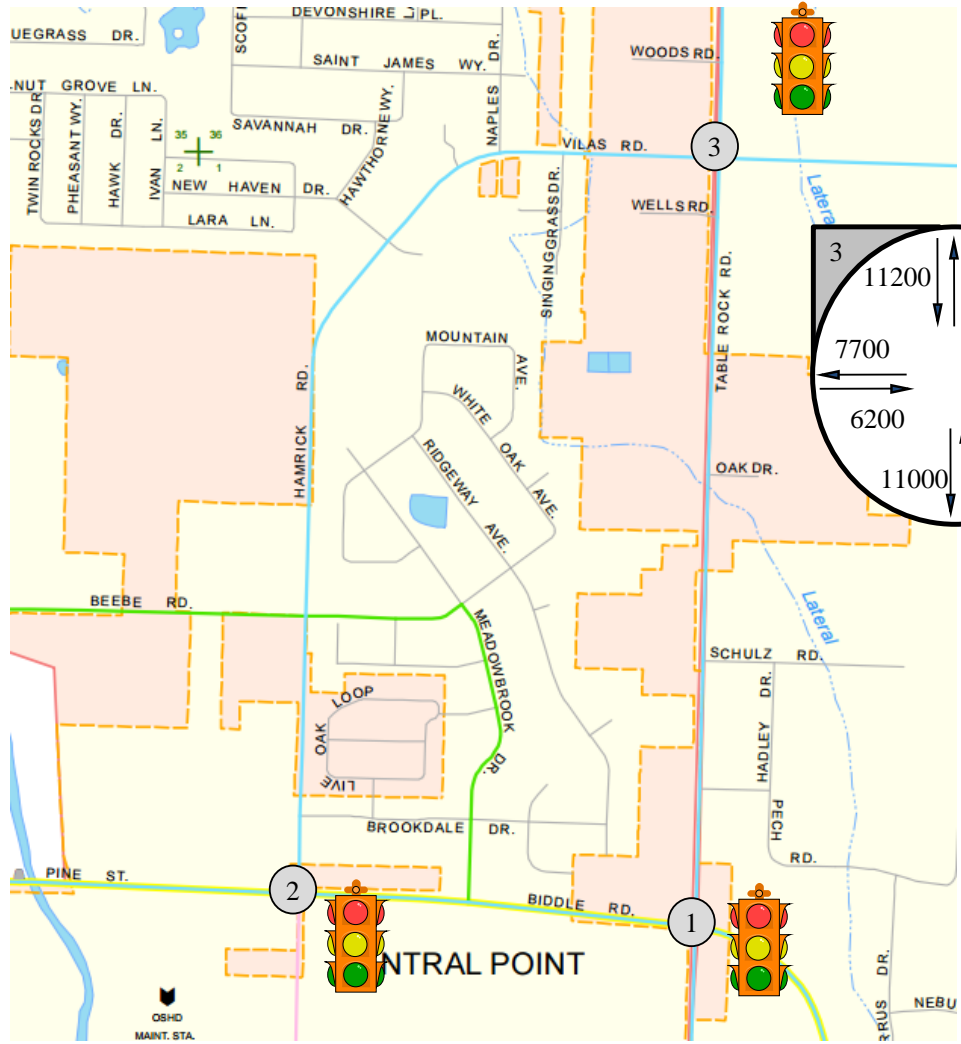
File : OR62-Vilas

Prepared By: Katie Brown

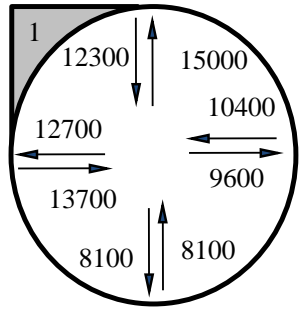
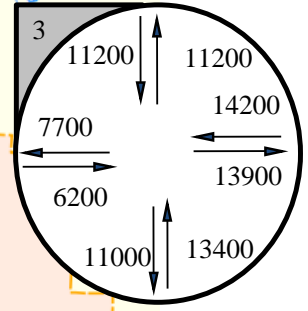
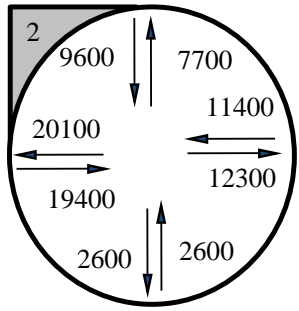
Date : 4/9/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-25



NORTH
NO SCALE



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

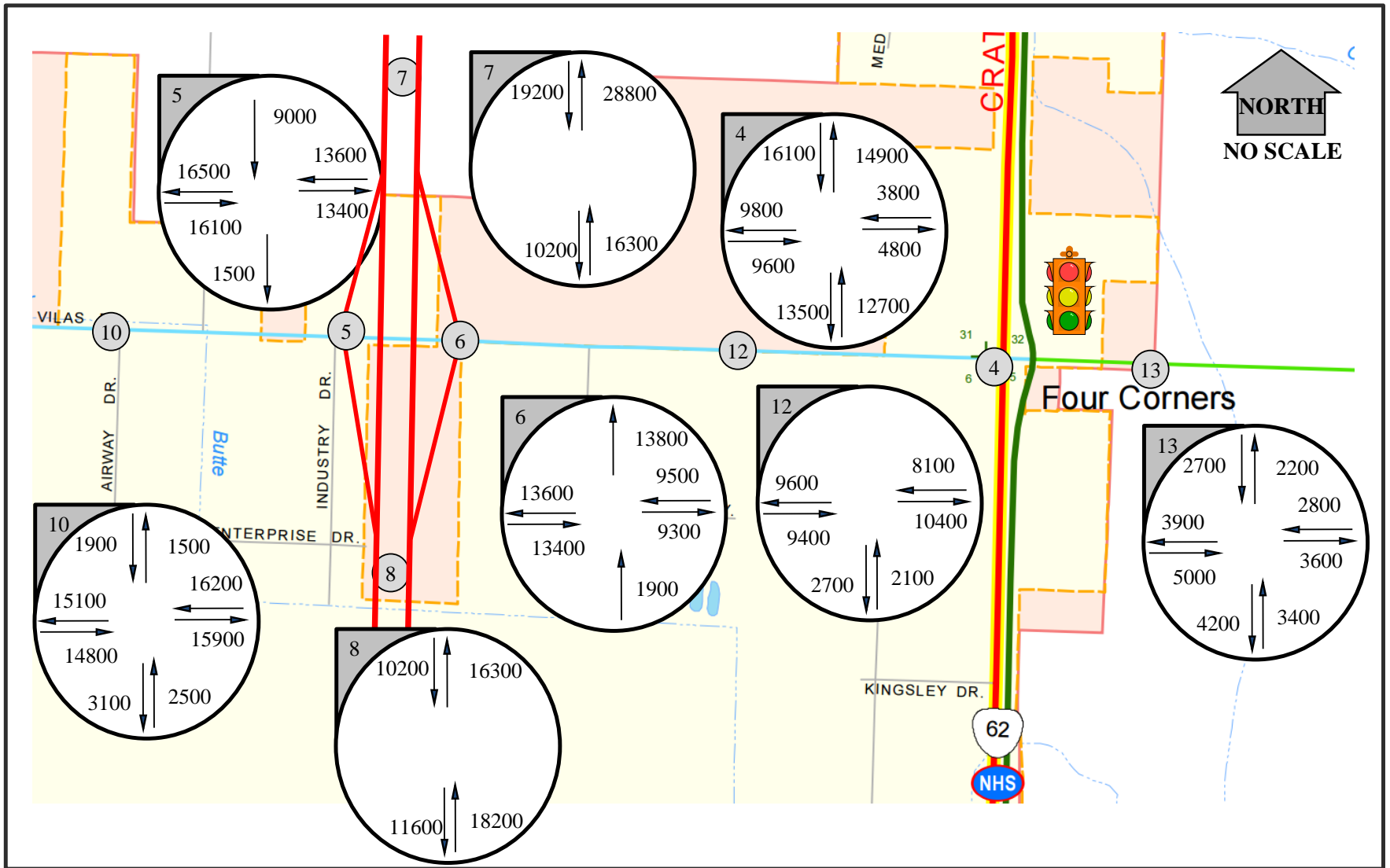
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 1: 2040 JTA Build +2 Lanes on Vilas Rd

File : OR62-Vilas
Date : 3/30/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-26



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
 Scenario 1: 2040 JTA Build +2 Lanes on Vilas Rd

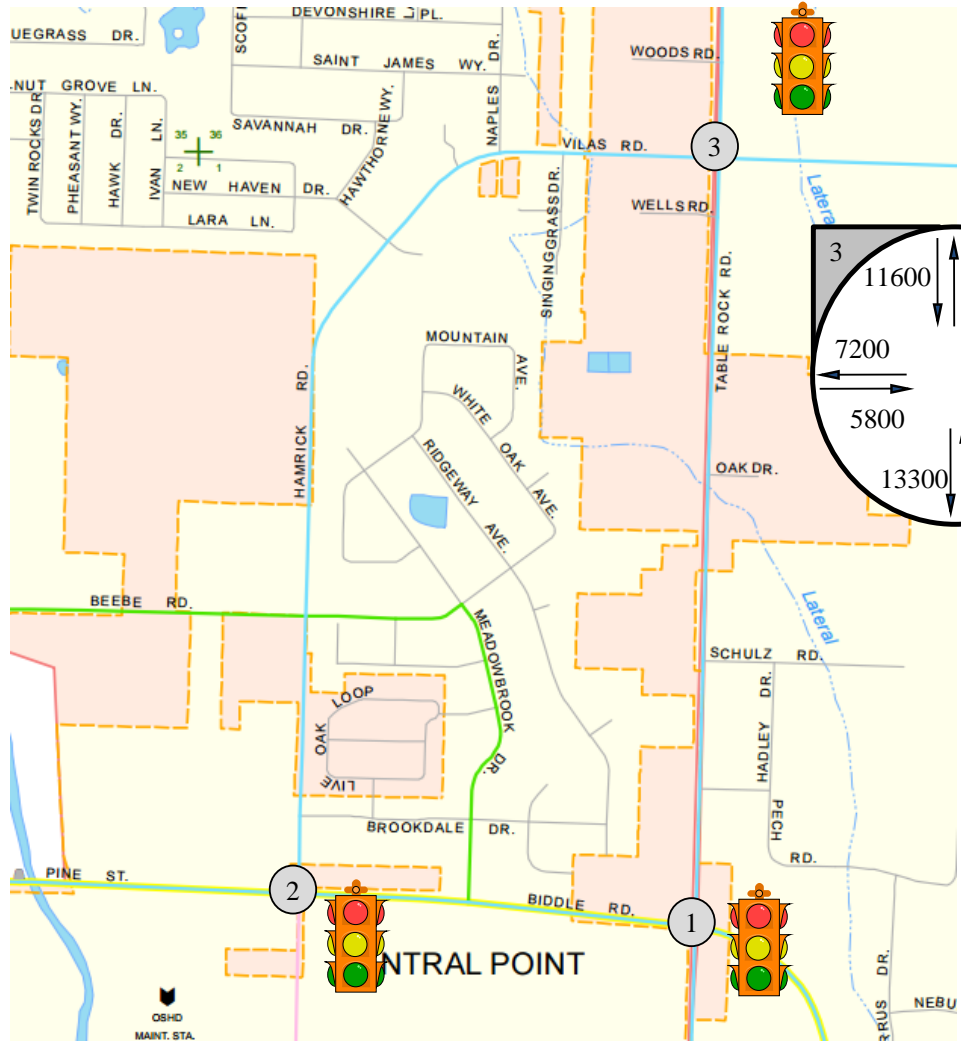
File : OR62-Vilas

Prepared By: Katie Brown

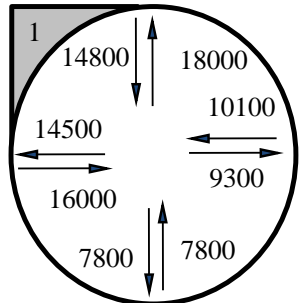
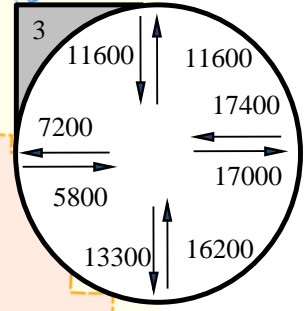
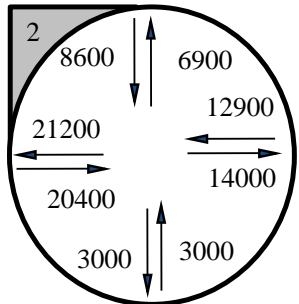
Date : 4/26/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-27



NORTH
NO SCALE



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 2: 2040 JTA Build +4 Lanes on Vilas Rd

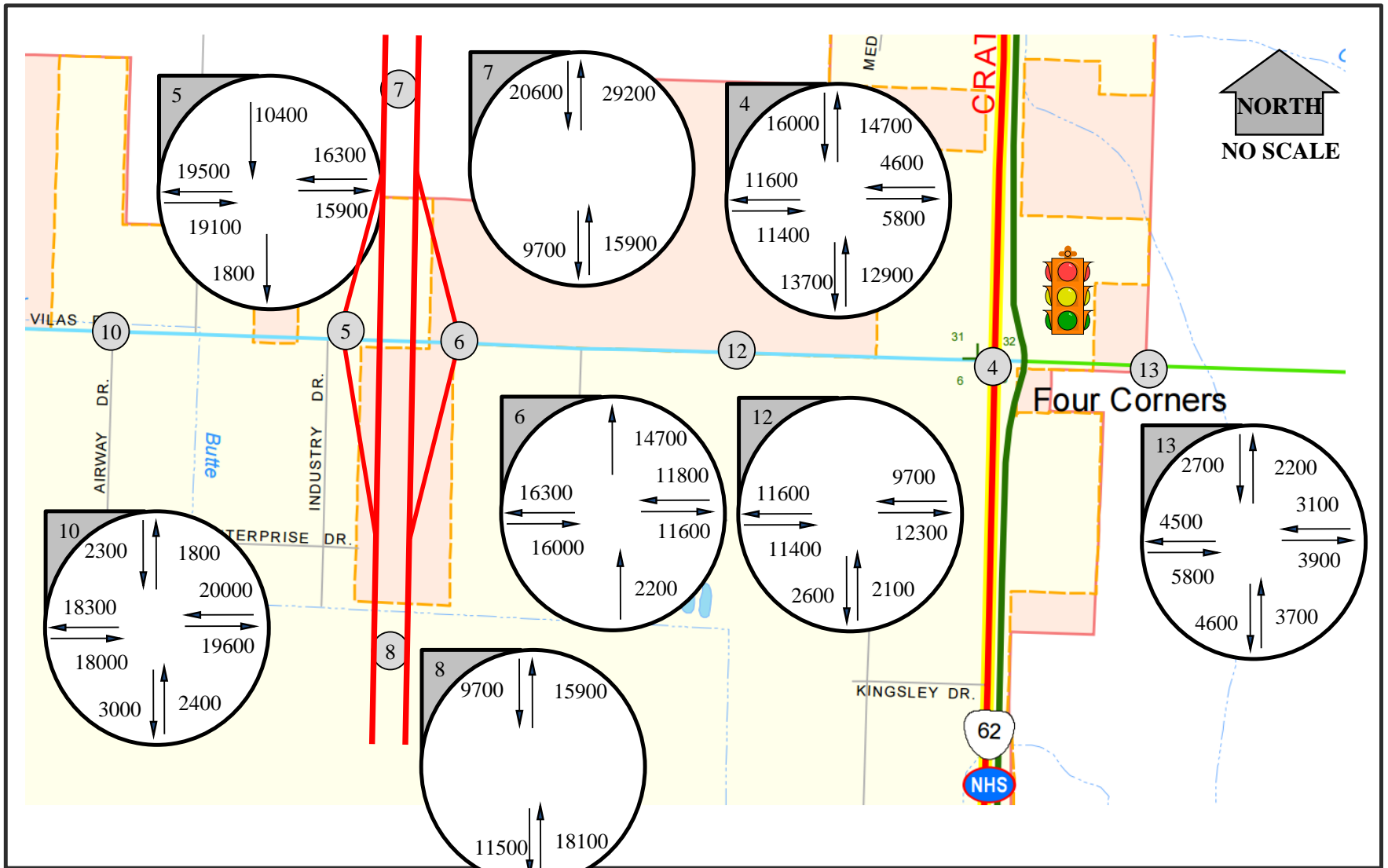
File : OR62-Vilas

Prepared By: Katie Brown

Date : 3/30/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-28



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
 Scenario 2: 2040 JTA Build +4 Lanes on Vilas Rd

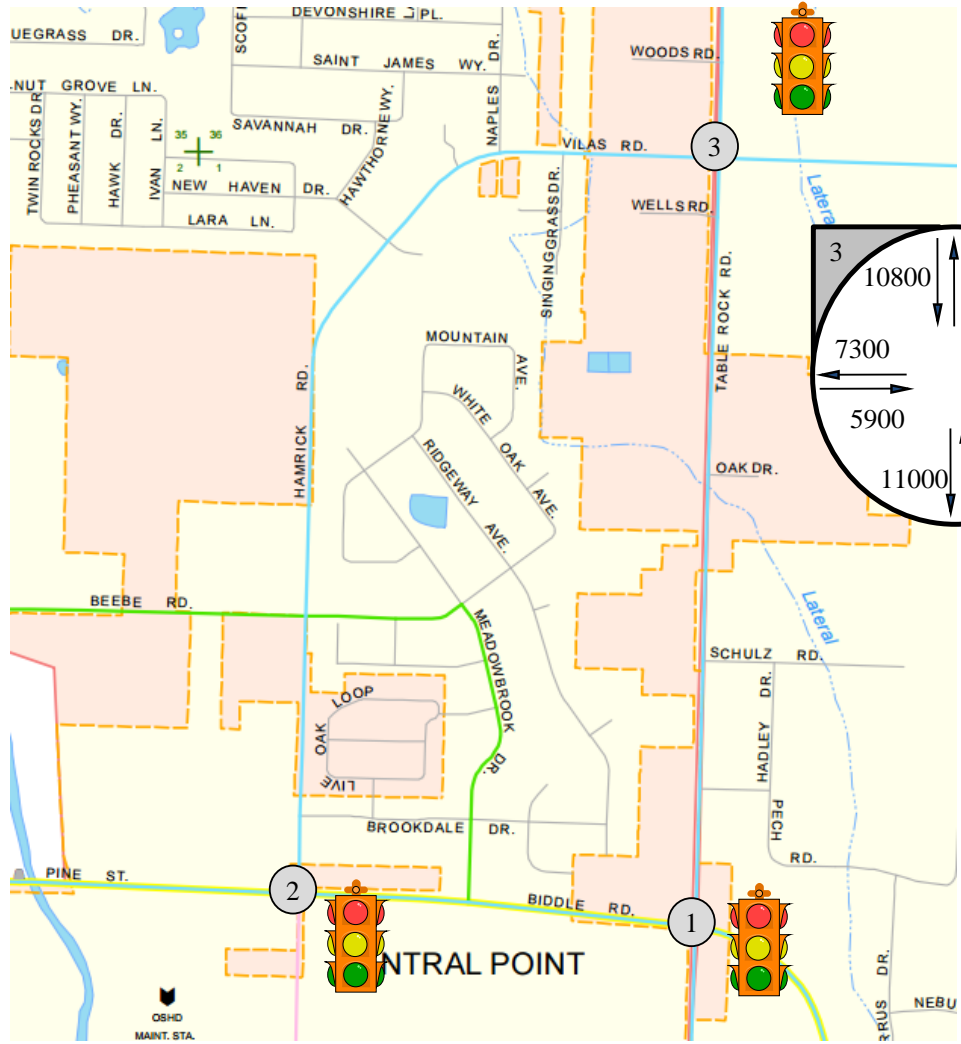
File : OR62-Vilas

Prepared By: Katie Brown

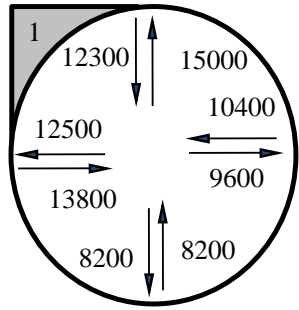
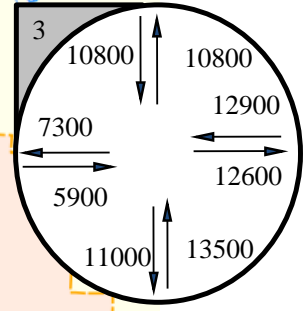
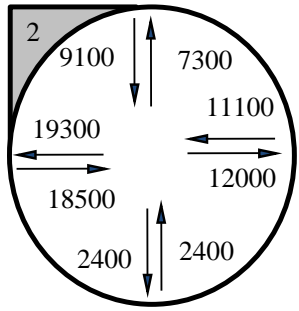
Date : 4/26/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-29



NORTH
NO SCALE



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

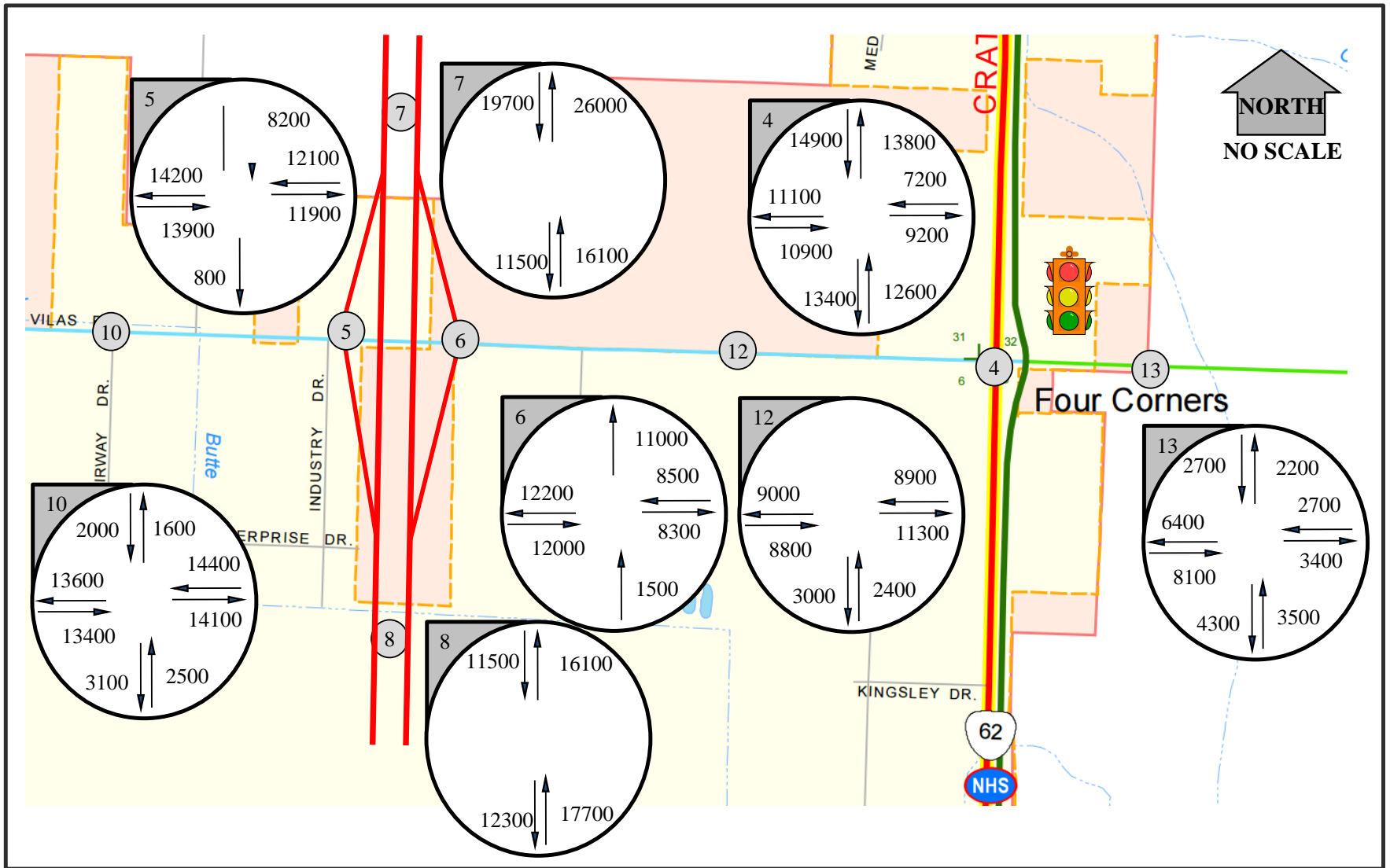
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 3: 2040 Full Build +2 Lanes on Vilas Rd

File : OR62-Vilas
Date : 6/5/17

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-30



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
 Scenario 3: 2040 Full Build +2 Lanes on Vilas Rd

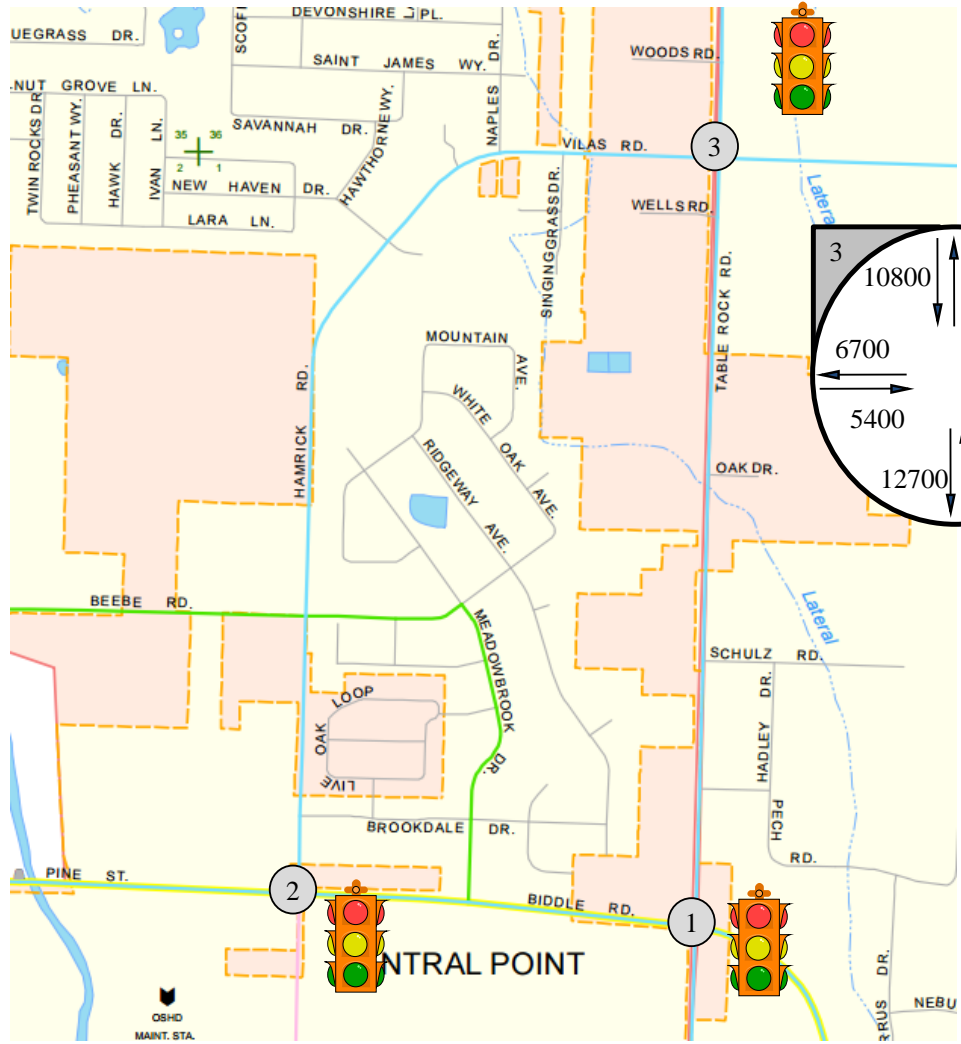
File : OR62-Vilas

Prepared By: Katie Brown

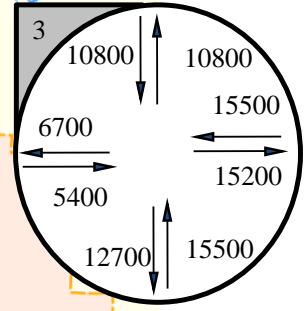
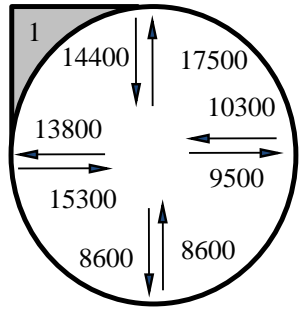
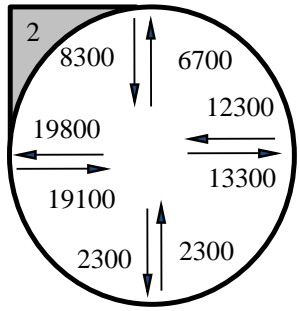
Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE F-31



NORTH
NO SCALE



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

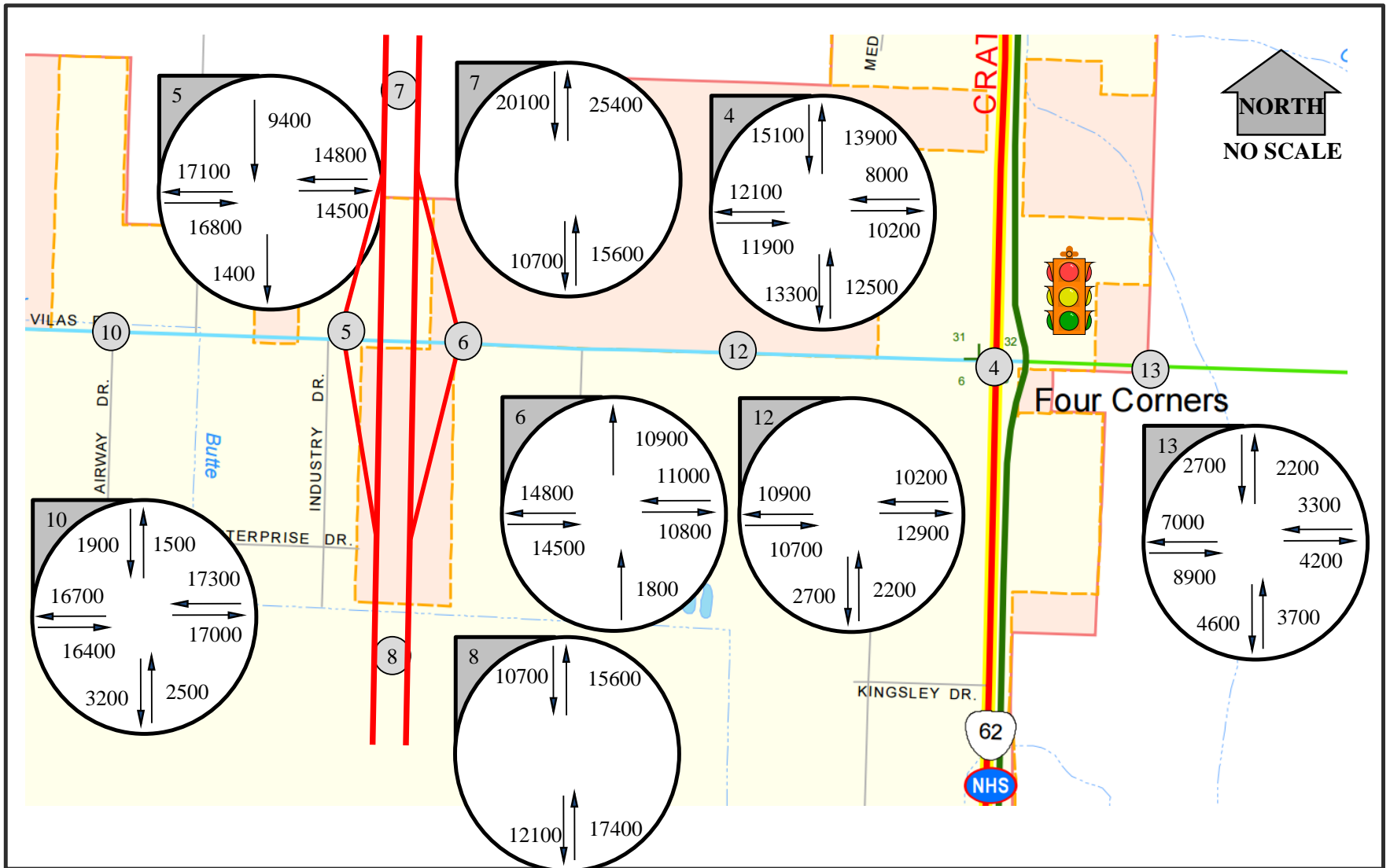
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 5: 2040 Full Build +4 Lanes on Vilas Rd

File : OR62-Vilas
Date : 6/5/17

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-32



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
 Scenario 5: 2040 Full Build +4 Lanes on Vilas Rd

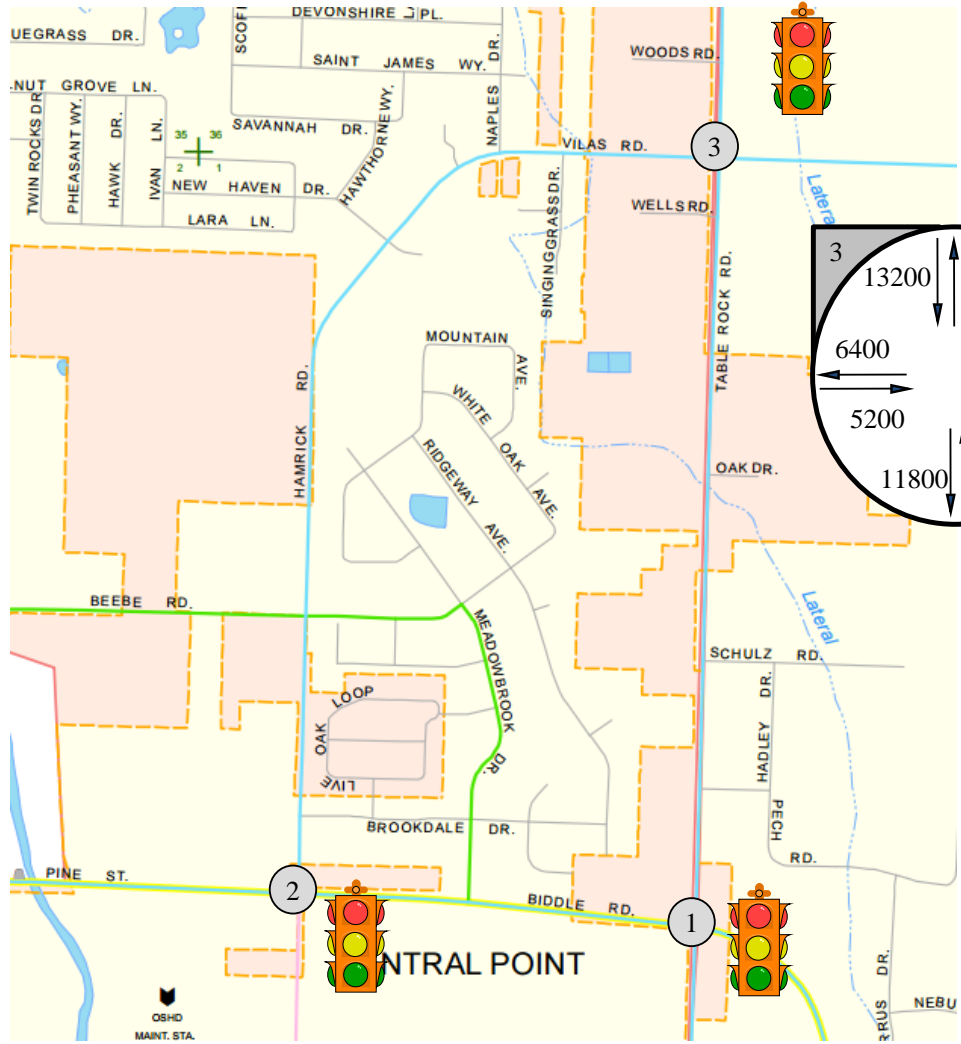
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Prepared By: Katie Brown

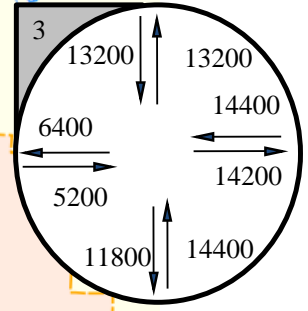
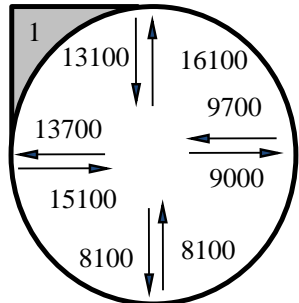
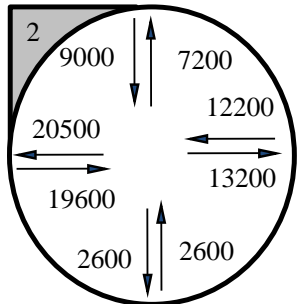
Date : 6/5/17

Reviewed By: P. Schuytema, P.E.

FIGURE F-33



NORTH
NO SCALE



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

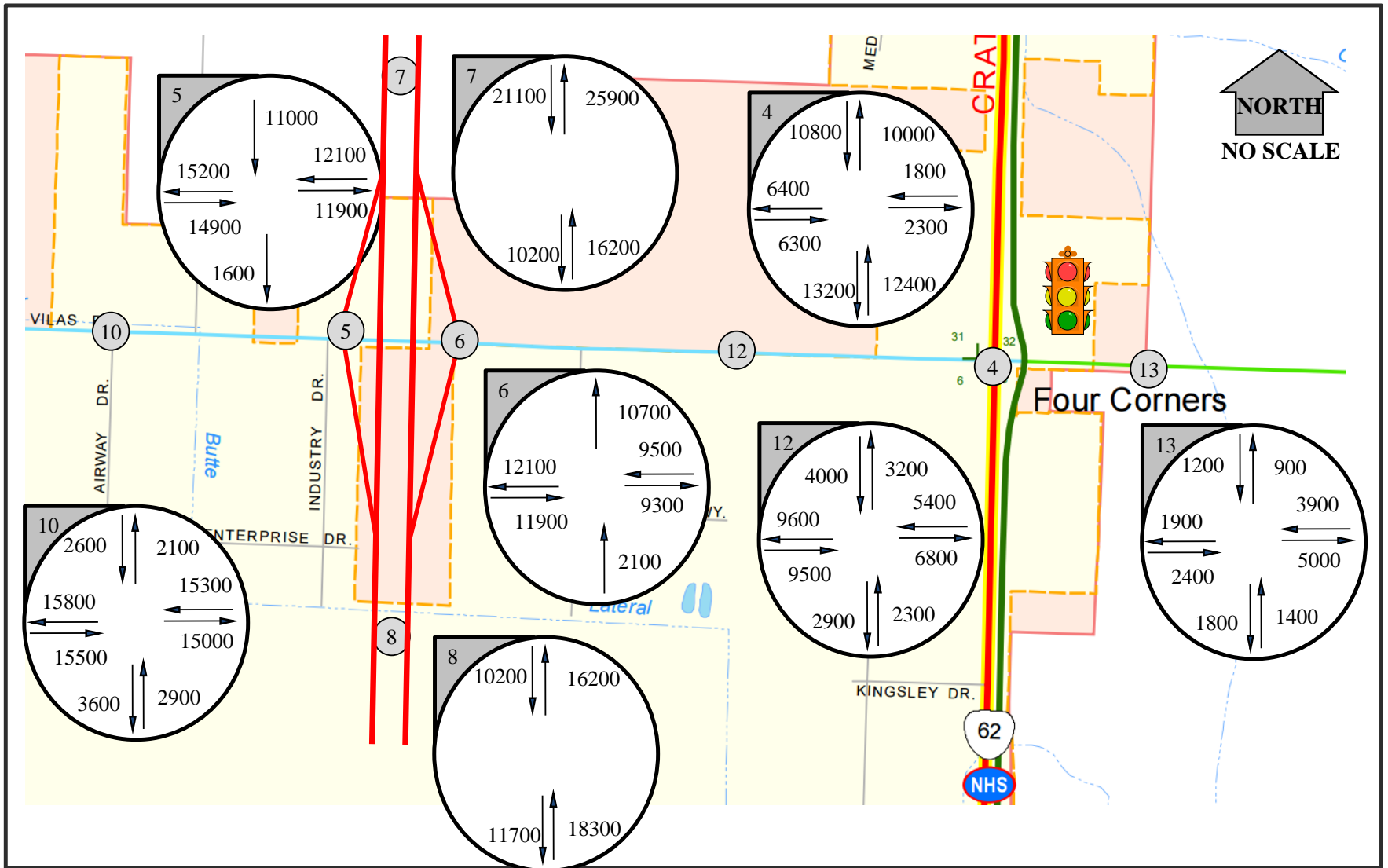
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 1 – Tier 2: 2040 JTA Build +2 Lanes on Vilas Rd

File : OR62-Vilas
Date : 4/9/2018

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-34



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
 Scenario 1 – Tier 2: 2040 JTA Build +2 Lanes on Vilas Rd

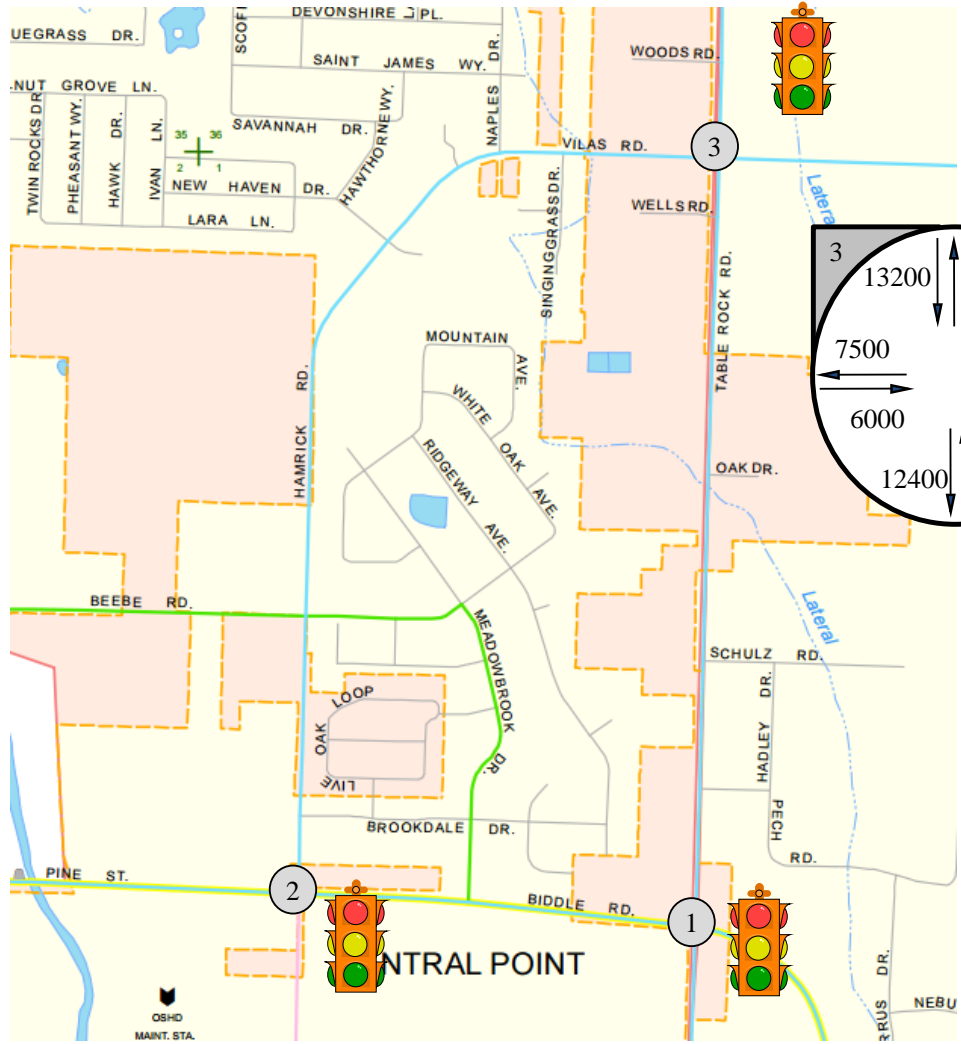
File : OR62-Vilas

Prepared By: Katie Brown

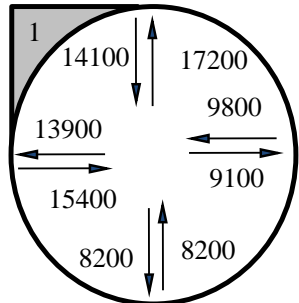
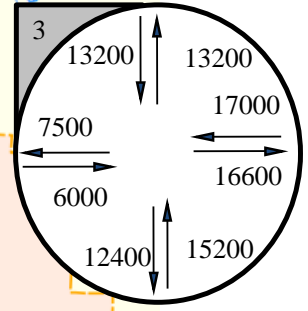
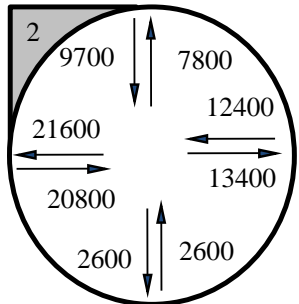
Date : 4/9/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-35



NORTH
NO SCALE



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

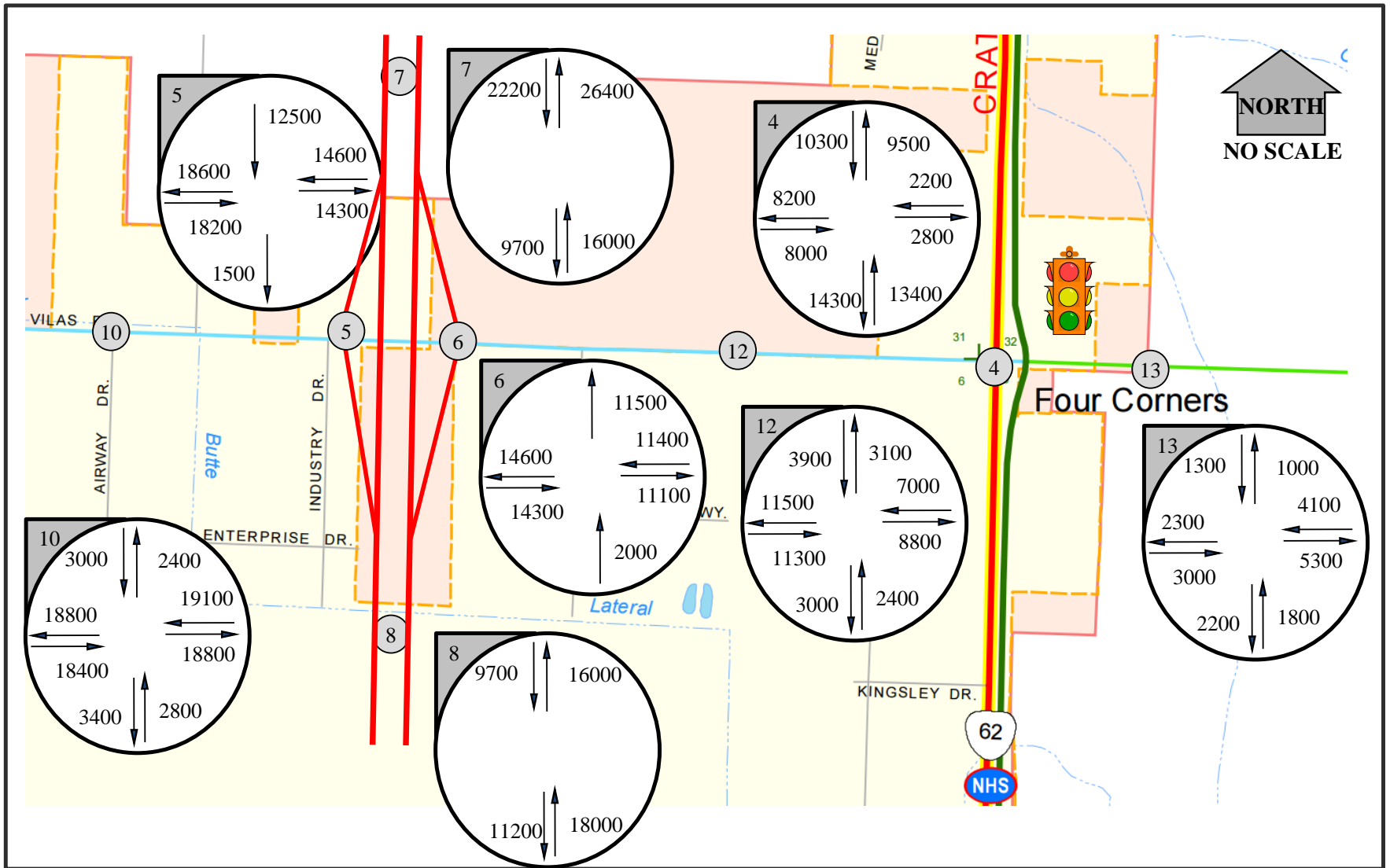
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 2 – Tier 2: 2040 JTA Build +4 Lanes on Vilas Rd

File : OR62-Vilas
Date : 4/6/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-36



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
 Scenario 2 – Tier 2: 2040 JTA Build +4 Lanes on Vilas Rd

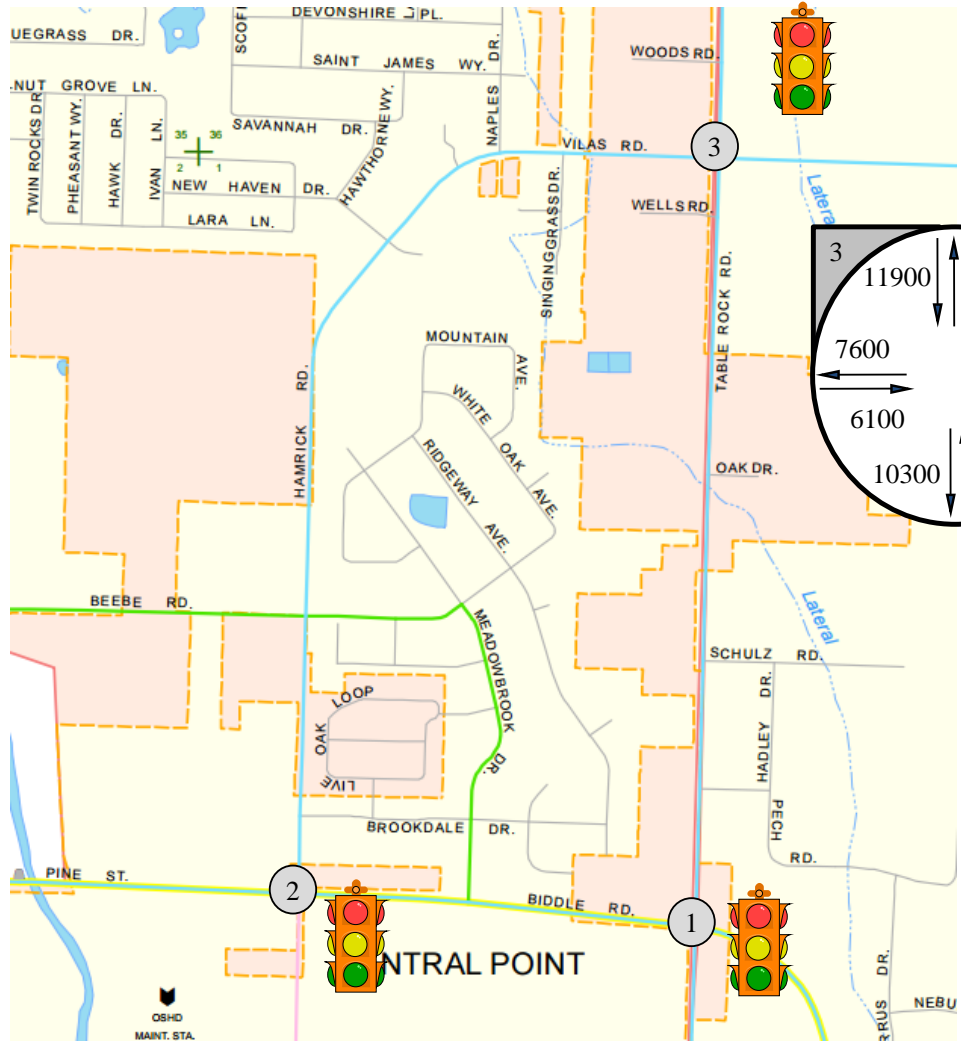
File : OR62-Vilas

Prepared By: Katie Brown

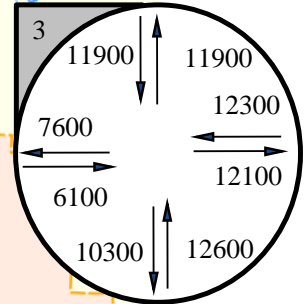
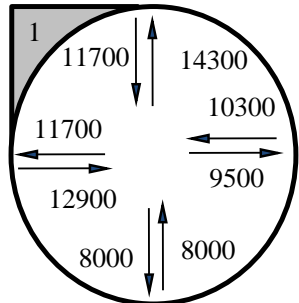
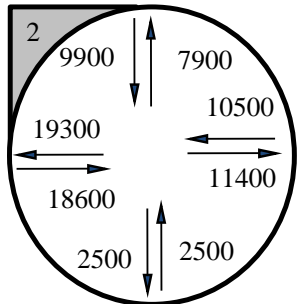
Date : 4/9/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-37



NORTH
NO SCALE



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

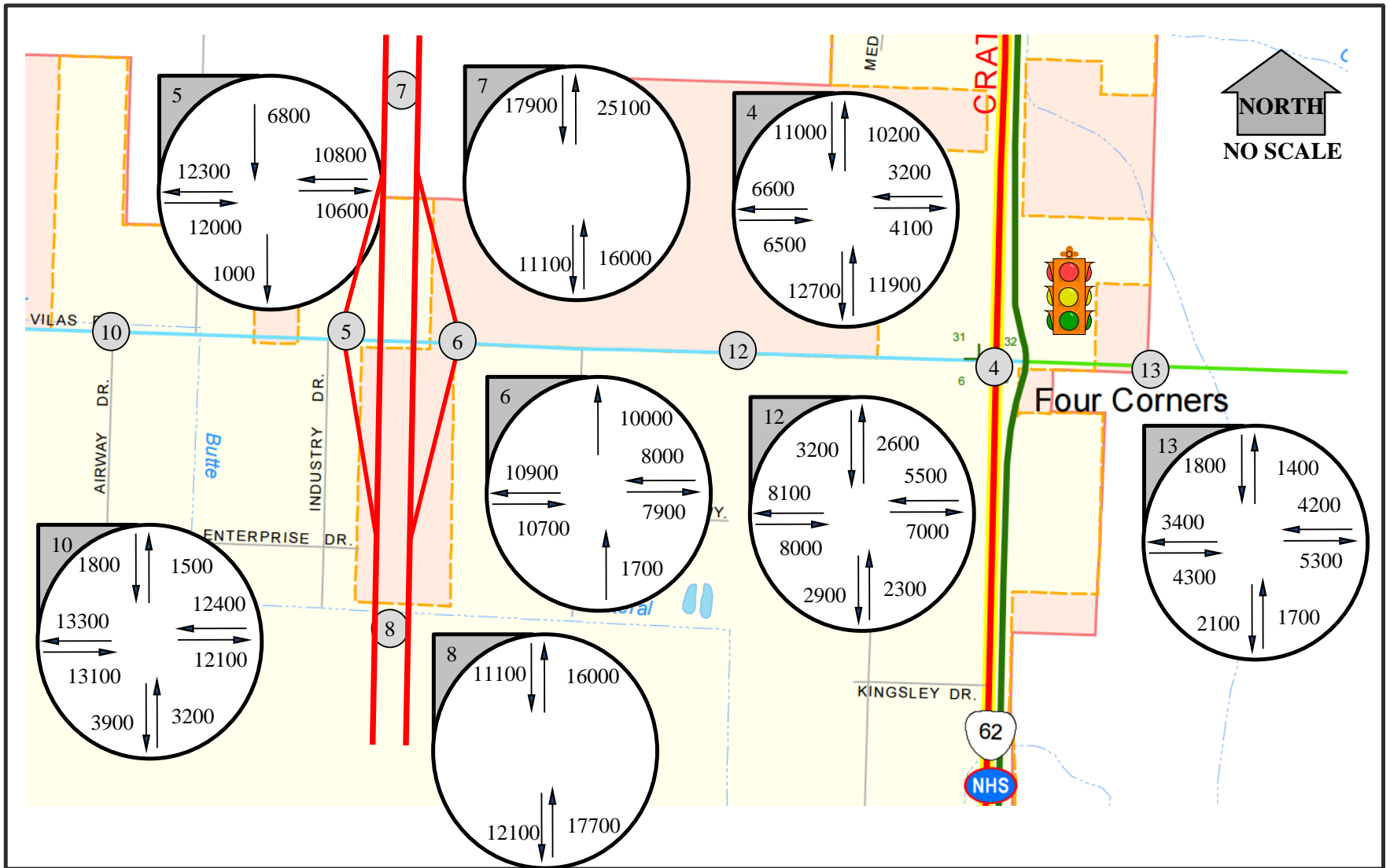
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 3 – Tier 2: 2040 Full Build +2 Lanes on Vilas Rd

File : OR62-Vilas
Date : 4/9/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-38



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
 Scenario 3 – Tier 2: 2040 Full Build +2 Lanes on Vilas Rd

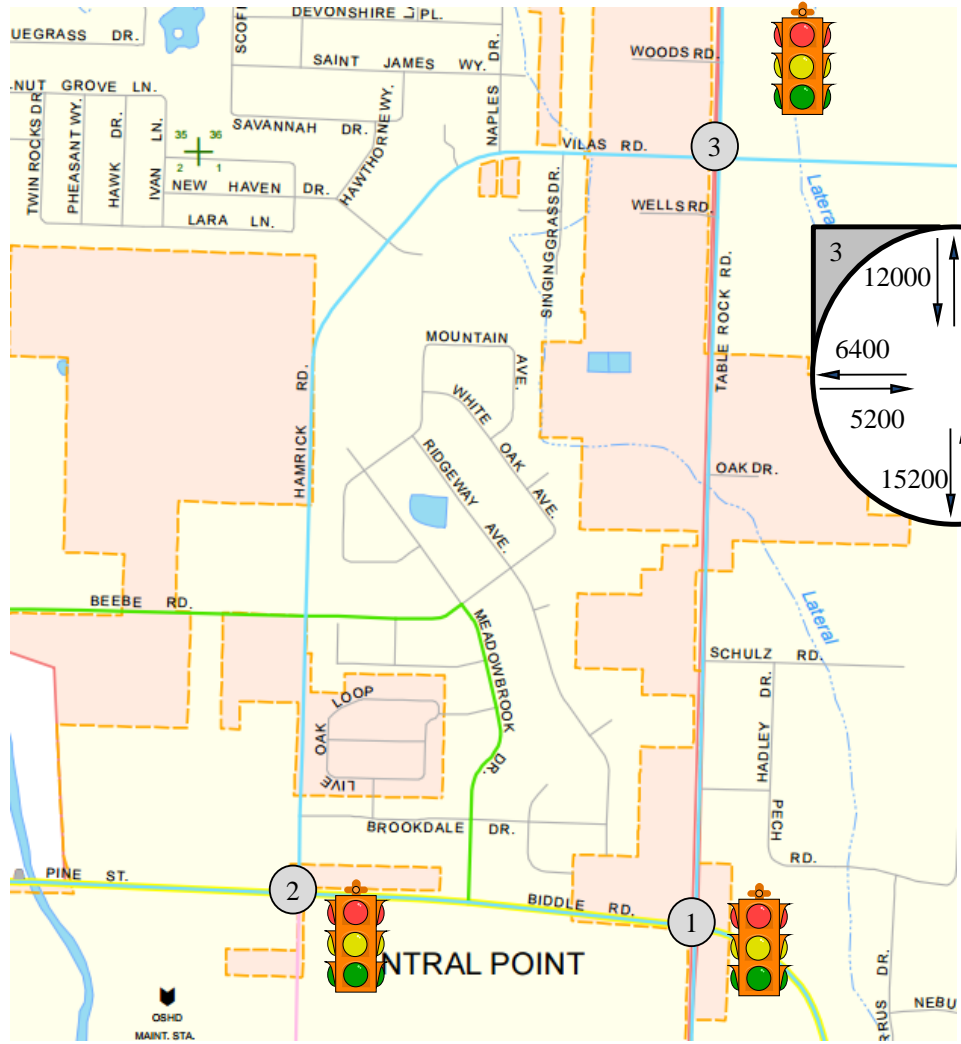
File : OR62-Vilas

Prepared By: Katie Brown

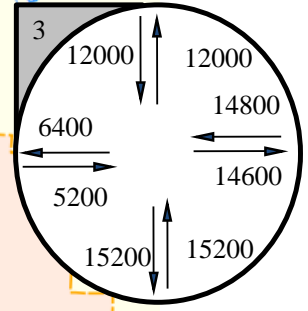
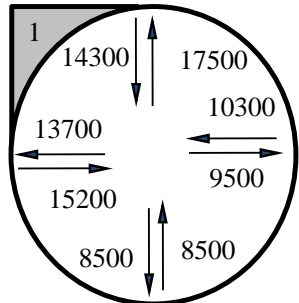
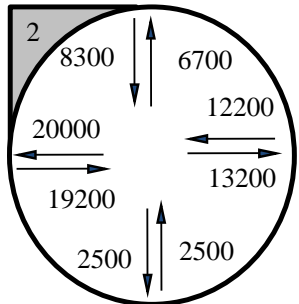
Date : 4/26/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-39



NORTH
NO SCALE



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

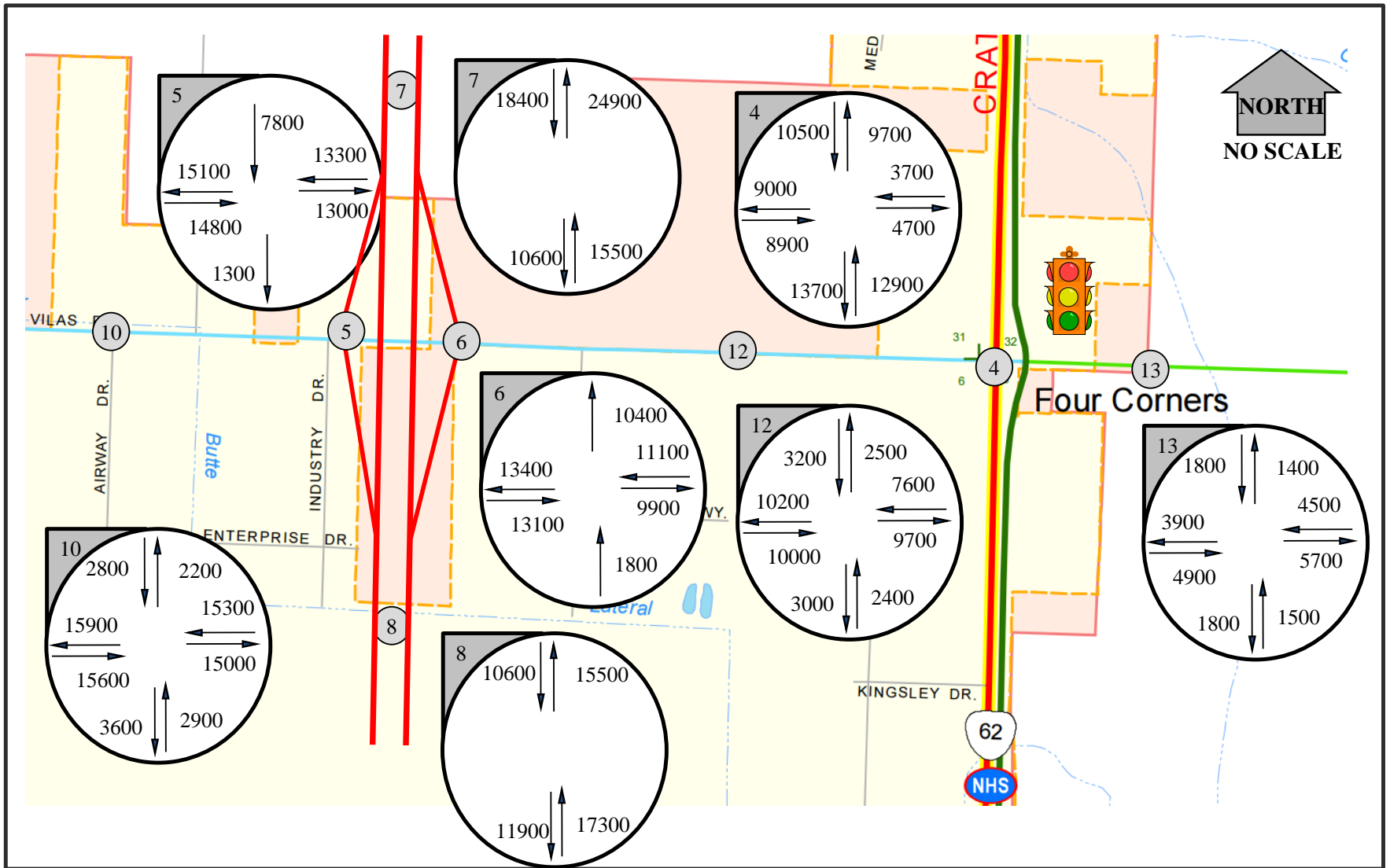
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
Scenario 5 – Tier 2: 2040 Full Build +4 Lanes on Vilas Rd

File : OR62-Vilas
Date : 4/9/18

Prepared By: Katie Brown
Reviewed By: P. Schuytema, P.E.

FIGURE F-40



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP Rounded 2040 AADTs
 Scenario 5 – Tier 2: 2040 Full Build +4 Lanes on Vilas Rd

File : OR62-Vilas

Prepared By: Katie Brown

Date : 4/9/18

Reviewed By: P. Schuytema, P.E.

FIGURE F-41

APPENDIX G:
HIGHWAY SAFETY MANUAL AND ISATe
CRASH ANALYSIS TABLES

OR62 Mainline & Merge/Diverge/Weave Segment v/c Ratio Determination

This appendix describes the methodology and key assumptions used in the determination of the v/c ratios for OR62 mainline and merge/diverge/weave segments.

Mainline

The HCS 2010 Freeways analysis calculated a Free-Flow Speed (FFS) that is unrealistically high (73.0 mph) given that the posted speed is 55 mph. The Multilane analysis calculated a more appropriate FFS (59.8 mph) so this method is implemented.

Figure G-1: Free-Flow Speed calculation using HCS 2010 Freeway method

The screenshot shows a software interface for calculating Free-Flow Speed. It is titled "FREE-FLOW SPEED" and contains several input fields and calculated values.

Parameter	Value	Unit
Free-Flow Speed and Type		
Measured, FFS	75.0	mph
Base FFS, BFFS	75.4	mph
Speed Adjustments		
Lane width, LW	12.0	ft
f_{LW}	0.0	mph
Right-side lateral clearance, LC	6.0	ft
f_{LC}	0.0	mph
Total ramp density, TRD	0.70	ramps/mi
TRD adjustment	2.4	mph
Free-flow speed, FFS	73.0	mph
Use Speed Curve for	75	mph

Figure G-2: Free-Flow Speed calculation using HCS 2010 Multilane method

FREE-FLOW SPEED			
Direction	1	2	
Free-flow speed:	<input type="radio"/> Field measured, FFS <input checked="" type="radio"/> Base FFS, BFFS	<input type="radio"/> Field measured, FFS <input checked="" type="radio"/> Base FFS, BFFS	
	60.0 mph	60.0 mph	
Median type	<input checked="" type="radio"/> Divided <input type="radio"/> Undivided	<input checked="" type="radio"/> Divided <input type="radio"/> Undivided	
	F M 0.0 mph	F M 0.0 mph	
Lane width, LW	12.0 ft	12.0 ft	
	F LW 0.0 mph	F LW 0.0 mph	
Lateral clearance:			
Right edge	6.0 ft	6.0 ft	
Left edge	6.0 ft	6.0 ft	
Total lateral clearance	12.0 ft	12.0 ft	
	F LC 0.0 mph	F LC 0.0 mph	
Access points/mile	1	1	
	F A 0.3 mph	F A 0.3 mph	
Free-flow speed, FFS	59.8 mph	59.8 mph	
Use Speed curve for:	60.0 mph	60.0 mph	

Right-side lateral clearance is at least 6 feet and as indicated in the FEIS the shoulder will be 8 feet.

Direction 1 = North

Direction 2 = South

Adjust Free-Flow Speed parameters:

Base FFS = 60 mph (posted speed +5 mph)

Median Type – Divided (TWLTL)

Lane Width – 12 feet

Transportation Planning Analysis Unit

OR62 Vilas Road IAMP

G-277

July 2018

Right and Left Edge Lateral Clearance – 6 feet (This is the maximum. By the FEIS, the shoulders are designed to be 8 feet.)

Access points/mile – 1 (Does not allow decimals like the Freeway method does. There are a total of 5 ramps in the 7.5 mile design. (5 ramps/7.5 miles = 0.67 ramps/mi, round up))

Adjust Volume parameters:

Volume, V – Enter value calculated and document in spreadsheets

Peak-hour factor, PHF – 0.95 (By HCM Ch. 12, Exhibit 12-8, PHF for Multilane highways = 0.95)

Driver population factor – 0.97 (Account for drivers unfamiliar with route)

Merge

Figure G-3: Merge Segment Description

FREEWAY MERGE SEGMENTS ANALYSIS				
Analyst	<input type="text" value="Katie Brown"/>	Freeway/Direction	<input type="text" value="OR62/NB"/>	
Agency/Company	<input type="text" value="ODOT"/>	Junction	<input type="text" value="Vilas Rd"/>	
Date	<input type="text" value="9/25/2017"/>	Units: U. S. Customary	Jurisdiction	<input type="text"/>
Analysis Time Period	<input type="text" value="4:15 - 5:15 pm"/>	Analysis Year	<input type="text" value="2020"/>	
Project Descripton	<input type="text" value="OR62 - Vilas Rd IAMP Scenario 1"/>			

Figure G-4: Ramp Characteristics

FREEWAY-RAMP COMPONENTS AND CHARACTERISTICS

Freeway Data

Number of lanes on freeway, N

Free-flow speed, S_{FF} mph

Volume, V vph

On Ramp Data

Side of Freeway Ramp Connects
 Left Right

Number of lanes on ramp, N

Free-flow speed, S_{FR} mph

Volume, V_R vph

Length of first acceleration lane, LA or LA1 ft

Length of second acceleration lane, LA2

Enter ramp and freeway volumes. Freeway Free-flow speed = 60 mph (posted speed +5mph)

Ramp Free-flow speed = 45 mph (Typical speed for straight tight diamond ramp. Desirable for freeway and ramp differential to be 10 mph)

Length of first acceleration lane = 540' + Taper 300' = 840'

Figure G-5: Highway Design Manual Figure 9-11 Entrance Ramp Details

ENTRANCE RAMP DETAILS

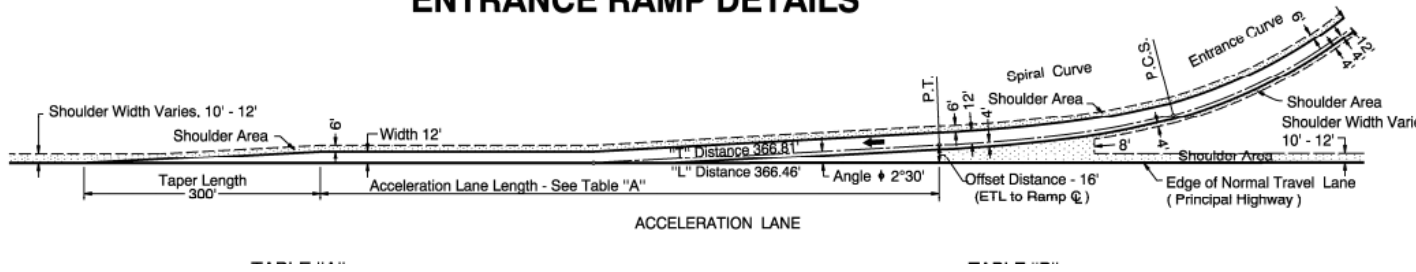


TABLE "A"
MINIMUM ACCELERATION LANE LENGTHS

Design Speed of Entrance Curve (mph)	25	30	35	40	45	50+
Minimum Curve Radius (ft.)	160	230	320	430	555	695
Design Speed of Highway (mph)	TOTAL LENGTH OF ACCELERATION LANE (WITHOUT TAPER) Length (ft.)					
40	540	540	540	540	540	540
45	540	540	540	540	540	540
50	550	540	540	540	540	540
55	780	670	550	540	540	540
60	1020	910	800	550	540	540
65	1220	1120	1000	770	600	*540
70	1420	1350	1230	1000	820	*580

* Desirable length is **750'**, this allows additional decision time for picking gaps.

Adjacent ramp: Only pertinent for >4 lane mainline, but good habit to just include.

Figure G-6: Adjacent Ramp input

Adjacent Ramp Data

Does one exist?

Yes

No

Position of Adjacent Ramp

Upstream Downstream

Distance to adjacent ramp ft

Type of Adjacent Ramp

On Off

Volume on adjacent ramp vph

PHF = 0.95 (ODOT approved default when actual counts are not available)

Adjust driver population to 0.97 to account for drivers unfamiliar with route.

Truck and bus = 20% (FEIS 2035 SD Bypass Truck Data Analysis values NB range from 19% - 24% both NB and SB)

Figure G-7: Heavy truck percentage validation from EIS

	PM Peak Hour		PM Peak Hour	
	Northbound		Southbound	
	Medium Trucks	Heavy Trucks	Medium Trucks	Heavy Trucks
	NB		SB	
Highway 62 from Commerce Dr to Coker Butte Rd	10	9	7	16
Highway 62 from Coker Butte Rd to Vilas Rd	11	9	8	17
Highway 62 from Vilas Rd to Corey Rd	9	11	6	13
Highway 62 from Corey Rd to Highway 140	16	24	8	13
Highway 62 from Highway 140 to Antelope Rd	14	28	22	17

Figure G-8: Volume adjustment

VOLUME ADJUSTMENT

Volume Components:

	Freeway	Ramp	Adjacent Ramp
Volume	1590 vph	1225 vph	190 vph
Peak-hour factor, PHF	0.95	0.95	0.95
Peak 15-Minute Volume, V_{15}	418 v	322 v	50 v

Terrain:

	Freeway	Ramp	Adjacent Ramp
Terrain	Level	Level	Level
Grade	0.00 %	0.00 %	0.00 %
Length	0.00 mi	0.00 mi	0.00 mi

Volume Composition:

	Freeway	Ramp	Adjacent Ramp
Trucks and buses	20 %	20 %	20 %
E_T	1.5	1.5	1.5
Recreational vehicles	0 %	0 %	0 %
E_R	1.2	1.2	1.2
Heavy vehicle adjustment, f_{HV}	0.909	0.909	0.909
Driver population adjustment, f_P	0.97	0.97	0.97
Flow rate, vp	1898 pcph	1462 pcph	227 pcph

Diverge

Figure G-9: Diverge Segment Description

FREEWAY DIVERGE SEGMENTS ANALYSIS			
Analyst	Katie Brown	Freeway/Direction	OR62/NB
Agency/Company	ODOT	Junction	E Vilas Rd
Date	9/26/2017	Units: U. S. Customary	Jurisdiction
Analysis Time Period	4:15 - 5:15 pm	Analysis Year	2020
Project Description	OR62 - Vilas Rd IAMP Scenario 1		

Figure G-10: Ramp Characteristics

FREEWAY-RAMP COMPONENTS AND CHARACTERISTICS			
Freeway Data			
Number of lanes on freeway, N	2	Free-flow speed, S _{FF}	60.0 mph
		Volume, V	0 vph
Off Ramp Data			
Side of Freeway			
<input type="radio"/> Left <input checked="" type="radio"/> Right		Number of lanes on ramp, N	1
Free-flow speed, S _{FR}	45.0 mph	Length of first deceleration lane, LD or LD1	595 ft
Volume, V _R	0 vph	Length of Second Deceleration Lane, LD2	

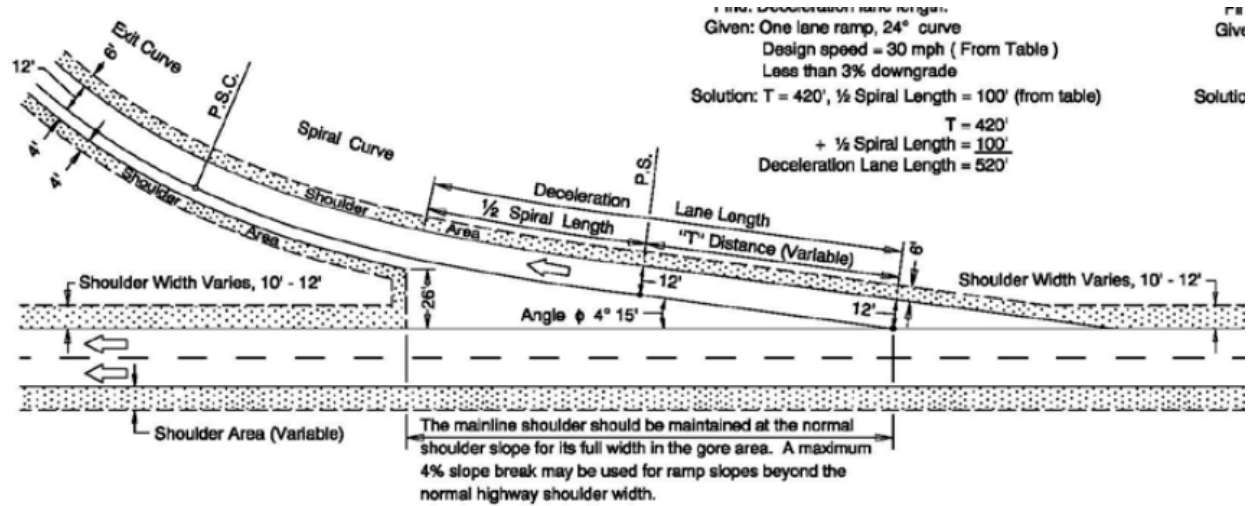
Freeway Free-flow speed = 60 mph (posted speed +5mph)

Ramp Free-flow speed = 45 mph (Typical speed for straight tight diamond ramp. Desirable for freeway and ramp differential to be 10 mph)

Length of first deceleration lane = 'T' TRUCK Distance + ½ Spiral Length = 470' + ½*250' = 595'

Figure G-11: Highway Design Manual Figure 9-12 Exit Ramp Details

EXIT RAMP DETAILS



***When there is significant truck traffic (over 20 trucks with 4 or more axles per hour), the minimum deceleration design lengths for trucks should be consistent with Figure 9-12.

MINIMUM DECELERATION LANE LENGTHS (1 LANE)

Design Speed of Highway (mph)	Design Speed of Turning Curve (mph)					
	25	30	35	40	45	50
DECELERATION LENGTHS (ft.)						
40	235	185	155	-	-	-
45	295	250	220	-	-	-
50	355	315	285	225	175	-
55	410	380	350	285	235	-
60	460	430	405	350	300	240
65	500	470	440	390	340	280
70	550	520	490	440	390	340

EXIT CURVES & SPIRALS

				1 LANE (Highway Design Speed 70 mph)				
Ramp Design Speed (mph)	Degree of Curve	Radius (ft)	e (%)	Spiral Length (ft.)	Spiral Parts		*T*	T* TRUCK
					"a" Value	"S" Value	Distance (ft.)	Distance (ft.)
70	1° 00'	5729.58	3.5	200	0.5	1.0	240	340
	2° 00'	2864.79	6.5	200	1.0	2.0	240	340
	3° 00'	1909.86	8	240	1.25	3.8	220	320
65	4° 00'	1432.39	9	240	1.667	4.8	220	320
60	5° 00'	1145.92	9.5	250	2.0	6.25	215	315
55	6° 00'	954.93	10	240	2.5	7.2	220	320
50	7° 00'	818.51	10.5	240	2.917	8.4	220	400
	8° 00'	716.20	10.5	250	3.2	10.0	215	395
45	10° 00'	572.96	11	250	4.0	12.5	265	470
40	12° 00'	477.46	11.5	240	5.0	14.4	320	545
	14° 00'	409.26	11.5	200	7.0	14.0	340	565

Adjacent ramp: Only pertinent for >4 lane mainline, but good habit to include.

****NOTE** Adjacent Ramp input and Volume Adjustment**

Same values as the merge analysis

Figure G-12: Scenario 1 Tier 1 (S1T1) Mainline Segment v/c Ratio Development

HCM 6th Ed. Chapter 12	
Capacity of multilane segment varies with FFS	
(pc/h/ln)	FFS
2300	70,75
2300	65
2200	60
2100	55
2000	50
1900	45

Segment: NB, south of interchange
 Flow Rate, Vp: 1100
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.50**

Segment: SB, south of interchange
 Flow Rate, Vp: 702
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.32**

Segment: NB, north of interchange
 Flow Rate, Vp: 1741
 FFS: 59.8
 Capacity: 2196
 v/c **0.79**

Segment: SB, north of interchange
 Flow Rate, Vp: 1161
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.53**

Segment: NB, between ramps
 Flow Rate, Vp: 986
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.45**

Segment: SB, between ramps
 Flow Rate, Vp: 619
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.28**

Figure G-13: Scenario 1 Tier 1 (S1T1) Mainline Segment HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

 OPERATIONAL ANALYSIS

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/9/2018
 Analysis Period: 4:15 - 5:15 pm
 Highway: OR 62
 From/To: S Proj Extent/S End of Intchnng
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP

 FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

 VOLUME

	Direction	1		2	
Volume, V		1785	vph	1140	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		485		310	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1100	pcphpl	702	pcphpl

 RESULTS

	Direction	1		2	
Flow rate, vp		1100	pcphpl	702	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		C		B	
Density, D		18.3	pc/mi/ln	11.7	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		970.1		619.6	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.51		10.29	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/9/2018
 Analysis Period: 4:15 - 5:15 pm
 Highway: OR62
 From/To: N end Intchnng/N Project Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR 62 - Vilas Rd IAMP

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

VOLUME

	Direction	1		2	
Volume, V		2825	vph	1885	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		768		512	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1741	pcphpl	1161	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		1741	pcphpl	1161	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		58.4	mph	60.0	mph
Level of service, LOS		D		C	
Density, D		29.8	pc/mi/ln	19.4	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking				0	
Pavement rating, P		0		0	
Flow rate in outside lane, vOL		3		3	
Effective width of outside lane, We		1535.3		1024.5	
Effective speed factor, St		24.00		24.00	
Bicycle LOS Score, BLOS		4.79		4.79	
Bicycle LOS		10.75		10.54	
		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/9/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR 62
 From/To: S End/N End of Interchange
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR 62 - Vilas Rd IAMP

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

VOLUME

	Direction	1		2	
Volume, V		1600	vph	1005	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		435		273	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		986	pcphpl	619	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		986	pcphpl	619	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		A	
Density, D		16.4	pc/mi/ln	10.3	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking				0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		869.6		546.2	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.46		10.22	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Figure G-14: Scenario 1 Tier 1 (S1T1) Merge/Diverge Segment v/c Ratio Development

Merge/Diverge v/c for OR62 at Vilas Rd

Diverge			
OR62 NB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2131	4600	0.46
VF0	1910	4600	0.42
VR	221	2100	0.11
V12	2131	4400	0.48
OR62 SB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2250	4600	0.49
VF0	1200	4600	0.26
VR	1050	2100	0.50
V12	2250	4400	0.51
Merge			
OR62 NB on ramp	Actual Flow	Maximum Flow	v/c
VF0	3372	4600	0.73
VR12	3372	4600	0.73
OR62 SB on ramp	Actual Flow	Maximum Flow	v/c
VF0	1361	4600	0.30
VR12	1361	4600	0.30

Figure G-15: Scenario 1 Tier 1 (S1T1) Merge/Diverge HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/9/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 1

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1785	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	185	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	1225	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1785	185	1225	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	470	49	322	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2131	221	1462	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2131 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2131	4600	No
$v_{FO} = v_F - v_R$	1910	4600	No
v_R	221	2100	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2131$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2131	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 17.2 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.318	
Space mean speed in ramp influence area,	S = 54.3	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 54.3	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/9/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 1

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1885	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	880	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	135	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1885	880	135	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	496	232	36	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2250	1050	161	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2250$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	2250	4600	No
$v_{FO} = v_F - v_R$	1200	4600	No
v_R	1050	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2250$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2250	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.2$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.393	
Space mean speed in ramp influence area,	S _R = 52.9	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 52.9	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/9/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 1

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1600	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	1225	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	185	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1600	1225	185	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	421	322	49	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1910	1462	221	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1910 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	3372	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1910	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3372	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 25.8 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.359	
	S	
Space mean speed in ramp influence area,	S = 53.5	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 53.5	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/9/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 1

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	60.0	mph
Volume on freeway	1005	vph

-----On Ramp Data-----

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	135	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	880	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	5358	ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1005	135	880	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	264	36	232	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1200	161	1050	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1200 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	1361	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1200	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	1361	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 10.7 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.261	
	S	
Space mean speed in ramp influence area,	S = 55.3	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 55.3	mph

Figure G-16: Scenario 2 Tier 1 (S2T1) Mainline Segment v/c Ratio Development

HCM 6th Ed. Chapter 12	
Capacity of multilane segment varies with FFS	
(pc/h/ln)	FFS
2300	70,75
2300	65
2200	60
2100	55
2000	50
1900	45

Segment: NB, south of interchange
 Flow Rate, Vp: 1059
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.48**

Segment: SB, south of interchange
 Flow Rate, Vp: 671
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.31**

Segment: NB, north of interchange
 Flow Rate, Vp: 1709
 FFS: 59.8
 Capacity: 2196
 v/c **0.78**

Segment: SB, north of interchange
 Flow Rate, Vp: 1175
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.54**

Segment: NB, between ramps
 Flow Rate, Vp: 934
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.43**

Segment: SB, between ramps
 Flow Rate, Vp: 569
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.26**

Figure G-17: Scenario 2 Tier 1 (S2T1) Mainline Segment HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 9/12/2017
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: S Proj Extent/S End of Int
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario 2

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		1775	vph	1125	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		467		296	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1059	pcphpl	671	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		1059	pcphpl	671	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		B	
Density, D		17.6	pc/mi/ln	11.2	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking				0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		934.2		592.1	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.49		10.26	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/9/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: N End of Int/N Proj Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario2

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		2865	vph	1970	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		754		518	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1709	pcphpl	1175	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		1709	pcphpl	1175	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		58.6	mph	60.0	mph
Level of service, LOS		D		C	
Density, D		29.2	pc/mi/ln	19.6	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		1507.9		1036.8	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.74		10.55	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/9/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: S End of Int/N End of Int
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario 2

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		1565	vph	955	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		412		251	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		934	pcphpl	569	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		934	pcphpl	569	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		A	
Density, D		15.6	pc/mi/ln	9.5	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		823.7		502.6	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.43		10.18	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Figure G-18: Scenario 2 Tier 1 (S1T1) Merge/Diverge Segment v/c Ratio Development

Merge/Diverge v/c for OR62 at Vilas Rd

Diverge			
OR62 NB off ramp	Actual Flow	Maximum Flow	v/c
Vfi	2119	4600	0.46
VF0	1862	4600	0.40
VR	257	2100	0.12
V12	2119	4400	0.48
OR62 SB off ramp	Actual Flow	Maximum Flow	v/c
Vfi	2352	4600	0.51
VF0	1075	4600	0.23
VR	1277	2100	0.61
V12	2352	4400	0.53
Merge			
OR62 NB on ramp	Actual Flow	Maximum Flow	v/c
VF0	3420	4600	0.74
VR12	3420	4600	0.74
OR62 SB on ramp	Actual Flow	Maximum Flow	v/c
VF0	1343	4600	0.29
VR12	1343	4600	0.29

Figure G-19: Scenario 1 Tier 1 (S1T1) Merge/Diverge HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/9/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 2

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1775	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	215	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	1300	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1775	215	1300	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	467	57	342	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2119	257	1552	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2119$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2119	4600	No
$v_{FO} = v_F - v_R$	1862	4600	No
v_R	257	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2119$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2119	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 17.1$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.321	
Space mean speed in ramp influence area,	S _R = 54.2	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 54.2	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/9/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 2

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1970	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	1070	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	170	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1970	1070	170	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	518	282	45	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2352	1277	203	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2352$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	2352	4600	No
$v_{FO} = v_F - v_R$	1075	4600	No
v_R	1277	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2352$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2352	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 19.1$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.413	
Space mean speed in ramp influence area,	S _R = 52.6	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 52.6	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/9/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 2

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1565	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	1300	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	215	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1565	1300	215	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	412	342	57	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1868	1552	257	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1868 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	3420	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1868	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3420	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 26.2 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.365	
	S	
Space mean speed in ramp influence area,	S = 53.4	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 53.4	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/9/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 2

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	955	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	170	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	1070	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	955	170	1070	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	251	45	282	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1140	203	1277	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1140 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	1343	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1140	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	1343	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 10.6 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.260	
	S	
Space mean speed in ramp influence area,	S = 55.3	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 55.3	mph

Figure G-20: Scenario 3 Tier 1 (S3T1) Mainline Segment v/c Ratio Development

HCM 6th Ed. Chapter 12	
Capacity of multilane segment varies with FFS	
(pc/h/ln)	FFS
2300	70,75
2300	65
2200	60
2100	55
2000	50
1900	45

Segment: NB, south of interchange
 Flow Rate, Vp: 1035
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.47**

Segment: SB, south of interchange
 Flow Rate, Vp: 722
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.33**

Segment: NB, north of interchange
 Flow Rate, Vp: 1524
 FFS: 59.8
 Capacity: 2196
 v/c **0.69**

Segment: SB, north of interchange
 Flow Rate, Vp: 1151
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.52**

Segment: NB, between ramps
 Flow Rate, Vp: 943
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.43**

Segment: SB, between ramps
 Flow Rate, Vp: 674
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.31**

Figure G-21: Scenario 3 Tier 1 (S3T1) Mainline Segment HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

 OPERATIONAL ANALYSIS

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 9/12/2017
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: S End of Int/S Proj Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario 3

 FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

 VOLUME

	Direction	1		2	
Volume, V		1735	vph	1210	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		457		318	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1035	pcphpl	722	pcphpl

 RESULTS

	Direction	1		2	
Flow rate, vp		1035	pcphpl	722	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		B	
Density, D		17.3	pc/mi/ln	12.0	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking				0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		913.2		636.8	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.48		10.30	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: N End of Int/N Proj Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario3

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		2555	vph	1930	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		672		508	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1524	pcphpl	1151	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		1524	pcphpl	1151	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		59.6	mph	60.0	mph
Level of service, LOS		C		C	
Density, D		25.6	pc/mi/ln	19.2	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		1344.7		1015.8	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.68		10.54	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Katie Brown
Agency/Co: TPAU
Date: 9/12/2017
Analysis Period: 4:15 - 5:15
Highway: OR62
From/To: S End of Int/S Proj Extent
Jurisdiction:
Analysis Year: 2020
Project ID: OR62 - Vilas Rd IAMP Scenario 3

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

VOLUME

	Direction	1		2	
Volume, V		1735	vph	1210	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		457		318	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1035	pcphpl	722	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		1035	pcphpl	722	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		B	
Density, D		17.3	pc/mi/ln	12.0	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		913.2		636.8	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.48		10.30	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Figure G-22: Scenario 3 Tier 1 (S3T1) Merge/Diverge Segment v/c Ratio Development

Merge/Diverge v/c for OR62 at Vilas Rd

Diverge			
OR62 NB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2071	4600	0.45
VF0	1886	4600	0.41
VR	185	2100	0.09
V12	2071	4400	0.47
OR62 SB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2304	4600	0.50
VF0	1349	4600	0.29
VR	955	2100	0.45
V12	2304	4400	0.52
Merge			
OR62 NB on ramp	Actual Flow	Maximum Flow	v/c
VF0	3050	4600	0.66
VR12	3050	4600	0.66
OR62 SB on ramp	Actual Flow	Maximum Flow	v/c
VF0	1450	4600	0.32
VR12	1450	4600	0.32

Figure G-23: Scenario 3 Tier 1 (S3T1) Merge/Diverge HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 3

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1735	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	155	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	975	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1735	155	975	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	457	41	257	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2071	185	1164	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2071$ pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	2071	4600	No
$v_{Fi} = v_F - v_R$	1886	4600	No
v_R	185	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2071$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2071	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 16.7$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.315	
Space mean speed in ramp influence area,	S = 54.3	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 54.3	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 3

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1930	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	800	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	80	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1930	800	80	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	508	211	21	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2304	955	95	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2304$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2304	4600	No
$v_{FO} = v_F - v_R$	1349	4600	No
v_R	955	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2304$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2304	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.7$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.384	
Space mean speed in ramp influence area,	S _R = 53.1	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 53.1	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Katie Brown
Agency/Co.: ODOT/TPAU
Date performed: 3/12/2018
Analysis time period: 4:15 - 5:15 pm
Freeway/Dir of Travel: OR62/NB
Junction: E Vilas Rd
Jurisdiction:
Analysis Year: 2020
Description: OR62 - Vilas Rd IAMP Scenario 3

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1580	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	975	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	155	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1580	975	155	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	416	257	41	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1886	1164	185	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1886 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	3050	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1886	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3050	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 23.5 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.328	
	S	
Space mean speed in ramp influence area,	S = 54.1	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 54.1	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 3

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1130	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	80	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	800	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1130	80	800	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	297	21	211	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1349	95	955	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1349 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	1444	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1349	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	1444	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 11.4 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.262	
	S	
Space mean speed in ramp influence area,	S = 55.3	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 55.3	mph

Figure G-24: Scenario 5 Tier 1 (S5T1) Mainline Segment v/c Ratio Development

HCM 6th Ed. Chapter 12	
Capacity of multilane segment varies with FFS	
(pc/h/ln)	FFS
2300	70,75
2300	65
2200	60
2100	55
2000	50
1900	45

Segment: NB, south of interchange
 Flow Rate, Vp: 1014
 FFS: 59.8
 Interpolated capacity: 2196
 v/c: **0.46**

Segment: SB, south of interchange
 Flow Rate, Vp: 704
 FFS: 59.8
 Interpolated capacity: 2196
 v/c: **0.32**

Segment: NB, north of interchange
 Flow Rate, Vp: 1489
 FFS: 59.8
 Capacity: 2196
 v/c: **0.68**

Segment: SB, north of interchange
 Flow Rate, Vp: 1175
 FFS: 59.8
 Interpolated capacity: 2196
 v/c: **0.54**

Segment: NB, between ramps
 Flow Rate, Vp: 913
 FFS: 59.8
 Interpolated capacity: 2196
 v/c: **0.42**

Segment: SB, between ramps
 Flow Rate, Vp: 629
 FFS: 59.8
 Interpolated capacity: 2196
 v/c: **0.29**

Figure G-25: Scenario 5 Tier 1 (S5T1) Mainline Segment HCS Reports

Phone: Fax:
E-mail:

 OPERATIONAL ANALYSIS

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: S End of Int/S Proj Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario 5

 FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

 VOLUME

	Direction	1		2	
Volume, V		1700	vph	1185	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		447		312	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1014	pcphpl	707	pcphpl

 RESULTS

	Direction	1		2	
Flow rate, vp		1014	pcphpl	707	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		B	
Density, D		16.9	pc/mi/ln	11.8	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		894.7		623.7	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.47		10.29	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: N ENd of Int/N Proj Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario5 Tier 1 Full Build +4Ln Vilas

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

VOLUME

	Direction	1		2	
Volume, V		2495	vph	1970	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		657		518	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1489	pcphpl	1175	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		1489	pcphpl	1175	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		59.7	mph	60.0	mph
Level of service, LOS		C		C	
Density, D		24.9	pc/mi/ln	19.6	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking				0	
Pavement rating, P		0		0	
Flow rate in outside lane, vOL		3		3	
Effective width of outside lane, We		1313.2		1036.8	
Effective speed factor, St		24.00		24.00	
Bicycle LOS Score, BLOS		4.79		4.79	
Bicycle LOS		10.67		10.55	
		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: N End of Int/S End of Int
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario 5

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		1530	vph	1055	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		403		278	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		913	pcphpl	629	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		913	pcphpl	629	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		A	
Density, D		15.2	pc/mi/ln	10.5	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking				0	
Pavement rating, P		0		0	
Flow rate in outside lane, vOL		3		3	
Effective width of outside lane, We		805.3		555.3	
Effective speed factor, St		24.00		24.00	
Bicycle LOS Score, BLOS		4.79		4.79	
Bicycle LOS		10.42		10.23	
		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Figure G-26: Scenario 5 Tier 1 (S5T1) Merge/Diverge Segment v/c Ratio Development

Merge/Diverge v/c for OR62 at Vilas Rd

Diverge			
OR62 NB off ramp	Actual Flow	Maximum Flow	v/c
Vfi	2029	4600	0.44
VF0	1820	4600	0.40
VR	209	2100	0.10
V12	2029	4400	0.46
OR62 SB off ramp	Actual Flow	Maximum Flow	v/c
Vfi	2352	4600	0.51
VF0	1254	4600	0.27
VR	1098	2100	0.52
V12	2352	4400	0.53
Merge			
OR62 NB on ramp	Actual Flow	Maximum Flow	v/c
VF0	2978	4600	0.65
VR12	2978	4600	0.65
OR62 SB on ramp	Actual Flow	Maximum Flow	v/c
VF0	1414	4600	0.31
VR12	1414	4600	0.31

Figure G-27: Scenario 5 Tier 1 (S5T1) Merge/Diverge HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 5

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1700	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	175	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	965	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1700	175	965	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	447	46	254	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2029	209	1152	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

v = v + (v - v) P = 2029 pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v = v	2029	4600	No
Fi F			
v = v - v	1820	4600	No
FO F R			
v	209	2100	No
R			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v > 2700 pc/h?		No	
3 av34			
Is v or v > 1.5 v /2		No	
3 av34 12			
If yes, v = 2029		(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v	2029	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 4.252 + 0.0086 v - 0.009 L = 16.3 pc/mi/ln

R 12 D

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.317	
	S	
Space mean speed in ramp influence area,	S = 54.3	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 54.3	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 5

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1970	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	920	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	130	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1970	920	130	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	518	242	34	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2352	1098	155	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2352$ pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2352	4600	No
$v_{FO} = v_F - v_R$	1254	4600	No
v_R	1098	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2352$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2352	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D = 19.1$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.397	
Space mean speed in ramp influence area,	S = 52.9	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 52.9	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 5

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1530	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	965	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	175	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1530	965	175	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	403	254	46	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1826	1152	209	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1826 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	2978	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1826	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2978	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 22.9 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.322	
	S	
Space mean speed in ramp influence area,	S = 54.2	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 54.2	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 5

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1055	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	130	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	920	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1055	130	920	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	278	34	242	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1259	155	1098	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1259 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	1414	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1259	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	1414	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 11.2 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.261	
	S	
Space mean speed in ramp influence area,	S = 55.3	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 55.3	mph

Figure G-28: Scenario 1 Tier 2 (S1T2) Mainline Segment v/c Ratio Development

HCM 6th Ed. Chapter 12	
Capacity of multilane segment varies with FFS	
(pc/h/ln)	FFS
2300	70,75
2300	65
2200	60
2100	55
2000	50
1900	45

Segment: NB, south of interchange
 Flow Rate, Vp: 1106
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.50**

Segment: SB, south of interchange
 Flow Rate, Vp: 708
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.32**

Segment: NB, north of interchange
 Flow Rate, Vp: 1568
 FFS: 59.8
 Capacity: 2196
 v/c **0.71**

Segment: SB, north of interchange
 Flow Rate, Vp: 1278
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.58**

Segment: NB, between ramps
 Flow Rate, Vp: 979
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.45**

Segment: SB, between ramps
 Flow Rate, Vp: 616
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.28**

Figure G-29: Scenario 1 Tier 2 (S1T2) Mainline Segment HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

 OPERATIONAL ANALYSIS

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15 pm
 Highway: OR 62
 From/To: S Proj Extent/S End of Intchnng
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP: Scenario 1Tier 2 JTA Build +2Ln Vilas

 FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

 VOLUME

	Direction	1		2	
Volume, V		1795	vph	1150	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		488		312	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1106	pcphpl	708	pcphpl

 RESULTS

	Direction	1		2	
Flow rate, vp		1106	pcphpl	708	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		C		B	
Density, D		18.4	pc/mi/ln	11.8	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		975.5		625.0	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.52		10.29	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15 pm
 Highway: OR62
 From/To: N end Intchnng/N Project Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR 62 - Vilas Rd IAMP: Scenario1 Tier 2 JTA Build +2 LnVilas

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		2545	vph	2075	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		692		564	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1568	pcphpl	1278	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		1568	pcphpl	1278	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		59.4	mph	60.0	mph
Level of service, LOS		D		C	
Density, D		26.4	pc/mi/ln	21.3	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		1383.2		1127.7	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.69		10.59	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR 62
 From/To: S End/N End of Interchange
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR 62 - Vilas Rd IAMP: Scenario 1 Tier2 JTA Build +2Ln Vilas

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		1590	vph	1000	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		432		272	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		979	pcphpl	616	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		979	pcphpl	616	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		A	
Density, D		16.3	pc/mi/ln	10.3	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking				0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		864.1		543.5	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.45		10.22	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Figure G-30: Scenario 1 Tier 2 (S1T2) Merge/Diverge Segment v/c Ratio Development

Merge/Diverge v/c for OR62 at Vilas Rd

Diverge			
OR62 NB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2143	4600	0.47
VF0	1898	4600	0.41
VR	245	2100	0.12
V12	2143	4400	0.49
OR62 SB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2477	4600	0.54
VF0	1194	4600	0.26
VR	1283	2100	0.61
V12	2477	4400	0.56
Merge			
OR62 NB on ramp	Actual Flow	Maximum Flow	v/c
VF0	3038	4600	0.66
VR12	3038	4600	0.66
OR62 SB on ramp	Actual Flow	Maximum Flow	v/c
VF0	1373	4600	0.30
VR12	1373	4600	0.30

Figure G-31: Scenario 1 Tier 2 (S1T2) Merge/Diverge HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 1 Tier 2 JTA Build +2Ln Vilas

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1795	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	205	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	955	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1795	205	955	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	472	54	251	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2143	245	1140	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2143$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2143	4600	No
$v_{FO} = v_F - v_R$	1898	4600	No
v_R	245	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2143$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2143	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 17.3$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.320	
Space mean speed in ramp influence area,	S _R = 54.2	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 54.2	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 1 Tier 2 JTA Build +2Ln Vilas

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	2075	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	1075	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	150	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2075	1075	150	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	546	283	39	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2477	1283	179	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2477$ pc/h
 12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2477	4600	No
$v_{FO} = v_F - v_R$	1194	4600	No
v_R	1283	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2477$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2477	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D = 20.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.413	
Space mean speed in ramp influence area,	S = 52.6	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 52.6	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 1 Tier 2 JTA Build +2Ln Vilas

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	60.0	mph
Volume on freeway	1590	vph

-----On Ramp Data-----

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	955	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	205	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	5358	ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1590	955	205	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	418	251	54	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1898	1140	245	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1898 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	3038	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1898	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3038	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 23.4 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.327	
	S	
Space mean speed in ramp influence area,	S = 54.1	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 54.1	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 1 Tier 2 JTA Build +2Ln Vilas

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1000	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	150	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	1075	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1000	150	1075	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	263	39	283	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1194	179	1283	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1194 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	1373	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1194	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	1373	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 10.8 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.261	
	S	
Space mean speed in ramp influence area,	S = 55.3	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 55.3	mph

Figure G-32: Scenario 2 Tier 2 (S2T2) Mainline Segment v/c Ratio Development

HCM 6th Ed. Chapter 12	
Capacity of multilane segment varies with FFS	
(pc/h/ln)	FFS
2300	70,75
2300	65
2200	60
2100	55
2000	50
1900	45

Segment: NB, south of interchange
 Flow Rate, Vp: 1053
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.48**

Segment: SB, south of interchange
 Flow Rate, Vp: 656
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.30**

Segment: NB, north of interchange
 Flow Rate, Vp: 1548
 FFS: 59.8
 Capacity: 2196
 v/c **0.70**

Segment: SB, north of interchange
 Flow Rate, Vp: 1298
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.59**

Segment: NB, between ramps
 Flow Rate, Vp: 937
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.43**

Segment: SB, between ramps
 Flow Rate, Vp: 569
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.26**

Figure G-33: Scenario 2 Tier 2 (S2T2) Mainline Segment HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: S Proj Extent/S End of Int
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario 2 Tier 2 JTA Build +4Ln Vilas

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		1765	vph	1100	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		464		289	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1053	pcphpl	656	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		1053	pcphpl	656	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		A	
Density, D		17.5	pc/mi/ln	10.9	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking				0	
Pavement rating, P		0		0	
Flow rate in outside lane, vOL		3		3	
Effective width of outside lane, We		928.9		578.9	
Effective speed factor, St		24.00		24.00	
Bicycle LOS Score, BLOS		4.79		4.79	
Bicycle LOS		10.49		10.25	
		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: N End of Int/N Proj Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario2 Tier 2 JTA Build +4 Ln Vilas

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	1		1	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.3	mph	0.3	mph
Free-flow speed	59.8	mph	59.8	mph

VOLUME

Direction	1		2	
Volume, V	2595	vph	2175	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	683		572	
Trucks and buses	20	%	20	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.97		0.97	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.909		0.909	
Flow rate, vp	1548	pcphpl	1298	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		1548	pcphpl	1298	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		59.5	mph	60.0	mph
Level of service, LOS		D		C	
Density, D		26.0+	pc/mi/ln	21.6	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		1365.8		1144.7	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.69		10.60	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: S End of Int/N End of Int
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario 2 Tier2 JTA Build +4Ln Vilas

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		1570	vph	955	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		413		251	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		937	pcphpl	569	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		937	pcphpl	569	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		A	
Density, D		15.6	pc/mi/ln	9.5	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		826.3		502.6	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.43		10.18	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Figure G-34: Scenario 2 Tier 2 (S2T2) Merge/Diverge Segment v/c Ratio Development

Merge/Diverge v/c for OR62 at Vilas Rd

Diverge			
OR62 NB off ramp	Actual Flow	Maximum Flow	v/c
Vfi	2107	4600	0.46
Vf0	1874	4600	0.41
VR	233	2100	0.11
V12	2107	4400	0.48
OR62 SB off ramp	Actual Flow	Maximum Flow	v/c
Vfi	2596	4600	0.56
Vf0	1134	4600	0.25
VR	1462	2100	0.70
V12	2596	4400	0.59
Merge			
OR62 NB on ramp	Actual Flow	Maximum Flow	v/c
Vf0	3098	4600	0.67
VR12	3098	4600	0.67
OR62 SB on ramp	Actual Flow	Maximum Flow	v/c
Vf0	1313	4600	0.29
VR12	1313	4600	0.29

Figure G-35: Scenario 2 Tier 2 (S2T2) Merge/Diverge HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 2 Tier 2 JTA Build +4Ln Vilas

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1765	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	195	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	1025	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1765	195	1025	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	464	51	270	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2107	233	1224	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2107$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2107	4600	No
$v_{FO} = v_F - v_R$	1874	4600	No
v_R	233	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2107$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2107	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D = 17.0$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.319	
Space mean speed in ramp influence area,	S = 54.3	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 54.3	mph

Phone: Fax:
 E-mail:

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 2 Tier 2 JTA Build +2Ln Vilas

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	2175	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	1225	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	145	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	2175		1225		145	vph
Peak-hour factor, PHF	0.95		0.95		0.95	
Peak 15-min volume, v15	572		322		38	v
Trucks and buses	20		20		20	%
Recreational vehicles	0		0		0	%
Terrain type:	Level		Level		Level	
Grade	0.00	%	0.00	%	0.00	%
Length	0.00	mi	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2		1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2596	1462	173	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2596 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2596	4600	No
$v_{FO} = v_F - v_R$	1134	4600	No
v_R	1462	2100	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2596$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2596	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_R - 0.009 \frac{L}{D} = 21.2 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.430	
Space mean speed in ramp influence area,	S = 52.3	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 52.3	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 2 Tier 2 JTA Build +4 Ln Vilas

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1570	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	1025	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	195	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1570	1025	195	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	413	270	51	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1874	1224	233	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1874 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	3098	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1874	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3098	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 23.8 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.332	
	S	
Space mean speed in ramp influence area,	S = 54.0	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 54.0	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 2 Tier 2 JTA Build + 4Ln Vilas

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	955	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	145	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	1225	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	955	145	1225	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	251	38	322	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1140	173	1462	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1140 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	1313	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1140	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	1313	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 10.4 pc/mi/ln

R R 12 A B

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.260	
	S	
Space mean speed in ramp influence area,	S = 55.3	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 55.3	mph

Figure G-36: Scenario 3 Tier 2 (S3T2) Mainline Segment v/c Ratio Development

HCM 6th Ed. Chapter 12	
Capacity of multilane segment varies with FFS	
(pc/h/ln)	FFS
2300	70,75
2300	65
2200	60
2100	55
2000	50
1900	45

Segment: NB, south of interchange
 Flow Rate, Vp: 1038
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.47**

Segment: SB, south of interchange
 Flow Rate, Vp: 722
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.33**

Segment: NB, north of interchange
 Flow Rate, Vp: 1468
 FFS: 59.8
 Capacity: 2196
 v/c **0.67**

Segment: SB, north of interchange
 Flow Rate, Vp: 1050
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.48**

Segment: NB, between ramps
 Flow Rate, Vp: 937
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.43**

Segment: SB, between ramps
 Flow Rate, Vp: 650
 FFS: 59.8
 Interpolated capacity: 2196
 v/c **0.30**

Figure G-37: Scenario 3 Tier 2 (S3T2) Mainline Segment HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: S End of Int/S Proj Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario 3 Tier 2 Full Build +2ln Vilas

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		1740	vph	1185	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		458		312	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1038	pcphpl	707	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		1038	pcphpl	707	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		B	
Density, D		17.3	pc/mi/ln	11.8	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		915.8		623.7	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.48		10.29	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: N End of Int/N Proj Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario3 Tier 2 Full Build +2Ln Vilas

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		2460	vph	1760	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		647		463	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1468	pcphpl	1050	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		1468	pcphpl	1050	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		59.8	mph	60.0	mph
Level of service, LOS		C		B	
Density, D		24.5	pc/mi/ln	17.5	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		1294.7		926.3	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.66		10.49	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: N End of Int/S End of Int
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario3 Tier 2 Full Build +2Ln Vilas

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		1570	vph	1090	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		413		287	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		937	pcphpl	650	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		937	pcphpl	650	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		A	
Density, D		15.6	pc/mi/ln	10.8	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		826.3		573.7	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.43		10.25	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Figure G-38: Scenario 3 Tier 2 (S3T2) Merge/Diverge Segment v/c Ratio Development

Merge/Diverge v/c for OR62 at Vilas Rd

Diverge			
OR62 NB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2077	4600	0.45
VF0	1874	4600	0.41
VR	203	2100	0.10
V12	2077	4400	0.47
OR62 SB off ramp	Actual Flow	Maximum Flow	v/c
VFi	2101	4600	0.46
VF0	1307	4600	0.28
VR	794	2100	0.38
V12	2101	4400	0.48
Merge			
OR62 NB on ramp	Actual Flow	Maximum Flow	v/c
VF0	2936	4600	0.64
VR12	2936	4600	0.64
OR62 SB on ramp	Actual Flow	Maximum Flow	v/c
VF0	1414	4600	0.31
VR12	1414	4600	0.31

Figure G-39: Scenario 3 Tier 2 (S3T2) Merge/Diverge HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 3 Tier 2 Full Build +2Ln Vilas

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1740	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	170	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	890	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1740	170	890	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	458	45	234	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2077	203	1062	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2077$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	2077	4600	No
$v_{FO} = v_F - v_R$	1874	4600	No
v_R	203	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2077$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2077	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 16.8$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.316	
Space mean speed in ramp influence area,	S _R = 54.3	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 54.3	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 3 Tier 2 Full Build +2Ln Vilas

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1760	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	665	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	95	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1760	665	95	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	463	175	25	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2101	794	113	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2101$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2101	4600	No
$v_{FO} = v_F - v_R$	1307	4600	No
v_R	794	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2101$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2101	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_R - 0.009 \frac{L}{D} = 17.0$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.369	
Space mean speed in ramp influence area,	S = 53.3	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 53.3	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 3 Tier 2 Full Build +2Ln Vilas

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1570	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	890	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	170	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1570	890	170	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	413	234	45	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1874	1062	203	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1874 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	2936	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1874	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2936	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 22.6 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.319	
	S	
Space mean speed in ramp influence area,	S = 54.3	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 54.3	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/12/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 3 Tier 2 Full Build +2Ln Vilas

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	60.0	mph
Volume on freeway	1090	vph

-----On Ramp Data-----

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	95	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	665	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	5358	ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1090	95	665	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	287	25	175	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1301	113	794	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1301 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	1414	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1301	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	1414	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 11.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.261	
Space mean speed in ramp influence area,	S = 55.3	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 55.3	mph

Figure G-40: Scenario 5 Tier 2 (S5T2) Mainline Segment v/c Ratio Development

HCM 6th Ed. Chapter 12	
Capacity of multilane segment varies with FFS	
(pc/h/ln)	FFS
2300	70,75
2300	65
2200	60
2100	55
2000	50
1900	45

Segment: NB, south of interchange
 Flow Rate, Vp: 996
 FFS: 59.8
 Interpolated capacity: 2196
 v/c: **0.45**

Segment: SB, south of interchange
 Flow Rate, Vp: 695
 FFS: 59.8
 Interpolated capacity: 2196
 v/c: **0.32**

Segment: NB, north of interchange
 Flow Rate, Vp: 1456
 FFS: 59.8
 Capacity: 2196
 v/c: **0.66**

Segment: SB, north of interchange
 Flow Rate, Vp: 1077
 FFS: 59.8
 Interpolated capacity: 2196
 v/c: **0.49**

Segment: NB, between ramps
 Flow Rate, Vp: 907
 FFS: 59.8
 Interpolated capacity: 2196
 v/c: **0.41**

Segment: SB, between ramps
 Flow Rate, Vp: 629
 FFS: 59.8
 Interpolated capacity: 2196
 v/c: **0.29**

Figure G-41: Scenario 5 Tier 2 (S5T2) Mainline Segment HCS Reports

Phone: Fax:
E-mail:

 OPERATIONAL ANALYSIS

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/16/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: S End of Int/S Proj Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario 5 Tier 2 Full Build +4Ln Vilas

 FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

 VOLUME

	Direction	1		2	
Volume, V		1670	vph	1165	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		439		307	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		996	pcphpl	695	pcphpl

 RESULTS

	Direction	1		2	
Flow rate, vp		996	pcphpl	695	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		B	
Density, D		16.6	pc/mi/ln	11.6	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		878.9		613.2	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.46		10.28	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/12/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: N ENd of Int/N Proj Extent
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario5 Tier 2 Full Build +4Ln Vilas

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

VOLUME

	Direction	1		2	
Volume, V		2440	vph	1805	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		642		475	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		1456	pcphpl	1077	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		1456	pcphpl	1077	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		59.8	mph	60.0	mph
Level of service, LOS		C		B	
Density, D		24.3	pc/mi/ln	18.0-	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking		0		0	
Pavement rating, P		3		3	
Flow rate in outside lane, vOL		1284.2		950.0	
Effective width of outside lane, We		24.00		24.00	
Effective speed factor, St		4.79		4.79	
Bicycle LOS Score, BLOS		10.65		10.50	
Bicycle LOS		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

----- OPERATIONAL ANALYSIS -----

Analyst: Katie Brown
 Agency/Co: TPAU
 Date: 3/16/2018
 Analysis Period: 4:15 - 5:15
 Highway: OR62
 From/To: N End of Int/S End of Int
 Jurisdiction:
 Analysis Year: 2020
 Project ID: OR62 - Vilas Rd IAMP Scenario 5 Tier 2 Full Build +4Ln Vilas

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		1		1	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.3	mph	0.3	mph
Free-flow speed		59.8	mph	59.8	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		1520	vph	1040	vph
Peak-hour factor, PHF		0.95		0.95	
Peak 15-minute volume, v15		400		274	
Trucks and buses		20	%	20	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		0.97		0.97	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.909		0.909	
Flow rate, vp		907	pcphpl	620	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		907	pcphpl	620	pcphpl
Free-flow speed, FFS		59.8	mph	59.8	mph
Avg. passenger-car travel speed, S		60.0	mph	60.0	mph
Level of service, LOS		B		A	
Density, D		15.1	pc/mi/ln	10.3	pc/mi/ln

----- Bicycle Level of Service -----

Posted speed limit, Sp				55	
Percent of segment with occupied on-highway parking				0	
Pavement rating, P		0		0	
Flow rate in outside lane, vOL		3		3	
Effective width of outside lane, We		800.0		547.4	
Effective speed factor, St		24.00		24.00	
Bicycle LOS Score, BLOS		4.79		4.79	
Bicycle LOS		10.41		10.22	
		F		F	

Overall results are not computed when free-flow speed is less than 45 mph.

Figure G-42: Scenario 5 Tier 2 (S5T2) Merge/Diverge Segment v/c Ratio Development

Merge/Diverge v/c for OR62 at Vilas Rd

Diverge			
OR62 NB off ramp	Actual Flow	Maximum Flow	v/c
Vfi	1933	4600	0.42
Vf0	1778	4600	0.39
VR	215	2100	0.10
V12	1993	4400	0.45
OR62 SB off ramp	Actual Flow	Maximum Flow	v/c
Vfi	2155	4600	0.47
Vf0	1242	4600	0.27
VR	913	2100	0.43
V12	2155	4400	0.49
Merge			
OR62 NB on ramp	Actual Flow	Maximum Flow	v/c
Vf0	2912	4600	0.63
VR12	2912	4600	0.63
OR62 SB on ramp	Actual Flow	Maximum Flow	v/c
Vf0	1390	4600	0.30
VR12	1390	4600	0.30

Figure G-43: Scenario 5 Tier 2 (S5T2) Merge/Diverge HCS Reports

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/16/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 5 Tier 2 Full Build +4Ln Vilas

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1670	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	180	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	920	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	1670		180		920	vph
Peak-hour factor, PHF	0.95		0.95		0.95	
Peak 15-min volume, v15	439		47		242	v
Trucks and buses	20		20		20	%
Recreational vehicles	0		0		0	%
Terrain type:	Level		Level		Level	
Grade	0.00	%	0.00	%	0.00	%
Length	0.00	mi	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2		1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1993	215	1098	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 1993$ pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{1993}$	1993	4600	No
$v_{FO} = v_F - v_R$	1778	4600	No
v_R	215	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1993$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	1993	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 16.0$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.317	
Space mean speed in ramp influence area,	S = 54.3	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 54.3	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Diverge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT
 Date performed: 3/16/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 5 Tier 2 Full Build +4Ln Vilas

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1805	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	45.0	mph	
Volume on ramp	765	vph	
Length of first accel/decel lane	595	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	125	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1805	765	125	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	475	201	33	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	2155	913	149	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2155$ pc/h
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2155	4600	No
$v_{FO} = v_F - v_R$	1242	4600	No
v_R	913	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2155$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	2155	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 17.4$ pc/mi/ln
Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.380	
Space mean speed in ramp influence area,	S _R = 53.2	mph
Space mean speed in outer lanes,	S ₀ = N/A	mph
Space mean speed for all vehicles,	S = 53.2	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/16/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/NB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 5 Tier 2 Full Build +4Ln Vilas

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	60.0	mph
Volume on freeway	1520	vph

-----On Ramp Data-----

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	920	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	180	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	5358	ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1520	920	180	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	400	242	47	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1814	1098	215	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1814 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	2912	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1814	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2912	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 22.4 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.317	
	S	
Space mean speed in ramp influence area,	S = 54.3	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 54.3	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Katie Brown
 Agency/Co.: ODOT/TPAU
 Date performed: 3/16/2018
 Analysis time period: 4:15 - 5:15 pm
 Freeway/Dir of Travel: OR62/SB
 Junction: E Vilas Rd
 Jurisdiction:
 Analysis Year: 2020
 Description: OR62 - Vilas Rd IAMP Scenario 5 Tier 2 Full Build +4Ln Vilas

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	2		
Free-flow speed on freeway	60.0	mph	
Volume on freeway	1040	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	45.0	mph	
Volume on ramp	125	vph	
Length of first accel/decel lane	840	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	765	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	5358	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1040	125	765	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	274	33	201	v
Trucks and buses	20	20	20	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.909	0.909	0.909	
Driver population factor, fP	0.97	0.97	0.97	
Flow rate, vp	1241	149	913	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 13-6 or 13-7)

EQ

P = 1.000 Using Equation 0

FM

v = v (P) = 1241 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	1390	4600	No
FO			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 1241	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	1390	4600	No
R12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 11.0 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

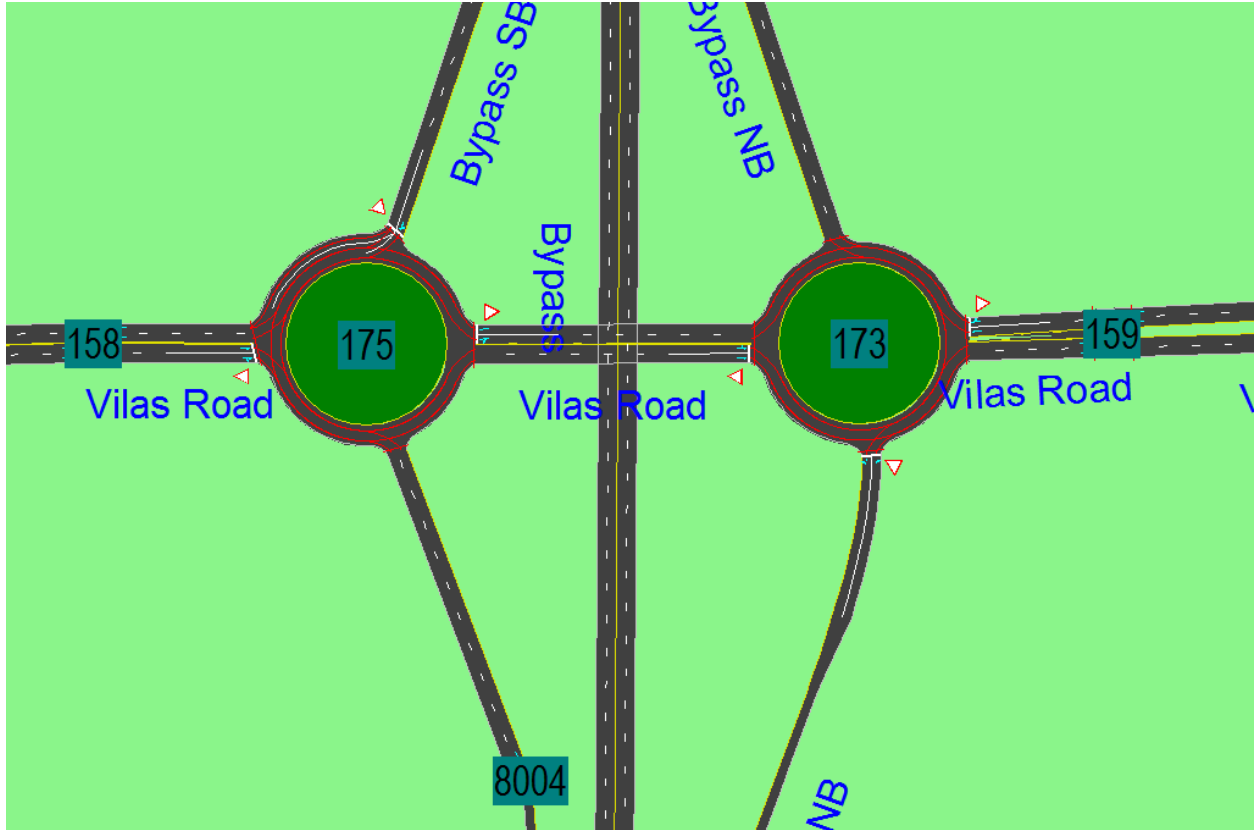
Intermediate speed variable,	M = 0.261	
	S	
Space mean speed in ramp influence area,	S = 55.3	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 55.3	mph

APPENDIX H:

SYNCHRO CAPACITY REPORTS

While the number of lanes varies between scenarios, figures H-1 and H-2 show the general geometry for a roundabout and a tight diamond scenario.

FigureH-1: Roundabout Scenario Synchro File



FigureH-2: Roundabout Scenario Synchro File

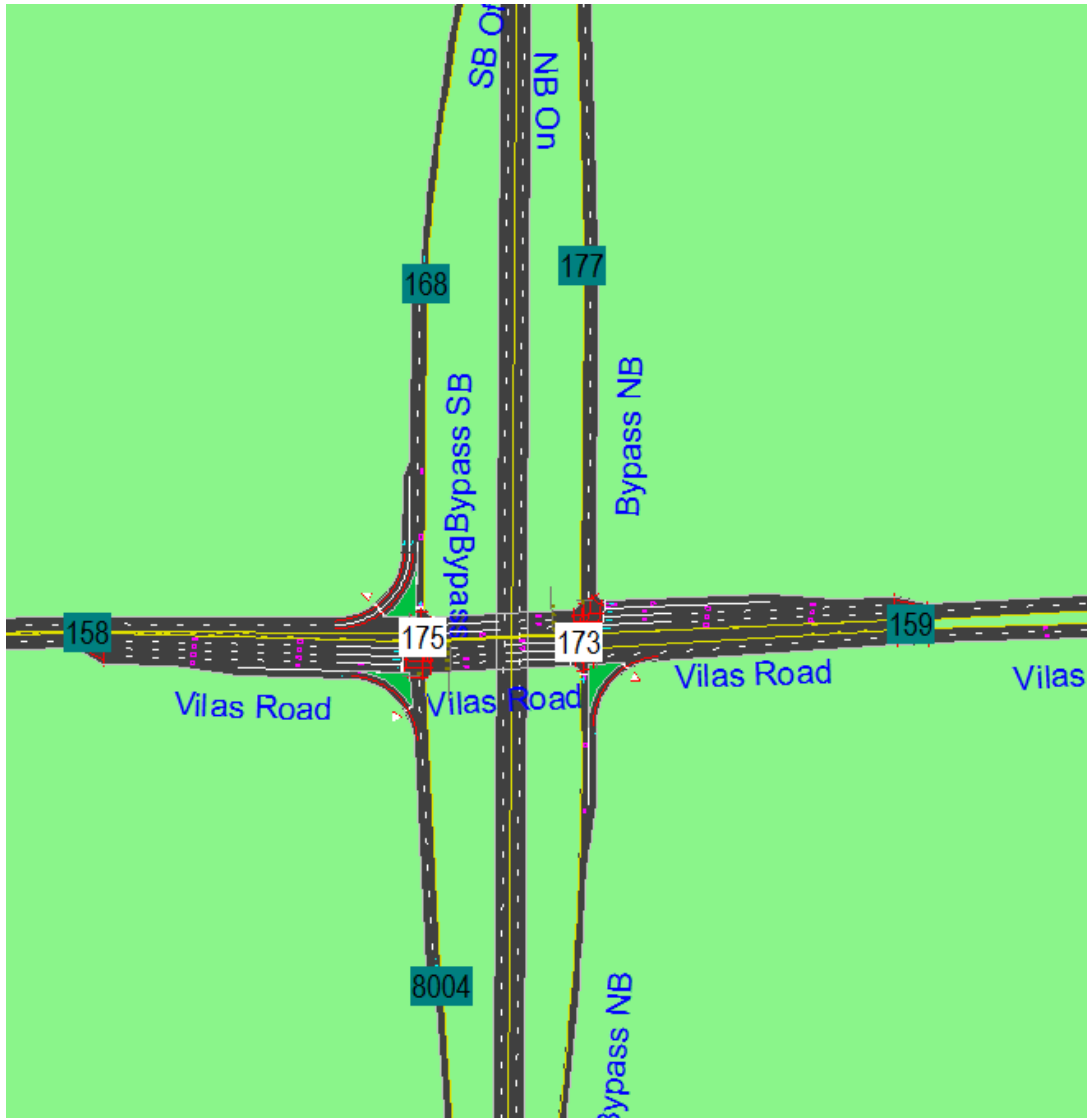


Figure H-3: Synchro Unsignalized Intersection Capacity Reports No Build/No mitigation (NBNM)

HCM 2010 TWSC
1: Lear Way & Vilas Road

05/04/2018

Intersection						
Int Delay, s/veh	11.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	845	140	50	935	165	80
Future Vol, veh/h	845	140	50	935	165	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	0	3	0	0
Mvmt Flow	889	147	53	984	174	84

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1037	0	2052
Stage 1	-	-	-	-	963
Stage 2	-	-	-	-	1089
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	678	-	62
Stage 1	-	-	-	-	374
Stage 2	-	-	-	-	326
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	678	-	51
Mov Cap-2 Maneuver	-	-	-	-	166
Stage 1	-	-	-	-	374
Stage 2	-	-	-	-	270

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	100.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	166	313	-	-	678	-
HCM Lane V/C Ratio	1.046	0.269	-	-	0.078	-
HCM Control Delay (s)	138.7	20.7	-	-	10.8	0
HCM Lane LOS	F	C	-	-	B	A
HCM 95th %tile Q(veh)	8.6	1.1	-	-	0.3	-

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

HCM 2010 TWSC
10: Airway Dr & Vilas Road

05/04/2018

Intersection						
Int Delay, s/veh	85.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	815	105	85	1065	200	140
Future Vol, veh/h	815	105	85	1065	200	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	858	111	89	1121	211	147

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	968	0	2213
Stage 1	-	-	-	-	913
Stage 2	-	-	-	-	1300
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	708	-	~ 48
Stage 1	-	-	-	-	390
Stage 2	-	-	-	-	254
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	708	-	~ 32
Mov Cap-2 Maneuver	-	-	-	-	~ 120
Stage 1	-	-	-	-	390
Stage 2	-	-	-	-	~ 169

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	\$ 603
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	163	-	-	708	-
HCM Lane V/C Ratio	2.196	-	-	0.126	-
HCM Control Delay (s)	\$ 603	-	-	10.8	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	29	-	-	0.4	-

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

Intersection

Int Delay, s/veh 9.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	895	1055	45	90	95
Future Vol, veh/h	60	895	1055	45	90	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	63	942	1111	47	95	100

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	1158	0	0 2202 1134
Stage 1	-	-	- 1134 -
Stage 2	-	-	- 1068 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	611	-	- ~ 50 249
Stage 1	-	-	- 310 -
Stage 2	-	-	- 333 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	611	-	- ~ 45 249
Mov Cap-2 Maneuver	-	-	- 159 -
Stage 1	-	-	- 310 -
Stage 2	-	-	- 299 -

Approach

	EB	WB	SB
HCM Control Delay, s	0.7	0	114.2
HCM LOS			F

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	611	-	-	-	195
HCM Lane V/C Ratio	0.103	-	-	-	0.999
HCM Control Delay (s)	11.6	-	-	-	114.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	8.5

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	0	25	0	940	890	0
Future Vol, veh/h	0	25	0	940	890	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	26	0	989	937	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1434	470	939	0	-	0
Stage 1	939	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	545	738	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	544	738	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	583	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	738	-	544	-	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 371.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↕			↕			↕	
Traffic Vol, veh/h	20	270	285	110	325	15	170	90	100	2	115	30
Future Vol, veh/h	20	270	285	110	325	15	170	90	100	2	115	30
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	284	300	116	342	16	179	95	105	2	121	32

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	358	0	0	584
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.13	-	-	4.13
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.227	-	-	2.227
Pot Cap-1 Maneuver	1195	-	-	986
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1195	-	-	986
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	2.2	\$ 1540.4	90.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	90	1195	-	-	986	-	-	177
HCM Lane V/C Ratio	4.211	0.018	-	-	0.117	-	-	0.874
HCM Control Delay (s)	\$ 1540.4	8.1	-	-	9.1	0	-	90.9
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	39.7	0.1	-	-	0.4	-	-	6.4

Notes

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	0	0	940	100	0	915
Future Vol, veh/h	0	0	940	100	0	915
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	989	105	0	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	549	0	0	1097
Stage 1	1044	-	-	-	-
Stage 2	482	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	485	-	-	644
Stage 1	305	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	484	-	-	644
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Figure H-4: Synchro Signalized Intersection Capacity Reports No Build/No mitigation (NBNM)

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

03/22/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	470	755	90	1	970	125	210	45	2	140	30	825	
Future Volume (vph)	470	755	90	1	970	125	210	45	2	140	30	825	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	3.5	4.0		2.6	4.0			4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98			1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00	
Satd. Flow (prot)	1583	3108		1628	3192			1489	1301		1646	1438	
Flt Permitted	0.10	1.00		0.17	1.00			0.57	1.00		0.45	1.00	
Satd. Flow (perm)	167	3108		284	3192			878	1301		766	1438	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	495	795	95	1	1021	132	221	47	2	147	32	868	
RTOR Reduction (vph)	0	7	0	0	8	0	0	0	1	0	0	319	
Lane Group Flow (vph)	495	883	0	1	1145	0	0	268	1	0	179	549	
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1	
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	
Protected Phases	5	2		1	6			8			4		
Permitted Phases	2			6			8		8	4		4	
Actuated Green, G (s)	73.2	72.7		39.4	39.4			43.5	43.5		43.2	43.2	
Effective Green, g (s)	73.7	73.2		40.8	40.8			44.0	44.0		44.0	44.0	
Actuated g/C Ratio	0.57	0.56		0.31	0.31			0.34	0.34		0.34	0.34	
Clearance Time (s)	4.0	4.5		4.0	5.4			4.5	4.5		4.8	4.8	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	461	1750		111	1001			297	440		259	486	
v/s Ratio Prot	c0.28	0.28		0.00	c0.36								
v/s Ratio Perm	0.33			0.00				0.31	0.00		0.23	c0.38	
v/c Ratio	1.07	0.50		0.01	1.14			0.90	0.00		0.69	1.13	
Uniform Delay, d1	44.8	17.3		32.0	44.6			41.0	28.5		37.1	43.0	
Progression Factor	1.00	1.00		0.46	0.39			1.00	1.00		1.00	1.00	
Incremental Delay, d2	63.1	1.0		0.0	72.0			32.3	0.0		14.1	81.6	
Delay (s)	107.9	18.4		14.7	89.5			73.2	28.5		51.2	124.6	
Level of Service	F	B		B	F			E	C		D	F	
Approach Delay (s)		50.4			89.5			72.9			112.0		
Approach LOS		D			F			E			F		
Intersection Summary													
HCM 2000 Control Delay			80.4									HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio			1.12										
Actuated Cycle Length (s)			130.0									Sum of lost time (s)	11.5
Intersection Capacity Utilization			120.7%									ICU Level of Service	H
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

03/22/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	360	320	245	180	295	50	260	760	210	45	930	430
Future Volume (vph)	360	320	245	180	295	50	260	760	210	45	930	430
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1644	1731	1460	1598	1642		1644	3288	1435	1644	3288	1439
Flt Permitted	0.20	1.00	1.00	0.27	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	344	1731	1460	447	1642		1644	3288	1435	1644	3288	1439
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	379	337	258	189	311	53	274	800	221	47	979	453
RTOR Reduction (vph)	0	0	57	0	5	0	0	0	94	0	0	168
Lane Group Flow (vph)	379	337	201	189	359	0	274	800	127	47	979	285
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)	45.1	31.0	50.1	43.5	30.2		19.1	52.4	52.4	6.4	39.7	39.7
Effective Green, g (s)	45.1	32.4	52.9	43.5	31.6		19.1	53.8	53.8	6.4	41.1	41.1
Actuated g/C Ratio	0.37	0.27	0.43	0.36	0.26		0.16	0.44	0.44	0.05	0.34	0.34
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	277	460	633	285	425		257	1451	633	86	1108	485
v/s Ratio Prot	c0.16	0.19	0.05	0.07	0.22		c0.17	0.24		0.03	c0.30	
v/s Ratio Perm	c0.35		0.08	0.16					0.09			0.20
v/c Ratio	1.37	0.73	0.32	0.66	0.84		1.07	0.55	0.20	0.55	0.88	0.59
Uniform Delay, d1	33.0	40.8	22.6	29.9	42.8		51.4	25.1	20.9	56.3	38.1	33.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	187.1	5.6	0.3	5.1	14.0		74.7	0.7	0.3	5.5	9.0	2.5
Delay (s)	220.1	46.4	22.9	35.0	56.8		126.1	25.8	21.1	61.8	47.2	35.9
Level of Service	F	D	C	D	E		F	C	C	E	D	D
Approach Delay (s)		107.8			49.4			46.3			44.2	
Approach LOS		F			D			D			D	

Intersection Summary

HCM 2000 Control Delay	59.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	121.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

03/22/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑	↗	↗	↘	↘
Traffic Volume (vph)	175	300	1	545	515	205	10	610	495	130	645	315
Future Volume (vph)	175	300	1	545	515	205	10	610	495	130	645	315
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	*0.98	1.00	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.96		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	1681		1613	1618		1628	3360	1420	1644	3196	
Flt Permitted	0.29	1.00		0.49	1.00		0.15	1.00	1.00	0.14	1.00	
Satd. Flow (perm)	495	1681		837	1618		258	3360	1420	236	3196	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	184	316	1	574	542	216	11	642	521	137	679	332
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	384	0	51	0
Lane Group Flow (vph)	184	317	0	574	746	0	11	642	137	137	960	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	24.2	24.2		52.9	51.5		31.5	30.4	30.4	38.9	38.9	
Effective Green, g (s)	24.2	25.0		52.9	52.9		31.5	31.8	31.8	38.9	40.3	
Actuated g/C Ratio	0.20	0.21		0.44	0.44		0.26	0.26	0.26	0.32	0.33	
Clearance Time (s)	4.0	4.8		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	195	347		613	707		79	883	373	187	1065	
v/s Ratio Prot	0.08	c0.19		0.30	c0.46		0.00	c0.19		0.06	c0.30	
v/s Ratio Perm	0.11			0.11			0.03		0.10	0.18		
v/c Ratio	0.94	0.91		0.94	1.06		0.14	0.73	0.37	0.73	0.90	
Uniform Delay, d1	45.5	46.9		32.5	34.0		45.9	40.6	36.3	32.3	38.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	48.2	27.5		21.8	49.4		0.6	3.2	0.8	13.0	10.7	
Delay (s)	93.7	74.4		54.3	83.4		46.5	43.8	37.2	45.4	49.1	
Level of Service	F	E		D	F		D	D	D	D	D	
Approach Delay (s)		81.5			70.9			40.9			48.6	
Approach LOS		F			E			D			D	

Intersection Summary

HCM 2000 Control Delay	57.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	120.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

03/22/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	420	240	1	735	340	105	545	5	345	585	255
Future Volume (vph)	245	420	240	1	735	340	105	545	5	345	585	255
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	*0.98	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1555	3207	1356	1627	3257	1435	1598	1680		1555	1636	1371
Flt Permitted	0.15	1.00	1.00	0.50	1.00	1.00	0.23	1.00		0.08	1.00	1.00
Satd. Flow (perm)	251	3207	1356	861	3257	1435	387	1680		136	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	258	442	253	1	774	358	111	574	5	363	616	268
RTOR Reduction (vph)	0	0	169	0	0	224	0	0	0	0	0	113
Lane Group Flow (vph)	258	442	84	1	774	134	111	579	0	363	616	155
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		4			4
Actuated Green, G (s)	41.6	41.6	41.6	30.1	28.7	28.7	54.2	44.0		71.0	56.8	56.8
Effective Green, g (s)	41.6	43.0	43.0	30.1	30.1	30.1	54.2	45.4		71.0	58.2	58.2
Actuated g/C Ratio	0.32	0.33	0.33	0.23	0.23	0.23	0.42	0.35		0.55	0.45	0.45
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	235	1060	448	214	754	332	256	586		325	732	613
v/s Ratio Prot	c0.13	0.14		0.00	c0.24		0.03	0.34		c0.20	0.38	
v/s Ratio Perm	c0.22		0.06	0.00		0.09	0.15			c0.41		0.11
v/c Ratio	1.10	0.42	0.19	0.00	1.03	0.40	0.43	0.99		1.12	0.84	0.25
Uniform Delay, d1	37.9	33.8	31.0	38.4	50.0	42.3	25.7	42.0		42.0	31.8	22.4
Progression Factor	1.08	1.03	3.09	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	83.5	1.1	0.8	0.0	39.7	1.1	0.9	33.8		85.3	8.5	0.2
Delay (s)	124.3	35.8	96.5	38.4	89.7	43.4	26.5	75.8		127.2	40.4	22.5
Level of Service	F	D	F	D	F	D	C	E		F	D	C
Approach Delay (s)		75.9			75.0			67.9			61.8	
Approach LOS		E			E			E			E	

Intersection Summary

HCM 2000 Control Delay	69.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-5: Synchro Unsignalized Intersection Capacity Reports No Build/Mitigated (S0T1)

HCM 2010 AWSC

30: Crater Lake Ave & Vilas Road

05/15/2018

Intersection	
Intersection Delay, s/veh	30.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗			↕	
Traffic Vol, veh/h	20	270	285	110	325	15	170	90	100	2	115	30
Future Vol, veh/h	20	270	285	110	325	15	170	90	100	2	115	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	284	300	116	342	16	179	95	105	2	121	32
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	27.6	44.2	21.2	20.3
HCM LOS	D	E	C	C












Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	1%
Vol Thru, %	0%	47%	0%	100%	0%	0%	96%	78%
Vol Right, %	0%	53%	0%	0%	100%	0%	4%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	190	20	270	285	110	340	147
LT Vol	170	0	20	0	0	110	0	2
Through Vol	0	90	0	270	0	0	325	115
RT Vol	0	100	0	0	285	0	15	30
Lane Flow Rate	179	200	21	284	300	116	358	155
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.492	0.5	0.055	0.699	0.677	0.307	0.895	0.432
Departure Headway (Hd)	9.902	9.004	9.366	8.848	8.122	9.558	9.005	10.061
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	363	400	382	409	444	375	401	357
Service Time	7.676	6.778	7.135	6.616	5.891	7.33	6.776	7.847
HCM Lane V/C Ratio	0.493	0.5	0.055	0.694	0.676	0.309	0.893	0.434
HCM Control Delay	22	20.5	12.7	29.9	26.4	16.5	53.1	20.3
HCM Lane LOS	C	C	B	D	D	C	F	C
HCM 95th-tile Q	2.6	2.7	0.2	5.2	4.9	1.3	9.2	2.1

Figure H-6: Synchro Signalized Intersection Capacity Reports No Build/Mitigated (S0T1)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/04/2018

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	845	140	50	935	165	80
Future Volume (vph)	845	140	50	935	165	80
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1746		1710	1748	1710	1530
Flt Permitted	1.00		0.07	1.00	0.95	1.00
Satd. Flow (perm)	1746		132	1748	1710	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	889	147	53	984	174	84
RTOR Reduction (vph)	7	0	0	0	0	67
Lane Group Flow (vph)	1029	0	53	984	174	17
Heavy Vehicles (%)	1%	2%	0%	3%	0%	0%
Turn Type	NA		pm+pt	NA	pm+pt	Perm
Protected Phases	4		3	8	5	
Permitted Phases			8		2	2
Actuated Green, G (s)	50.7		56.8	56.8	16.6	16.6
Effective Green, g (s)	50.7		56.8	56.8	16.6	16.6
Actuated g/C Ratio	0.62		0.70	0.70	0.20	0.20
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5		2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	1087		132	1219	348	312
v/s Ratio Prot	c0.59		0.01	c0.56	c0.10	
v/s Ratio Perm			0.27			0.01
v/c Ratio	0.95		0.40	0.81	0.50	0.05
Uniform Delay, d1	14.1		15.6	8.5	28.7	26.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	15.9		1.5	3.9	5.1	0.3
Delay (s)	30.0		17.1	12.4	33.8	26.4
Level of Service	C		B	B	C	C
Approach Delay (s)	30.0			12.7	31.4	
Approach LOS	C			B	C	
Intersection Summary						
HCM 2000 Control Delay			22.5		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.85			
Actuated Cycle Length (s)			81.4		Sum of lost time (s)	12.0
Intersection Capacity Utilization			72.2%		ICU Level of Service	C
Analysis Period (min)			15			
c	Critical Lane Group					

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑	↖		↖	↖		↖	↖
Traffic Volume (vph)	470	755	90	1	970	125	210	45	2	140	30	825
Future Volume (vph)	470	755	90	1	970	125	210	45	2	140	30	825
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0	5.4		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00	0.99		1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96	1.00		0.96	1.00
Satd. Flow (prot)	1583	4465		1628	4680	1421		1489	1301		1646	1438
Flt Permitted	0.95	1.00		0.31	1.00	1.00		0.56	1.00		0.44	1.00
Satd. Flow (perm)	1583	4465		527	4680	1421		872	1301		756	1438
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	495	795	95	1	1021	132	221	47	2	147	32	868
RTOR Reduction (vph)	0	11	0	0	0	67	0	0	1	0	0	455
Lane Group Flow (vph)	495	879	0	1	1021	65	0	268	1	0	179	413
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases				6		6	8		8	4		4
Actuated Green, G (s)	41.9	73.7		32.5	31.7	31.7		42.5	42.5		42.2	42.2
Effective Green, g (s)	42.4	74.2		34.5	33.1	31.7		43.0	43.0		43.0	43.0
Actuated g/C Ratio	0.33	0.57		0.27	0.25	0.24		0.33	0.33		0.33	0.33
Clearance Time (s)	4.0	4.5		4.0	5.4	5.4		4.5	4.5		4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	516	2548		158	1191	346		288	430		250	475
v/s Ratio Prot	c0.31	0.20		0.00	c0.22			c0.31	0.00		0.24	0.29
v/s Ratio Perm				0.00		0.05		c0.31	0.00		0.24	0.29
v/c Ratio	0.96	0.35		0.01	0.86	0.19		0.93	0.00		0.72	0.87
Uniform Delay, d1	43.0	14.9		35.1	46.2	38.9		42.1	29.1		38.1	40.9
Progression Factor	1.00	1.00		0.41	0.35	0.08		1.00	1.00		1.00	1.00
Incremental Delay, d2	29.2	0.4		0.0	4.8	0.7		37.9	0.0		16.1	19.0
Delay (s)	72.1	15.3		14.5	21.1	3.8		79.9	29.1		54.3	59.9
Level of Service	E	B		B	C	A		E	C		D	E
Approach Delay (s)		35.6			19.1			79.5			58.9	
Approach LOS		D			B			E			E	

Intersection Summary

HCM 2000 Control Delay	40.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	111.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: Airway Dr./Peace Ln & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	755	105	85	1020	45	200	3	140	90	2	95
Future Volume (vph)	60	755	105	85	1020	45	200	3	140	90	2	95
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	1748	1485	1660	1748	1485	1660	1491		1660	1491	
Flt Permitted	0.12	1.00	1.00	0.20	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	208	1748	1485	351	1748	1485	1660	1491		1660	1491	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	795	111	89	1074	47	211	3	147	95	2	100
RTOR Reduction (vph)	0	0	31	0	0	14	0	131	0	0	94	0
Lane Group Flow (vph)	63	795	80	89	1074	33	211	19	0	95	8	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6						
Actuated Green, G (s)	69.7	69.7	69.7	76.9	76.9	76.9	16.0	12.2		10.5	6.7	
Effective Green, g (s)	69.7	69.7	69.7	76.9	76.9	76.9	16.0	12.2		10.5	6.7	
Actuated g/C Ratio	0.62	0.62	0.62	0.69	0.69	0.69	0.14	0.11		0.09	0.06	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	129	1091	927	279	1204	1023	237	162		156	89	
v/s Ratio Prot		0.45		0.01	c0.61		c0.13	c0.01		0.06	0.01	
v/s Ratio Perm	0.30		0.05	0.21		0.02						
v/c Ratio	0.49	0.73	0.09	0.32	0.89	0.03	0.89	0.12		0.61	0.09	
Uniform Delay, d1	11.3	14.4	8.3	11.4	14.0	5.5	46.9	44.8		48.6	49.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.1	2.3	0.0	0.5	10.2	0.1	35.7	0.2		5.6	0.3	
Delay (s)	13.4	16.7	8.3	11.9	24.2	5.6	82.7	45.1		54.2	49.9	
Level of Service	B	B	A	B	C	A	F	D		D	D	
Approach Delay (s)		15.6			22.6			67.1			51.9	
Approach LOS		B			C			E			D	

Intersection Summary

HCM 2000 Control Delay	28.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	111.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔		↔↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	360	320	245	180	295	50	260	760	210	45	930	430
Future Volume (vph)	360	320	245	180	295	50	260	760	210	45	930	430
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3189	1731	1459	1598	1642		3190	3288	1435	1644	3288	1452
Flt Permitted	0.23	1.00	1.00	0.25	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	775	1731	1459	418	1642		3190	3288	1435	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	379	337	258	189	311	53	274	800	221	47	979	453
RTOR Reduction (vph)	0	0	52	0	5	0	0	0	97	0	0	169
Lane Group Flow (vph)	379	337	206	189	359	0	274	800	124	47	979	284
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7		4
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)	39.8	28.6	43.1	41.4	29.4		14.5	49.1	49.1	6.2	40.8	40.8
Effective Green, g (s)	39.8	30.0	45.9	41.4	30.8		14.5	50.5	50.5	6.2	42.2	42.2
Actuated g/C Ratio	0.35	0.26	0.40	0.36	0.27		0.13	0.44	0.44	0.05	0.37	0.37
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	504	452	583	274	440		403	1447	631	88	1209	534
v/s Ratio Prot	c0.07	0.19	0.05	0.07	c0.22		c0.09	0.24		0.03	c0.30	
v/s Ratio Perm	0.19		0.09	0.18					0.09			0.20
v/c Ratio	0.75	0.75	0.35	0.69	0.82		0.68	0.55	0.20	0.53	0.81	0.53
Uniform Delay, d1	29.2	38.8	24.0	28.0	39.3		47.9	23.7	19.7	52.8	32.6	28.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.0	6.2	0.4	6.5	10.9		4.5	0.7	0.3	4.8	4.6	1.6
Delay (s)	35.2	45.1	24.4	34.5	50.1		52.4	24.4	19.9	57.6	37.2	30.1
Level of Service	D	D	C	C	D		D	C	B	E	D	C
Approach Delay (s)		35.8			44.8			29.6			35.7	
Approach LOS		D			D			C			D	

Intersection Summary

HCM 2000 Control Delay	35.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	114.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→		↰↱	↑	↰	↰	↑↑	↰	↰	↑↱	
Traffic Volume (vph)	175	300	1	545	515	205	10	610	495	130	645	315
Future Volume (vph)	175	300	1	545	515	205	10	610	495	130	645	315
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	*0.98	1.00	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	1681		3130	1698	1421	1628	3360	1421	1644	3197	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.15	1.00	1.00	0.21	1.00	
Satd. Flow (perm)	1598	1681		3130	1698	1421	254	3360	1421	370	3197	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	184	316	1	574	542	216	11	642	521	137	679	332
RTOR Reduction (vph)	0	0	0	0	0	77	0	0	361	0	60	0
Lane Group Flow (vph)	184	317	0	574	542	139	11	642	160	137	951	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8		8	4		
Actuated Green, G (s)	12.5	26.2		17.7	30.8	30.8	28.0	27.0	27.0	38.0	33.0	
Effective Green, g (s)	12.5	27.0		17.7	32.2	30.8	28.0	28.4	28.4	38.0	34.4	
Actuated g/C Ratio	0.13	0.28		0.18	0.34	0.32	0.29	0.30	0.30	0.40	0.36	
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	207	472		576	568	455	88	992	419	239	1144	
v/s Ratio Prot	0.12	0.19		c0.18	c0.32		0.00	0.19		c0.04	c0.30	
v/s Ratio Perm						0.10	0.04		0.11	0.18		
v/c Ratio	0.89	0.67		1.00	0.95	0.31	0.12	0.65	0.38	0.57	0.83	
Uniform Delay, d1	41.1	30.6		39.2	31.2	24.6	25.5	29.5	26.9	20.6	28.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	33.5	3.4		36.4	26.6	0.3	0.5	1.6	0.8	2.7	5.5	
Delay (s)	74.6	34.0		75.5	57.8	24.9	25.9	31.1	27.7	23.3	33.7	
Level of Service	E	C		E	E	C	C	C	C	C	C	
Approach Delay (s)		48.9			60.1			29.5			32.5	
Approach LOS		D			E			C			C	

Intersection Summary

HCM 2000 Control Delay	42.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	96.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘	↑↑		↘	↑	↗
Traffic Volume (vph)	245	420	240	1	735	340	105	545	5	345	585	255
Future Volume (vph)	245	420	240	1	735	340	105	545	5	345	585	255
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1554	4811	1370	1628	3257	1435	1598	3192		1554	1636	1371
Flt Permitted	0.16	1.00	1.00	0.34	1.00	1.00	0.23	1.00		0.28	1.00	1.00
Satd. Flow (perm)	256	4811	1370	584	3257	1435	389	3192		455	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	258	442	253	1	774	358	111	574	5	363	616	268
RTOR Reduction (vph)	0	0	166	0	0	231	0	1	0	0	0	113
Lane Group Flow (vph)	258	442	87	1	774	127	111	578	0	363	616	155
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		4			4
Actuated Green, G (s)	44.5	43.1	43.1	25.3	25.3	25.3	54.1	44.0		71.0	56.9	56.9
Effective Green, g (s)	44.5	44.5	44.5	25.3	26.7	26.7	54.1	45.4		71.0	58.3	58.3
Actuated g/C Ratio	0.34	0.34	0.34	0.19	0.21	0.21	0.42	0.35		0.55	0.45	0.45
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	276	1646	468	122	668	294	255	1114		442	733	614
v/s Ratio Prot	c0.14	0.09		0.00	c0.24		0.03	0.18		c0.14	c0.38	
v/s Ratio Perm	0.18		0.06	0.00		0.09	0.15			0.30		0.11
v/c Ratio	0.93	0.27	0.19	0.01	1.16	0.43	0.44	0.52		0.82	0.84	0.25
Uniform Delay, d1	51.2	31.0	30.0	42.4	51.6	45.0	25.7	33.6		19.8	31.7	22.3
Progression Factor	0.79	0.71	0.06	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	35.3	0.4	0.8	0.0	87.5	1.4	0.9	0.3		11.4	8.5	0.2
Delay (s)	75.8	22.2	2.6	42.4	139.1	46.4	26.6	33.9		31.2	40.2	22.5
Level of Service	E	C	A	D	F	D	C	C		C	D	C
Approach Delay (s)		31.5			109.7			32.7			33.8	
Approach LOS		C			F			C			C	

Intersection Summary

HCM 2000 Control Delay	54.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-7: Synchro Unsignalized Intersection Capacity Reports No Build/Mitigated Tier 2 (S0T2)

HCM 2010 AWSC

30: Crater Lake Ave & Vilas Road

05/07/2018

Intersection	
Intersection Delay, s/veh	28.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↔		↖	↗	
Traffic Vol, veh/h	15	325	2	360	155	80	2	2	40	50	100	2
Future Vol, veh/h	15	325	2	360	155	80	2	2	40	50	100	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	342	2	379	163	84	2	2	42	53	105	2
Number of Lanes	1	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	17	40.5	11	11.9
HCM LOS	C	E	B	B

























Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	5%	100%	0%	70%	0%	100%	0%
Vol Thru, %	5%	0%	99%	30%	0%	0%	98%
Vol Right, %	91%	0%	1%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	15	327	515	80	50	102
LT Vol	2	15	0	360	0	50	0
Through Vol	2	0	325	155	0	0	100
RT Vol	40	0	2	0	80	0	2
Lane Flow Rate	46	16	344	542	84	53	107
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.092	0.029	0.586	0.925	0.119	0.114	0.217
Departure Headway (Hd)	7.144	6.642	6.129	6.144	5.081	7.802	7.277
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	498	538	589	591	703	458	492
Service Time	5.237	4.399	3.886	3.89	2.827	5.576	5.051
HCM Lane V/C Ratio	0.092	0.03	0.584	0.917	0.119	0.116	0.217
HCM Control Delay	11	9.6	17.3	45.5	8.5	11.6	12.1
HCM Lane LOS	B	A	C	E	A	B	B
HCM 95th-tile Q	0.3	0.1	3.8	11.7	0.4	0.4	0.8

Figure H-8: Synchro Signalized Intersection Capacity Reports No Build/Mitigated Tier 2 (S0T2)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/07/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	700	100	45	740	45	135	10	85	80	10	105
Future Volume (vph)	100	700	100	45	740	45	135	10	85	80	10	105
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0	5.4	3.5	4.0	5.4	4.5	4.0	4.5	4.5	4.0	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1782	1500	1710	1748	1485	1710	1748	1530	1660	1748	1485
Flt Permitted	0.18	1.00	1.00	0.25	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	315	1782	1500	457	1748	1485	1351	1748	1530	1311	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	737	105	47	779	47	142	11	89	84	11	111
RTOR Reduction (vph)	0	0	45	0	0	21	0	0	75	0	0	94
Lane Group Flow (vph)	105	737	60	47	779	26	142	11	14	84	11	17
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	40.3	35.2	35.2	36.7	33.4	33.4	9.5	9.5	9.5	9.5	9.5	9.5
Effective Green, g (s)	40.3	36.6	35.2	36.7	34.8	33.4	9.5	10.0	9.5	9.5	10.0	9.5
Actuated g/C Ratio	0.66	0.60	0.57	0.60	0.57	0.54	0.15	0.16	0.15	0.15	0.16	0.15
Clearance Time (s)	3.5	5.4	5.4	3.5	5.4	5.4	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	318	1062	859	340	990	807	209	284	236	202	284	229
v/s Ratio Prot	c0.03	0.41		0.01	c0.45			0.01			0.01	
v/s Ratio Perm	0.19		0.04	0.08		0.02	c0.11		0.01	0.06		0.01
v/c Ratio	0.33	0.69	0.07	0.14	0.79	0.03	0.68	0.04	0.06	0.42	0.04	0.07
Uniform Delay, d1	7.1	8.5	5.8	6.2	10.4	6.5	24.5	21.7	22.1	23.4	21.7	22.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	3.7	0.2	0.1	6.3	0.1	16.4	0.3	0.5	6.2	0.3	0.6
Delay (s)	7.5	12.3	6.0	6.4	16.7	6.6	40.9	21.9	22.6	29.6	21.9	22.8
Level of Service	A	B	A	A	B	A	D	C	C	C	C	C
Approach Delay (s)		11.1			15.6			33.3			25.6	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			16.5				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			61.4				Sum of lost time (s)			11.5		
Intersection Capacity Utilization			71.5%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↗	↗		↗	↗
Traffic Volume (vph)	415	830	85	1	1060	115	240	60	2	140	30	710
Future Volume (vph)	415	830	85	1	1060	115	240	60	2	140	30	710
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0	4.0	2.6	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00	0.99		1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1583	3167	1382	1628	3202			1491	1302		1646	1438
Flt Permitted	0.10	1.00	1.00	0.32	1.00			0.57	1.00		0.38	1.00
Satd. Flow (perm)	162	3167	1382	557	3202			889	1302		655	1438
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	437	874	89	1	1116	121	253	63	2	147	32	747
RTOR Reduction (vph)	0	0	39	0	7	0	0	0	1	0	0	310
Lane Group Flow (vph)	437	874	50	1	1230	0	0	316	1	0	179	437
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	67.1	67.1	67.1	41.8	41.0			39.1	39.1		38.8	38.8
Effective Green, g (s)	67.6	67.6	67.6	43.8	42.4			39.6	39.6		39.6	39.6
Actuated g/C Ratio	0.56	0.56	0.56	0.36	0.35			0.33	0.33		0.33	0.33
Clearance Time (s)	4.0	4.5	4.5	4.0	5.4			4.5	4.5		4.8	4.8
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5			2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	405	1784	778	222	1131			293	429		216	474
v/s Ratio Prot	c0.24	0.28		0.00	c0.38							
v/s Ratio Perm	c0.37		0.04	0.00				c0.36	0.00		0.27	0.30
v/c Ratio	1.08	0.49	0.06	0.00	1.09			1.08	0.00		0.83	0.92
Uniform Delay, d1	37.5	15.8	11.9	24.2	38.8			40.2	26.9		37.1	38.7
Progression Factor	1.00	1.00	1.00	0.52	0.37			1.00	1.00		1.00	1.00
Incremental Delay, d2	67.5	1.0	0.2	0.0	50.6			75.1	0.0		29.2	26.0
Delay (s)	105.0	16.8	12.0	12.7	65.0			115.3	27.0		66.3	64.7
Level of Service	F	B	B	B	E			F	C		E	E
Approach Delay (s)		44.0			65.0			114.7			65.0	
Approach LOS		D			E			F			E	

Intersection Summary

HCM 2000 Control Delay	61.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	115.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: Airway Dr/Peace Ln & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↘	↙	↑	↘	↙	↑	↘	↙	↑	↘
Traffic Volume (vph)	130	670	120	90	850	45	250	2	145	85	1	155
Future Volume (vph)	130	670	120	90	850	45	250	2	145	85	1	155
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0	5.4	4.0	4.0	4.5	4.0	4.0	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1748	1485	1660	1748	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.08	1.00	1.00	0.20	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	136	1748	1485	346	1748	1485	1660	1748	1485	1660	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	705	126	95	895	47	263	2	153	89	1	163
RTOR Reduction (vph)	0	0	62	0	0	24	0	0	127	0	0	148
Lane Group Flow (vph)	137	705	64	95	895	23	263	2	26	89	1	15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Actuated Green, G (s)	59.6	51.5	51.5	55.6	49.5	49.5	16.0	17.3	17.3	8.0	9.3	9.3
Effective Green, g (s)	59.6	52.9	51.5	55.6	50.9	49.5	16.0	17.8	17.3	8.0	9.8	9.3
Actuated g/C Ratio	0.59	0.52	0.51	0.55	0.50	0.49	0.16	0.18	0.17	0.08	0.10	0.09
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	4.5	4.5	4.0	4.5	4.5
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	202	917	758	270	882	729	263	308	254	131	169	137
v/s Ratio Prot	c0.05	0.40		0.02	c0.51		c0.16	0.00		0.05	0.00	
v/s Ratio Perm	0.35		0.04	0.17		0.02			c0.02			0.01
v/c Ratio	0.68	0.77	0.08	0.35	1.01	0.03	1.00	0.01	0.10	0.68	0.01	0.11
Uniform Delay, d1	21.5	19.1	12.6	14.3	24.9	13.3	42.4	34.2	35.2	45.2	41.1	42.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.9	6.2	0.2	0.6	34.0	0.1	55.5	0.0	0.8	12.0	0.1	1.6
Delay (s)	29.4	25.2	12.8	14.9	59.0	13.3	97.9	34.2	36.0	57.1	41.2	43.6
Level of Service	C	C	B	B	E	B	F	C	D	E	D	D
Approach Delay (s)		24.2			52.9			74.9			48.3	
Approach LOS		C			D			E			D	

Intersection Summary

HCM 2000 Control Delay	45.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	100.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	155	180	525	5	150	2	430	710	155	5	720	255
Future Volume (vph)	155	180	525	5	150	2	430	710	155	5	720	255
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1644	1731	1463	1598	1679		1644	3288	1436	1642	3288	1439
Flt Permitted	0.44	1.00	1.00	0.58	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	769	1731	1463	970	1679		1644	3288	1436	1642	3288	1439
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	163	189	553	5	158	2	453	747	163	5	758	268
RTOR Reduction (vph)	0	0	63	0	1	0	0	0	65	0	0	135
Lane Group Flow (vph)	163	189	490	5	159	0	453	747	98	5	758	133
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7		4
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)	28.1	24.0	57.3	21.1	20.5		33.3	62.3	62.3	0.6	29.6	29.6
Effective Green, g (s)	28.1	25.4	60.1	21.1	21.9		33.3	63.7	63.7	0.6	31.0	31.0
Actuated g/C Ratio	0.26	0.24	0.57	0.20	0.21		0.31	0.60	0.60	0.01	0.29	0.29
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	237	413	827	196	345		515	1970	860	9	958	419
v/s Ratio Prot	c0.03	0.11	0.19	0.00	0.09		c0.28	0.23		0.00	c0.23	
v/s Ratio Perm	c0.16		0.14	0.00					0.07			0.09
v/c Ratio	0.69	0.46	0.59	0.03	0.46		0.88	0.38	0.11	0.56	0.79	0.32
Uniform Delay, d1	36.2	34.6	15.1	34.3	37.0		34.6	11.0	9.2	52.7	34.7	29.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.4	0.6	1.1	0.0	0.7		15.7	0.2	0.1	48.3	5.1	0.8
Delay (s)	43.6	35.2	16.2	34.3	37.7		50.3	11.3	9.3	101.0	39.7	30.2
Level of Service	D	D	B	C	D		D	B	A	F	D	C
Approach Delay (s)		25.1			37.6			24.0			37.6	
Approach LOS		C			D			C			D	

Intersection Summary



























HCM 2000 Control Delay	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	106.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/07/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				 				 			 		
Traffic Volume (vph)	161	254	1	532	431	255	10	674	496	160	758	254	
Future Volume (vph)	161	254	1	532	431	255	10	674	496	160	758	254	
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	*0.98	1.00	1.00	*0.98	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1598	1681		3129	1698	1422	1627	3360	1422	1644	3392	1435	
Flt Permitted	0.23	1.00		0.44	1.00	1.00	0.36	1.00	1.00	0.20	1.00	1.00	
Satd. Flow (perm)	382	1681		1433	1698	1422	614	3360	1422	346	3392	1435	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	169	267	1	560	454	268	11	709	522	168	798	267	
RTOR Reduction (vph)	0	0	0	0	0	136	0	0	325	0	0	148	
Lane Group Flow (vph)	169	268	0	560	454	132	11	709	197	168	798	119	
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2	
Confl. Bikes (#/hr)			2			2			2			2	
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	
Protected Phases	5	2		1	6			8		7	4		
Permitted Phases	2			6		6	8		8	4		4	
Actuated Green, G (s)	26.7	21.6		28.1	22.0	22.0	21.8	21.8	21.8	31.3	31.3	31.3	
Effective Green, g (s)	26.7	22.4		28.1	23.4	22.0	21.8	23.2	23.2	31.3	32.7	32.7	
Actuated g/C Ratio	0.36	0.31		0.38	0.32	0.30	0.30	0.32	0.32	0.43	0.45	0.45	
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	5.4	5.4	5.4	4.0	5.4	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	4.0	4.0	4.0	2.5	4.0	4.0	
Lane Grp Cap (vph)	224	514		691	542	427	182	1064	450	245	1515	641	
v/s Ratio Prot	0.05	0.16		c0.07	c0.27			0.21		c0.05	0.24		
v/s Ratio Perm	0.22			0.24		0.09	0.02		0.14	c0.24		0.08	
v/c Ratio	0.75	0.52		0.81	0.84	0.31	0.06	0.67	0.44	0.69	0.53	0.19	
Uniform Delay, d1	18.4	21.0		19.5	23.1	19.7	18.4	21.6	19.8	14.8	14.7	12.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.8	0.7		7.0	10.7	0.3	0.2	1.8	0.9	7.1	0.4	0.2	
Delay (s)	31.2	21.7		26.5	33.8	20.0	18.6	23.4	20.8	21.9	15.1	12.4	
Level of Service	C	C		C	C	C	B	C	C	C	B	B	
Approach Delay (s)		25.4			27.7			22.2			15.4		
Approach LOS		C			C			C			B		
Intersection Summary													
HCM 2000 Control Delay			22.3									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.79										
Actuated Cycle Length (s)			73.2									Sum of lost time (s)	16.0
Intersection Capacity Utilization			75.7%									ICU Level of Service	D
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖	↕	↖	↖	↖		↖	↕	↖↗
Traffic Volume (vph)	320	420	230	1	700	350	85	515	2	325	595	390
Future Volume (vph)	320	420	230	1	700	350	85	515	2	325	595	390
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	1.00		1.00	0.95	0.88
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1370	1629	3257	1435	1598	1681		1555	3109	2390
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.41	1.00		0.10	1.00	1.00
Satd. Flow (perm)	3016	3207	1370	1629	3257	1435	697	1681		162	3109	2390
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	337	442	242	1	737	368	89	542	2	342	626	411
RTOR Reduction (vph)	0	0	157	0	0	272	0	0	0	0	0	215
Lane Group Flow (vph)	337	442	85	1	737	96	89	544	0	342	626	196
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	17.0	40.6	40.6	1.1	24.7	24.7	44.8	36.5		63.5	51.2	51.2
Effective Green, g (s)	17.0	42.0	42.0	1.1	26.1	26.1	44.8	37.9		63.5	52.6	52.6
Actuated g/C Ratio	0.14	0.35	0.35	0.01	0.22	0.22	0.37	0.32		0.53	0.44	0.44
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	427	1122	479	14	708	312	322	530		352	1362	1047
v/s Ratio Prot	c0.11	0.14		0.00	c0.23		0.02	c0.32		c0.19	0.20	
v/s Ratio Perm			0.06			0.07	0.08			0.33		0.08
v/c Ratio	0.79	0.39	0.18	0.07	1.04	0.31	0.28	1.03		0.97	0.46	0.19
Uniform Delay, d1	49.8	29.4	27.0	58.9	46.9	39.4	25.0	41.0		36.9	23.7	20.6
Progression Factor	0.76	0.69	0.10	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.9	0.9	0.7	1.6	44.9	0.8	0.3	46.0		40.2	0.2	0.1
Delay (s)	45.6	21.3	3.3	60.5	91.9	40.2	25.3	87.0		77.1	23.9	20.7
Level of Service	D	C	A	E	F	D	C	F		E	C	C
Approach Delay (s)		25.0			74.6			78.4			36.1	
Approach LOS		C			E			E			D	

Intersection Summary

HCM 2000 Control Delay	50.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-9: Synchro Unsignalized Intersection Capacity Reports Scenario 1 Tier 1 (S1T1)

HCM 2010 TWSC

1: Lear Way & Vilas Road

05/10/2018

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	735	130	90	770	100	130
Future Vol, veh/h	735	130	90	770	100	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	150	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	0	3	0	0
Mvmt Flow	774	137	95	811	105	137
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	774	0	1774	774
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	1000	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	851	-	92	402
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	359	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	851	-	82	402
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	319	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1	27.3			
HCM LOS						D
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	208	402	-	-	851	-
HCM Lane V/C Ratio	0.506	0.34	-	-	0.111	-
HCM Control Delay (s)	38.8	18.5	-	-	9.8	-
HCM Lane LOS	E	C	-	-	A	-
HCM 95th %tile Q(veh)	2.6	1.5	-	-	0.4	-
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	0	25	0	940	890	0
Future Vol, veh/h	0	25	0	940	890	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	26	0	989	937	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1434	470	939	0	-	0
Stage 1	939	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	545	738	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	544	738	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	583	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	738	-	544	-	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	0	0	940	100	0	915
Future Vol, veh/h	0	0	940	100	0	915
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	989	105	0	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	549	0	0	1097
Stage 1	1044	-	-	-	-
Stage 2	482	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	485	-	-	644
Stage 1	305	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	484	-	-	644
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		





























Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Figure H-10: Synchro Signalized Intersection Capacity Reports Scenario 1 Tier 1 (S1T1)

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/10/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	485	890	110	1	1045	115	250	50	2	150	25	830
Future Volume (vph)	485	890	110	1	1045	115	250	50	2	150	25	830
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0	5.4	4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4468		1629	4680	1436	1472	1543		1627	1714	1438
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4468		1629	4680	1436	1147	1543		1235	1714	1438
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	511	937	116	1	1100	121	263	53	2	158	26	874
RTOR Reduction (vph)	0	11	0	0	0	59	0	1	0	0	0	454
Lane Group Flow (vph)	511	1042	0	1	1100	62	263	54	0	158	26	420
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	45.6	77.9		0.8	32.2	32.2	38.3	38.3		38.0	38.0	38.0
Effective Green, g (s)	46.1	78.4		2.2	33.6	32.2	38.3	38.8		38.0	38.8	38.8
Actuated g/C Ratio	0.35	0.60		0.02	0.26	0.25	0.29	0.30		0.29	0.30	0.30
Clearance Time (s)	4.0	4.5		4.0	5.4	5.4	4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	561	2694		27	1209	355	337	460		361	511	429
v/s Ratio Prot	c0.32	0.23		0.00	c0.24			0.03			0.02	
v/s Ratio Perm						0.04	0.23			0.13		c0.29
v/c Ratio	0.91	0.39		0.04	0.91	0.18	0.78	0.12		0.44	0.05	0.98
Uniform Delay, d1	40.0	13.4		62.9	46.7	38.5	42.0	33.1		37.3	32.5	45.2
Progression Factor	1.00	1.00		1.46	0.55	0.19	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	19.0	0.4		0.3	8.3	0.7	10.8	0.1		0.6	0.0	37.5
Delay (s)	59.0	13.8		92.3	33.9	8.1	52.7	33.2		37.9	32.5	82.7
Level of Service	E	B		F	C	A	D	C		D	C	F
Approach Delay (s)		28.6			31.4			49.4			74.8	
Approach LOS		C			C			D			E	
Intersection Summary												
HCM 2000 Control Delay			42.8									D
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			130.0							11.5		
Intersection Capacity Utilization			102.6%									G
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Airway Drive/Peace Lane & Vilas Road

05/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	25	1245	90	90	1180	60	135	3	210	165	1	50
Future Volume (vph)	25	1245	90	90	1180	60	135	3	210	165	1	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1748	1485	1660	1748	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.05	1.00	1.00	0.05	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Satd. Flow (perm)	82	1748	1485	81	1748	1485	0	1748	1485	0	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	1311	95	95	1242	63	142	3	221	174	1	53
RTOR Reduction (vph)	0	0	31	0	0	19	0	0	119	0	0	52
Lane Group Flow (vph)	26	1311	64	95	1242	44	142	3	102	174	1	1
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	87.5	87.5	87.5	91.9	90.5	90.5	16.2	13.4	13.4	6.0	3.2	3.2
Effective Green, g (s)	87.5	88.9	87.5	91.9	91.9	90.5	16.2	13.4	13.4	6.0	3.2	3.2
Actuated g/C Ratio	0.67	0.68	0.67	0.71	0.71	0.70	0.12	0.10	0.10	0.05	0.02	0.02
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	87	1195	999	126	1235	1033	206	180	153	76	43	36
v/s Ratio Prot	0.01	c0.75		0.03	c0.71		c0.09	0.00		c0.10	0.00	
v/s Ratio Perm	0.19		0.04	0.50		0.03			0.07			0.00
v/c Ratio	0.30	1.10	0.06	0.75	1.01	0.04	0.69	0.02	0.66	2.29	0.02	0.04
Uniform Delay, d1	32.5	20.5	7.3	58.1	19.0	6.2	54.5	52.4	56.1	62.0	61.9	61.9
Progression Factor	1.00	1.00	1.00	0.71	0.90	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	56.8	0.1	18.9	25.3	0.1	8.5	0.0	9.4	619.6	0.2	0.3
Delay (s)	34.0	77.3	7.4	60.1	42.4	0.1	63.0	52.4	65.5	681.6	62.0	62.2
Level of Service	C	E	A	E	D	A	E	D	E	F	E	E
Approach Delay (s)		71.9			41.7			64.4			534.9	
Approach LOS		E			D			E			F	

Intersection Summary

HCM 2000 Control Delay	89.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↖		↖↗	↖↗	↖	↖	↖↗	↖
Traffic Volume (vph)	480	190	195	120	165	60	220	735	210	70	975	470
Future Volume (vph)	480	190	195	120	165	60	220	735	210	70	975	470
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1459	1598	1610		3190	3288	1449	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1459	1598	1610		3190	3288	1449	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	200	205	126	174	63	232	774	221	74	1026	495
RTOR Reduction (vph)	0	0	94	0	11	0	0	0	90	0	0	152
Lane Group Flow (vph)	505	200	111	126	226	0	232	774	131	74	1026	343
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	21.6	18.0	28.4	28.1	24.5		10.4	55.3	55.3	9.8	54.7	54.7
Effective Green, g (s)	21.6	19.4	31.2	28.1	25.9		10.4	56.7	56.7	9.8	56.1	56.1
Actuated g/C Ratio	0.17	0.15	0.24	0.22	0.20		0.08	0.44	0.44	0.08	0.43	0.43
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	530	258	379	345	320		255	1434	631	123	1418	626
v/s Ratio Prot	c0.16	0.12	0.03	0.08	c0.14		c0.07	0.24		0.05	c0.31	
v/s Ratio Perm			0.05						0.09			0.24
v/c Ratio	0.95	0.78	0.29	0.37	0.71		0.91	0.54	0.21	0.60	0.72	0.55
Uniform Delay, d1	53.7	53.2	40.4	43.4	48.5		59.3	27.0	22.7	58.2	30.5	27.5
Progression Factor	0.55	0.54	0.07	0.98	0.99		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.0	12.1	0.4	0.5	6.1		33.0	0.6	0.3	6.8	3.2	3.4
Delay (s)	55.3	40.7	3.4	42.9	54.1		92.3	27.7	23.0	65.0	33.8	30.9
Level of Service	E	D	A	D	D		F	C	C	E	C	C
Approach Delay (s)		40.4			50.2			39.1			34.3	
Approach LOS		D			D			D			C	

Intersection Summary

HCM 2000 Control Delay	38.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

30: Crater Lake Ave & Vilas Road

05/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↗	↖	↖	↕	↗		↕	
Traffic Volume (vph)	45	260	165	35	215	20	110	140	45	15	225	20
Future Volume (vph)	45	260	165	35	215	20	110	140	45	15	225	20
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	4.0	5.4	4.0		5.4	4.0	5.4		4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Frt		1.00	0.85	1.00	0.99		1.00	1.00	0.85		0.99	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1561	1337	1494	1553		1494	1573	1337		1552	
Flt Permitted		0.93	1.00	0.56	1.00		0.33	1.00	1.00		0.98	
Satd. Flow (perm)		1468	1337	877	1553		524	1573	1337		1520	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	274	174	37	226	21	116	147	47	16	237	21
RTOR Reduction (vph)	0	11	57	0	4	0	0	16	38	0	156	0
Lane Group Flow (vph)	0	310	117	37	243	0	116	131	9	0	118	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8		8	4		
Actuated Green, G (s)		42.2	42.2	42.2	42.2		12.0	12.0	12.0		12.0	
Effective Green, g (s)		43.6	43.6	42.2	43.6		12.0	13.4	12.0		13.4	
Actuated g/C Ratio		0.67	0.67	0.65	0.67		0.18	0.21	0.18		0.21	
Clearance Time (s)		5.4	5.4	5.4	5.4		5.4	5.4	5.4		5.4	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		2.5	2.5	2.5		2.5	
Lane Grp Cap (vph)		984	896	569	1041		96	324	246		313	
v/s Ratio Prot					0.16			0.08				
v/s Ratio Perm		c0.21	0.09	0.04			c0.22		0.01		0.08	
v/c Ratio		0.31	0.13	0.07	0.23		1.21	0.40	0.04		0.38	
Uniform Delay, d1		4.5	3.9	4.2	4.2		26.5	22.3	21.7		22.2	
Progression Factor		0.51	0.50	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2		0.8	0.3	0.0	0.1		158.2	0.6	0.0		0.6	
Delay (s)		3.1	2.2	4.2	4.3		184.7	22.9	21.8		22.8	
Level of Service		A	A	A	A		F	C	C		C	
Approach Delay (s)		2.8			4.3			83.3			22.8	
Approach LOS		A			A			F			C	

Intersection Summary
























HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/10/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	125	365	1	525	523	315	5	490	675	320	780	297	
Future Volume (vph)	125	365	1	525	523	315	5	490	675	320	780	297	
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	*0.98	0.88	0.97	*0.98		
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99		
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1598	3195		3130	1698	1421	1629	3360	2502	3189	3228		
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.15	1.00	1.00	0.29	1.00		
Satd. Flow (perm)	1598	3195		3130	1698	1421	260	3360	2502	981	3228		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	132	384	1	553	551	332	5	516	711	337	821	313	
RTOR Reduction (vph)	0	0	0	0	0	159	0	0	504	0	42	0	
Lane Group Flow (vph)	132	385	0	553	551	173	5	516	207	337	1092	0	
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2	
Confl. Bikes (#/hr)			2			2			2			2	
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		
Protected Phases	5	2		1	6		3	8		7	4		
Permitted Phases						6	8		8	4			
Actuated Green, G (s)	9.3	15.9		26.3	32.3	32.3	31.6	26.4	26.4	39.0	30.1		
Effective Green, g (s)	9.3	16.7		26.3	33.7	32.3	31.6	27.8	27.8	39.0	31.5		
Actuated g/C Ratio	0.10	0.17		0.27	0.35	0.34	0.33	0.29	0.29	0.41	0.33		
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0		
Lane Grp Cap (vph)	155	557		860	597	479	160	976	726	605	1062		
v/s Ratio Prot	c0.08	0.12		0.18	c0.32		0.00	0.15		c0.05	c0.34		
v/s Ratio Perm						0.12	0.01		0.08	0.18			
v/c Ratio	0.85	0.69		0.64	0.92	0.36	0.03	0.53	0.28	0.56	1.03		
Uniform Delay, d1	42.5	37.1		30.6	29.8	23.9	24.2	28.5	26.3	19.6	32.1		
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	33.3	3.4		1.5	20.0	0.3	0.1	0.7	0.3	0.9	35.2		
Delay (s)	75.9	40.5		32.0	49.7	24.3	24.2	29.1	26.6	20.5	67.3		
Level of Service	E	D		C	D	C	C	C	C	C	E		
Approach Delay (s)		49.5			37.0			27.6			56.6		
Approach LOS		D			D			C			E		
Intersection Summary													
HCM 2000 Control Delay			42.1									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.94										
Actuated Cycle Length (s)			95.7									Sum of lost time (s)	16.0
Intersection Capacity Utilization			85.9%									ICU Level of Service	E
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 90: Table Rock Road & Biddle Rd/Biddle Road

05/10/2018

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖	↕	↖	↖	↕↗		↖	↕	↖
Traffic Volume (vph)	355	435	255	1	670	340	85	470	5	325	585	400
Future Volume (vph)	355	435	255	1	670	340	85	470	5	325	585	400
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1370	1629	3257	1435	1598	3191		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.24	1.00		0.33	1.00	1.00
Satd. Flow (perm)	3016	3207	1370	1629	3257	1435	406	3191		546	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	374	458	268	1	705	358	89	495	5	342	616	421
RTOR Reduction (vph)	0	0	179	0	0	246	0	1	0	0	0	173
Lane Group Flow (vph)	374	458	89	1	705	112	89	499	0	342	616	248
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	15.5	41.8	41.8	2.5	28.8	28.8	54.2	45.4		70.9	58.1	58.1
Effective Green, g (s)	15.5	43.2	43.2	2.5	30.2	30.2	54.2	46.8		70.9	59.5	59.5
Actuated g/C Ratio	0.12	0.33	0.33	0.02	0.23	0.23	0.42	0.36		0.55	0.46	0.46
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	359	1065	455	31	756	333	249	1148		464	748	627
v/s Ratio Prot	c0.12	0.14		0.00	c0.22		0.02	0.16		c0.12	c0.38	
v/s Ratio Perm			0.06			0.08	0.12			0.28		0.18
v/c Ratio	1.04	0.43	0.20	0.03	0.93	0.34	0.36	0.43		0.74	0.82	0.40
Uniform Delay, d1	57.2	33.8	31.0	62.6	48.9	41.5	25.2	31.6		18.6	30.7	23.3
Progression Factor	0.90	0.92	2.82	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	57.4	1.2	0.9	0.3	18.5	0.8	0.6	0.2		5.7	7.2	0.3
Delay (s)	108.7	32.5	88.3	62.9	67.4	42.4	25.8	31.8		24.3	37.8	23.6
Level of Service	F	C	F	E	E	D	C	C		C	D	C
Approach Delay (s)		72.0			58.9			30.9			30.2	
Approach LOS		E			E			C			C	

Intersection Summary		
HCM 2000 Control Delay	48.8	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.89	D
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	81.2%	16.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		D

HCM Signalized Intersection Capacity Analysis

173: Bypass NB & Vilas Road

05/10/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			  							
Traffic Volume (vph)	1040	680	0	0	690	185	1	1	180	0	0	0
Future Volume (vph)	1040	680	0	0	690	185	1	1	180	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	4.0		5.0	4.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.98	1.00			
Satd. Flow (prot)	3109	3109			4909	1391		1463	1275			
Flt Permitted	0.95	1.00			1.00	1.00		0.98	1.00			
Satd. Flow (perm)	3109	3109			4909	1391		1463	1275			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1095	716	0	0	726	195	1	1	189	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1095	716	0	0	726	195	0	2	189	0	0	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	5	2			6		8	8				
Permitted Phases						Free			Free			
Actuated Green, G (s)	55.0	46.6			36.4	130.0		3.0	130.0			
Effective Green, g (s)	55.0	46.6			36.4	130.0		3.0	130.0			
Actuated g/C Ratio	0.42	0.36			0.28	1.00		0.02	1.00			
Clearance Time (s)	5.0	5.0			5.0			5.0				
Vehicle Extension (s)	2.5	2.5			2.5			2.5				
Lane Grp Cap (vph)	1315	1114			1374	1391		33	1275			
v/s Ratio Prot	c0.35	0.23			c0.15			0.00				
v/s Ratio Perm						0.14			c0.15			
v/c Ratio	0.83	0.64			0.53	0.14		0.06	0.15			
Uniform Delay, d1	33.4	34.8			39.5	0.0		62.1	0.0			
Progression Factor	0.19	0.46			0.83	1.00		1.00	1.00			
Incremental Delay, d2	2.7	0.7			0.2	0.2		0.6	0.2			
Delay (s)	9.2	16.7			32.9	0.2		62.7	0.2			
Level of Service	A	B			C	A		E	A			
Approach Delay (s)		12.2			26.0			0.9			0.0	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			15.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			60.1%				ICU Level of Service			B		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

175: Bypass SB & Vilas Road

05/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑						↖	↗↘
Traffic Volume (vph)	0	1595	30	110	585	0	0	0	0	130	1	755
Future Volume (vph)	0	1595	30	110	585	0	0	0	0	130	1	755
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0	4.0	5.0	5.0						5.0	4.0
Lane Util. Factor		0.86	1.00	1.00	0.95						1.00	0.88
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		5629	1391	1555	3109						1429	2244
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		5629	1391	1555	3109						1429	2244
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1679	32	116	616	0	0	0	0	137	1	795
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1679	32	116	616	0	0	0	0	0	138	795
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type		NA	Free	Prot	NA					Split	NA	Free
Protected Phases		2		1	6					4	4	
Permitted Phases			Free									Free
Actuated Green, G (s)		46.6	130.0	44.8	36.4						15.6	130.0
Effective Green, g (s)		46.6	130.0	44.8	36.4						15.6	130.0
Actuated g/C Ratio		0.36	1.00	0.34	0.28						0.12	1.00
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		2.5		2.5	2.5						2.5	
Lane Grp Cap (vph)		2017	1391	535	870						171	2244
v/s Ratio Prot		c0.30		0.07	c0.20						c0.10	
v/s Ratio Perm			0.02									c0.35
v/c Ratio		0.83	0.02	0.22	0.71						0.81	0.35
Uniform Delay, d1		38.1	0.0	30.2	42.0						55.7	0.0
Progression Factor		0.85	1.00	0.24	0.19						1.00	1.00
Incremental Delay, d2		0.3	0.0	0.8	2.1						32.1	0.4
Delay (s)		32.6	0.0	8.1	10.2						87.9	0.4
Level of Service		C	A	A	B						F	A
Approach Delay (s)		32.0			9.9			0.0			13.4	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-11: Synchro Unsignalized Intersection Capacity Reports Scenario 2 Tier 1 (S2T1)

HCM 2010 TWSC

1: Lear Way & Vilas Road

02/23/2018

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑	↑	↑
Traffic Vol, veh/h	900	150	65	955	160	130
Future Vol, veh/h	900	150	65	955	160	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	0	3	0	0
Mvmt Flow	947	158	68	1005	168	137

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	947	0	1586
Stage 1	-	-	-	-	947
Stage 2	-	-	-	-	639
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	733	-	~ 101
Stage 1	-	-	-	-	342
Stage 2	-	-	-	-	493
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	733	-	~ 80
Mov Cap-2 Maneuver	-	-	-	-	202
Stage 1	-	-	-	-	342
Stage 2	-	-	-	-	389

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	47.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	202	542	-	-	733	-
HCM Lane V/C Ratio	0.834	0.252	-	-	0.093	-
HCM Control Delay (s)	75.3	13.9	-	-	10.4	1
HCM Lane LOS	F	B	-	-	B	A
HCM 95th %tile Q(veh)	6.1	1	-	-	0.3	-

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

Figure H-12: Synchro Signalized Intersection Capacity Reports Scenario 2 Tier 1 (S2T1)

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/04/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	1075	135	1	1150	110	270	60	2	140	40	815
Future Volume (vph)	350	1075	135	1	1150	110	270	60	2	140	40	815
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0	5.4	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4467		1629	4680	1421	1473	1544		1627	1714	1457
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.70	1.00	1.00
Satd. Flow (perm)	1583	4467		1629	4680	1421	1131	1544		1194	1714	1457
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	368	1132	142	1	1211	116	284	63	2	147	42	858
RTOR Reduction (vph)	0	15	0	0	0	66	0	1	0	0	0	343
Lane Group Flow (vph)	368	1259	0	1	1211	50	284	64	0	147	42	515
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Prot
Protected Phases	5	2		1	6		3	8		7	4	4
Permitted Phases						6	8			4		
Actuated Green, G (s)	29.0	45.2		18.2	33.5	33.5	17.9	12.0		54.1	43.4	43.4
Effective Green, g (s)	29.5	45.7		19.6	34.9	33.5	17.9	12.5		54.1	44.2	44.2
Actuated g/C Ratio	0.23	0.35		0.15	0.27	0.26	0.14	0.10		0.42	0.34	0.34
Clearance Time (s)	4.0	4.5		4.0	5.4	5.4	4.0	4.5		4.0	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	359	1570		245	1256	366	171	148		622	582	495
v/s Ratio Prot	c0.23	0.28		0.00	c0.26		c0.08	0.04		0.07	0.02	c0.35
v/s Ratio Perm						0.04	c0.15			0.03		
v/c Ratio	1.03	0.80		0.00	0.96	0.14	1.66	0.43		0.24	0.07	1.04
Uniform Delay, d1	50.2	38.1		46.9	46.9	37.1	54.6	55.4		25.4	29.0	42.9
Progression Factor	1.00	1.00		0.70	0.55	0.34	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	54.1	4.4		0.0	13.3	0.5	321.8	1.5		0.1	0.0	51.2
Delay (s)	104.3	42.5		32.8	39.1	13.0	376.4	56.9		25.6	29.1	94.1
Level of Service	F	D		C	D	B	F	E		C	C	F
Approach Delay (s)		56.3			36.9			316.9			81.9	
Approach LOS		E			D			F			F	
Intersection Summary												
HCM 2000 Control Delay			77.4									E
HCM 2000 Volume to Capacity ratio			1.09									
Actuated Cycle Length (s)			130.0								15.5	
Intersection Capacity Utilization			102.6%									G
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: Airway Dr/Peace Lane & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (vph)	30	1566	80	120	1465	90	120	3	200	85	3	115
Future Volume (vph)	30	1566	80	120	1465	90	120	3	200	85	3	115
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	3320	1485	1660	3320	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.12	1.00	1.00	0.09	1.00	1.00	0.76	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	201	3320	1485	160	3320	1485	1321	1748	1485	1321	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	1648	84	126	1542	95	126	3	211	89	3	121
RTOR Reduction (vph)	0	0	29	0	0	21	0	0	137	0	0	106
Lane Group Flow (vph)	32	1648	55	126	1542	74	126	3	74	89	3	15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	77.3	72.5	72.5	85.7	76.7	76.7	13.7	13.7	13.7	13.7	13.7	13.7
Effective Green, g (s)	77.3	73.9	72.5	85.7	78.1	76.7	13.7	15.1	13.7	13.7	15.1	13.7
Actuated g/C Ratio	0.70	0.67	0.66	0.78	0.71	0.70	0.12	0.14	0.12	0.12	0.14	0.12
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	204	2230	978	247	2357	1035	164	239	184	164	239	184
v/s Ratio Prot	0.01	c0.50		c0.04	c0.46			0.00			0.00	
v/s Ratio Perm	0.10		0.04	0.35		0.05	c0.10		0.05	0.07		0.01
v/c Ratio	0.16	0.74	0.06	0.51	0.65	0.07	0.77	0.01	0.40	0.54	0.01	0.08
Uniform Delay, d1	15.4	11.8	6.6	25.0	8.6	5.3	46.6	41.0	44.4	45.2	41.0	42.6
Progression Factor	1.00	1.00	1.00	1.06	0.58	0.01	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	2.2	0.1	0.6	0.7	0.1	20.2	0.0	2.0	4.5	0.0	0.3
Delay (s)	15.7	14.0	6.8	27.1	5.7	0.1	66.9	41.0	46.4	49.7	41.0	42.8
Level of Service	B	B	A	C	A	A	E	D	D	D	D	D
Approach Delay (s)		13.7			6.9			53.9			45.7	
Approach LOS		B			A			D			D	

Intersection Summary

HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↗		↖↗	↖↗	↖	↖	↖↗	↖
Traffic Volume (vph)	500	300	225	120	220	55	305	695	205	75	940	495
Future Volume (vph)	500	300	225	120	220	55	305	695	205	75	940	495
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1458	1598	1628		3190	3288	1449	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1458	1598	1628		3190	3288	1449	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	526	316	237	126	232	58	321	732	216	79	989	521
RTOR Reduction (vph)	0	0	78	0	8	0	0	0	98	0	0	337
Lane Group Flow (vph)	526	316	159	126	282	0	321	732	118	79	989	184
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	20.1	31.7	44.7	13.6	25.2		13.0	44.3	44.3	8.6	39.9	39.9
Effective Green, g (s)	20.1	33.1	47.5	13.6	26.6		13.0	45.7	45.7	8.6	41.3	41.3
Actuated g/C Ratio	0.17	0.28	0.41	0.12	0.23		0.11	0.39	0.39	0.07	0.35	0.35
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	548	489	591	185	370		354	1284	565	120	1160	512
v/s Ratio Prot	c0.16	0.18	0.03	0.08	c0.17		c0.10	0.22		0.05	c0.30	
v/s Ratio Perm			0.08						0.08			0.13
v/c Ratio	0.96	0.65	0.27	0.68	0.76		0.91	0.57	0.21	0.66	0.85	0.36
Uniform Delay, d1	48.0	36.8	23.2	49.6	42.3		51.4	27.9	23.7	52.8	35.0	28.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	28.2	2.6	0.2	9.1	8.6		25.7	0.9	0.3	11.1	6.7	0.8
Delay (s)	76.3	39.4	23.4	58.7	50.9		77.1	28.8	24.0	63.8	41.7	28.8
Level of Service	E	D	C	E	D		E	C	C	E	D	C
Approach Delay (s)		53.9			53.2			40.2			38.6	
Approach LOS		D			D			D			D	

Intersection Summary

HCM 2000 Control Delay	44.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	117.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

30: Crater Lake Ave & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕↕			↕↕	
Traffic Volume (vph)	55	310	220	35	225	20	150	135	50	15	225	20
Future Volume (vph)	55	310	220	35	225	20	150	135	50	15	225	20
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	5.4		4.0			4.0			4.0	
Lane Util. Factor		0.95	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.99			0.98			0.99	
Flt Protected		0.99	1.00		0.99			0.98			1.00	
Satd. Flow (prot)		3296	1485		1720			1675			1724	
Flt Permitted		0.88	1.00		0.90			0.78			0.97	
Satd. Flow (perm)		2927	1485		1563			1327			1673	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	326	232	37	237	21	158	142	53	16	237	21
RTOR Reduction (vph)	0	0	165	0	5	0	0	13	0	0	6	0
Lane Group Flow (vph)	0	384	67	0	290	0	0	340	0	0	268	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		9.3	9.3		9.3			11.9			11.9	
Effective Green, g (s)		10.7	9.3		10.7			13.3			13.3	
Actuated g/C Ratio		0.33	0.29		0.33			0.42			0.42	
Clearance Time (s)		5.4	5.4		5.4			5.4			5.4	
Vehicle Extension (s)		2.5	2.5		2.5			2.5			2.5	
Lane Grp Cap (vph)		978	431		522			551			695	
v/s Ratio Prot												
v/s Ratio Perm		0.13	0.05		0.19			0.26			0.16	
v/c Ratio		0.39	0.16		0.55			0.62			0.39	
Uniform Delay, d1		8.2	8.4		8.7			7.3			6.5	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.2	0.1		1.0			1.8			0.3	
Delay (s)		8.4	8.6		9.7			9.1			6.8	
Level of Service		A	A		A			A			A	
Approach Delay (s)		8.4			9.7			9.1			6.8	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	32.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↗	↖	↗	
Traffic Volume (vph)	81	329	2	701	571	405	1	491	964	365	819	254
Future Volume (vph)	81	329	2	701	571	405	1	491	964	365	819	254
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	*0.98	0.88	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	3193		3130	1698	1421	1628	3360	2500	1644	3259	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.17	1.00	1.00	0.26	1.00	
Satd. Flow (perm)	1598	3193		3130	1698	1421	284	3360	2500	442	3259	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	85	346	2	738	601	426	1	517	1015	384	862	267
RTOR Reduction (vph)	0	0	0	0	0	228	0	0	633	0	24	0
Lane Group Flow (vph)	85	348	0	738	601	198	1	517	382	384	1105	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8		8	4		
Actuated Green, G (s)	7.7	22.6		27.5	41.8	41.8	28.9	28.2	28.2	50.4	45.7	
Effective Green, g (s)	7.7	23.4		27.5	43.2	41.8	28.9	29.6	29.6	50.4	47.1	
Actuated g/C Ratio	0.07	0.20		0.24	0.38	0.36	0.25	0.26	0.26	0.44	0.41	
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	107	651		750	639	517	79	867	645	384	1338	
v/s Ratio Prot	0.05	0.11		c0.24	c0.35		0.00	0.15		c0.16	0.34	
v/s Ratio Perm						0.14	0.00		0.15	c0.28		
v/c Ratio	0.79	0.53		0.98	0.94	0.38	0.01	0.60	0.59	1.00	0.83	
Uniform Delay, d1	52.7	40.8		43.4	34.5	26.9	32.6	37.3	37.3	26.4	30.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	31.3	0.7		28.7	22.1	0.3	0.0	1.3	1.7	45.9	4.5	
Delay (s)	84.0	41.4		72.1	56.6	27.3	32.6	38.6	39.0	72.4	34.7	
Level of Service	F	D		E	E	C	C	D	D	E	C	
Approach Delay (s)		49.8			56.0			38.9			44.2	
Approach LOS		D			E			D			D	

Intersection Summary

HCM 2000 Control Delay	47.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	114.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖	↕	↖	↖	↕↗		↖	↕	↖
Traffic Volume (vph)	560	435	225	1	640	350	50	480	1	355	605	565
Future Volume (vph)	560	435	225	1	640	350	50	480	1	355	605	565
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1370	1629	3257	1434	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.25	1.00		0.31	1.00	1.00
Satd. Flow (perm)	3016	3207	1370	1629	3257	1434	415	3195		505	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	589	458	237	1	674	368	53	505	1	374	637	595
RTOR Reduction (vph)	0	0	151	0	0	294	0	0	0	0	0	227
Lane Group Flow (vph)	589	458	86	1	674	74	53	506	0	374	637	368
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	21.9	45.7	45.7	1.1	24.9	24.9	47.1	41.1		68.4	58.4	58.4
Effective Green, g (s)	21.9	47.1	47.1	1.1	26.3	26.3	47.1	42.5		68.4	59.8	59.8
Actuated g/C Ratio	0.17	0.36	0.36	0.01	0.20	0.20	0.36	0.33		0.53	0.46	0.46
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	508	1161	496	13	658	290	204	1044		453	752	630
v/s Ratio Prot	c0.20	0.14		0.00	c0.21		0.01	0.16		c0.15	c0.39	
v/s Ratio Perm			0.06			0.05	0.08			0.29		0.27
v/c Ratio	1.16	0.39	0.17	0.08	1.02	0.26	0.26	0.48		0.83	0.85	0.58
Uniform Delay, d1	54.0	30.8	28.2	63.9	51.9	43.6	28.6	35.0		21.0	31.1	25.9
Progression Factor	0.48	0.43	0.19	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	89.1	0.8	0.6	1.8	41.4	0.6	0.5	0.3		11.4	8.6	1.2
Delay (s)	114.8	14.2	5.9	65.8	93.2	44.3	29.1	35.3		32.4	39.7	27.1
Level of Service	F	B	A	E	F	D	C	D		C	D	C
Approach Delay (s)		58.8			75.9			34.7			33.3	
Approach LOS		E			E			C			C	

Intersection Summary

HCM 2000 Control Delay	50.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

173: Bypass NB & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕			↕↕↕	↗		↕	↗			
Traffic Volume (vph)	1120	840	0	0	935	180	5	1	210	0	0	0
Future Volume (vph)	1120	840	0	0	935	180	5	1	210	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (prot)	3109	3109			4909	1391		1440	1275			
Flt Permitted	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (perm)	3109	3109			4909	1391		1440	1275			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1179	884	0	0	984	189	5	1	221	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	146	0	0	58	0	0	0
Lane Group Flow (vph)	1179	884	0	0	984	43	0	6	163	0	0	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type	Prot	NA			NA	Perm	custom	NA	custom			
Protected Phases	5	2			6			8				
Permitted Phases						6	3		2 8			
Actuated Green, G (s)	43.0	49.0			25.0	25.0		27.0	81.0			
Effective Green, g (s)	43.0	49.0			25.0	25.0		27.0	81.0			
Actuated g/C Ratio	0.39	0.45			0.23	0.23		0.25	0.74			
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0				
Vehicle Extension (s)	4.0	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	1215	1384			1115	316		353	938			
v/s Ratio Prot	c0.38	0.28			c0.20							
v/s Ratio Perm						0.03		0.00	c0.13			
v/c Ratio	0.97	0.64			0.88	0.14		0.02	0.17			
Uniform Delay, d1	32.9	23.6			41.1	33.9		31.4	4.4			
Progression Factor	0.20	0.24			1.00	1.00		1.00	1.00			
Incremental Delay, d2	14.0	0.6			8.4	0.1		0.0	0.1			
Delay (s)	20.7	6.2			49.5	34.0		31.5	4.4			
Level of Service	C	A			D	C		C	A			
Approach Delay (s)		14.5			47.0			5.2			0.0	
Approach LOS		B			D			A			A	

Intersection Summary

HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

175: Bypass SB & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑						↖	↗↘
Traffic Volume (vph)	0	1825	25	145	795	0	0	0	0	135	1	880
Future Volume (vph)	0	1825	25	145	795	0	0	0	0	135	1	880
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.86	1.00	1.00	0.95						1.00	0.88
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		5629	1391	1555	3109						1429	2244
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		5629	1391	1555	3109						1429	2244
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1921	26	153	837	0	0	0	0	142	1	926
RTOR Reduction (vph)	0	0	14	0	0	0	0	0	0	0	0	446
Lane Group Flow (vph)	0	1921	12	153	837	0	0	0	0	0	143	480
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type		NA	Perm	Prot	NA						Prot	NA custom
Protected Phases		2		1	6						8	4
Permitted Phases			2									6 4
Actuated Green, G (s)		49.0	49.0	19.0	25.0						27.0	57.0
Effective Green, g (s)		49.0	49.0	19.0	25.0						27.0	57.0
Actuated g/C Ratio		0.45	0.45	0.17	0.23						0.25	0.52
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						2.5	
Lane Grp Cap (vph)		2507	619	268	706						350	1162
v/s Ratio Prot		c0.34		0.10	c0.27						0.10	
v/s Ratio Perm			0.01									c0.21
v/c Ratio		0.77	0.02	0.57	1.19						0.41	0.41
Uniform Delay, d1		25.7	17.1	41.8	42.5						34.8	16.2
Progression Factor		0.69	1.00	0.21	0.28						1.00	1.00
Incremental Delay, d2		1.0	0.0	1.1	90.4						1.1	0.2
Delay (s)		18.8	17.1	9.7	102.2						35.9	16.4
Level of Service		B	B	A	F						D	B
Approach Delay (s)		18.8			87.9			0.0			19.0	
Approach LOS		B			F			A			B	
Intersection Summary												
HCM 2000 Control Delay			35.9									HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			110.0								20.0	Sum of lost time (s)
Intersection Capacity Utilization			73.6%									ICU Level of Service D
Analysis Period (min)			15									
c Critical Lane Group												

Figure H-13: Synchro Unsignalized Intersection Capacity Reports Scenario 3 Tier 1 (S3T1)

HCM 2010 TWSC

1: Lear Way & Vilas Road

02/22/2018

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	745	30	260	760	30	205
Future Vol, veh/h	745	30	260	760	30	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	0	3	0	0
Mvmt Flow	784	32	274	800	32	216
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	816	0	2147	800
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	1347	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	820	-	54	388
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	245	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	820	-	~ 22	388
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	98	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	3	32			
HCM LOS			D			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	388	-	-	820	-
HCM Lane V/C Ratio	0.4	0.556	-	-	0.334	-
HCM Control Delay (s)	78.1	25.3	-	-	11.6	0
HCM Lane LOS	F	D	-	-	B	A
HCM 95th %tile Q(veh)	1.6	3.3	-	-	1.5	-
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	0	25	0	940	890	0
Future Vol, veh/h	0	25	0	940	890	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	26	0	989	937	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1434	470	939	0	-	0
Stage 1	939	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	545	738	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	544	738	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	583	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	738	-	544	-	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	0	0	940	100	0	915
Future Vol, veh/h	0	0	940	100	0	915
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	989	105	0	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	549	0	0	1097
Stage 1	1044	-	-	-	-
Stage 2	482	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	485	-	-	644
Stage 1	305	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	484	-	-	644
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Intersection Delay, s/veh	38.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	↔
Traffic Vol, veh/h	125	275	395	2	240	2	340	5	2	2	15	175
Future Vol, veh/h	125	275	395	2	240	2	340	5	2	2	15	175
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	132	289	416	2	253	2	358	5	2	2	16	184
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	43.6	24.2	47.2	16.4
HCM LOS	E	C	E	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	31%	0%	1%	12%	0%
Vol Thru, %	0%	71%	69%	0%	98%	88%	0%
Vol Right, %	0%	29%	0%	100%	1%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	340	7	400	395	244	17	175
LT Vol	340	0	125	0	2	2	0
Through Vol	0	5	275	0	240	15	0
RT Vol	0	2	0	395	2	0	175
Lane Flow Rate	358	7	421	416	257	18	184
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.87	0.016	0.923	0.81	0.609	0.045	0.418
Departure Headway (Hd)	8.754	8.029	7.892	7.012	8.532	8.956	8.164
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	412	444	459	511	421	398	438
Service Time	6.53	5.804	5.686	4.805	6.627	6.746	5.953
HCM Lane V/C Ratio	0.869	0.016	0.917	0.814	0.61	0.045	0.42
HCM Control Delay	47.9	10.9	53.5	33.5	24.2	12.2	16.8
HCM Lane LOS	E	B	F	D	C	B	C
HCM 95th-tile Q	8.7	0	10.5	7.8	3.9	0.1	2

Figure H-14: Synchro Signalized Intersection Capacity Reports Scenario 3 Tier 1 (S3T1)

**HCM Signalized Intersection Capacity Analysis
3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd**

05/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	405	895	85	4	990	115	240	50	1	140	30	850
Future Volume (vph)	405	895	85	4	990	115	240	50	1	140	30	850
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4485		1629	4595		1472	1547		1627	1714	1457
Flt Permitted	0.95	1.00		0.95	1.00		0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4485		1629	4595		1141	1547		1236	1714	1457
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	426	942	89	4	1042	121	253	53	1	147	32	895
RTOR Reduction (vph)	0	8	0	0	11	0	0	1	0	0	0	372
Lane Group Flow (vph)	426	1023	0	4	1152	0	253	53	0	147	32	523
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Prot
Protected Phases	5	2		1	6			8			4	4
Permitted Phases							8			4		
Actuated Green, G (s)	38.6	69.4		0.8	30.7		46.8	46.8		46.5	46.5	46.5
Effective Green, g (s)	39.1	69.9		2.2	32.1		46.8	47.3		46.5	47.3	47.3
Actuated g/C Ratio	0.30	0.54		0.02	0.25		0.36	0.36		0.36	0.36	0.36
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	476	2411		27	1134		410	562		442	623	530
v/s Ratio Prot	c0.27	0.23		0.00	c0.25			0.03			0.02	c0.36
v/s Ratio Perm							0.22			0.12		
v/c Ratio	0.89	0.42		0.15	1.02		0.62	0.09		0.33	0.05	0.99
Uniform Delay, d1	43.5	18.0		63.0	49.0		34.2	27.2		30.4	26.8	41.0
Progression Factor	1.00	1.00		1.29	0.50		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.9	0.5		1.5	28.2		2.4	0.1		0.3	0.0	35.3
Delay (s)	62.4	18.5		82.7	52.9		36.6	27.3		30.8	26.8	76.3
Level of Service	E	B		F	D		D	C		C	C	E
Approach Delay (s)		31.4			53.0			35.0			68.6	
Approach LOS		C			D			C			E	
Intersection Summary												
HCM 2000 Control Delay			47.9				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			11.5		
Intersection Capacity Utilization			103.4%				ICU Level of Service			G		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr/Peace Ln & Vilas Road

05/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	35	1025	100	90	1100	65	165	1	170	130	3	85
Future Volume (vph)	35	1025	100	90	1100	65	165	1	170	130	3	85
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	3.4	4.8	4.8	3.4	4.8	4.8	4.6	5.4	4.0	4.0	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1748	1485	1660	1748	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.40	1.00	1.00	1.00	1.00	1.00	0.53	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	699	1748	1485	1748	1748	1485	927	1748	1485	1323	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	1079	105	95	1158	68	174	1	179	137	3	89
RTOR Reduction (vph)	0	0	39	0	0	22	0	0	165	0	0	85
Lane Group Flow (vph)	37	1079	66	95	1158	46	174	1	14	137	3	4
Turn Type	custom	NA	Perm	custom	NA	Perm	custom	NA	Perm	custom	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	1		2	5		6	7		8	3		4
Actuated Green, G (s)	13.2	80.2	80.2	13.2	87.8	87.8	24.5	10.4	10.4	24.5	6.5	6.5
Effective Green, g (s)	13.2	81.6	80.2	13.2	89.2	87.8	24.5	11.2	10.4	24.5	7.3	6.5
Actuated g/C Ratio	0.10	0.63	0.62	0.10	0.69	0.68	0.19	0.09	0.08	0.19	0.06	0.05
Clearance Time (s)	4.0	4.8	4.8	4.8	4.8	4.8	4.8	5.4	5.4	4.0	4.8	4.8
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	2.5	2.5	2.5
Lane Grp Cap (vph)	94	1097	916	170	1199	1002	254	150	118	276	98	74
v/s Ratio Prot	0.01	c0.62		0.04	c0.66		c0.07	0.00		0.04	0.00	
v/s Ratio Perm	0.03		0.04	0.01		0.03	c0.05		0.01	0.05		0.00
v/c Ratio	0.39	0.98	0.07	0.56	0.97	0.05	0.69	0.01	0.12	0.50	0.03	0.06
Uniform Delay, d1	53.8	23.5	10.0	54.4	19.0	7.1	47.9	54.3	55.6	47.8	58.0	58.8
Progression Factor	1.00	1.00	1.00	1.41	0.86	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0	23.1	0.0	2.8	17.4	0.1	6.8	0.0	0.6	1.0	0.1	0.2
Delay (s)	55.8	46.6	10.0	79.6	33.8	0.1	54.7	54.3	56.2	48.8	58.1	59.1
Level of Service	E	D	B	E	C	A	D	D	E	D	E	E
Approach Delay (s)		43.8			35.3			55.4			52.9	
Approach LOS		D			D			E			D	

Intersection Summary

HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↖↗		↖↗	↖↗	↖	↖	↖↗	↖
Traffic Volume (vph)	370	400	180	170	470	115	165	710	290	100	920	385
Future Volume (vph)	370	400	180	170	470	115	165	710	290	100	920	385
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1457	1598	3094		3190	3288	1434	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1457	1598	3094		3190	3288	1434	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	389	421	189	179	495	121	174	747	305	105	968	405
RTOR Reduction (vph)	0	0	49	0	18	0	0	0	140	0	0	144
Lane Group Flow (vph)	389	421	140	179	598	0	174	747	165	105	968	261
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	18.3	33.7	43.2	17.6	33.0		9.5	48.9	48.9	11.0	50.4	50.4
Effective Green, g (s)	18.3	35.1	46.0	17.6	34.4		9.5	50.3	50.3	11.0	51.8	51.8
Actuated g/C Ratio	0.14	0.27	0.35	0.14	0.26		0.07	0.39	0.39	0.08	0.40	0.40
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	449	467	515	216	818		233	1272	554	139	1310	578
v/s Ratio Prot	0.12	c0.24	0.02	0.11	c0.19		0.05	0.23		c0.06	c0.29	
v/s Ratio Perm			0.07						0.11			0.18
v/c Ratio	0.87	0.90	0.27	0.83	0.73		0.75	0.59	0.30	0.76	0.74	0.45
Uniform Delay, d1	54.7	45.8	30.0	54.7	43.6		59.1	31.6	27.6	58.2	33.3	28.7
Progression Factor	0.69	0.63	0.75	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.2	18.4	0.3	21.9	3.2		12.3	1.0	0.5	19.7	3.8	2.5
Delay (s)	52.0	47.3	22.9	76.6	46.8		71.3	32.6	28.1	77.9	37.1	31.2
Level of Service	D	D	C	E	D		E	C	C	E	D	C
Approach Delay (s)		44.5			53.5			37.0			38.4	
Approach LOS		D			D			D			D	

Intersection Summary

HCM 2000 Control Delay	42.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖↗	↑	↗	↖	↑↑	↗↘	↖	↑↘	
Traffic Volume (vph)	110	295	3	463	571	280	1	586	649	200	787	279
Future Volume (vph)	110	295	3	463	571	280	1	586	649	200	787	279
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	*0.98	0.88	1.00	*0.98	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	1682	1408	3130	1698	1421	1628	3360	2501	1644	3236	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.14	1.00	1.00	0.23	1.00	
Satd. Flow (perm)	1598	1682	1408	3130	1698	1421	248	3360	2501	392	3236	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	311	3	487	601	295	1	617	683	211	828	294
RTOR Reduction (vph)	0	0	2	0	0	127	0	0	482	0	35	0
Lane Group Flow (vph)	116	311	1	487	601	168	1	617	201	211	1087	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Actuated Green, G (s)	8.4	20.6	20.6	22.8	34.4	34.4	28.6	27.6	27.6	41.1	36.1	
Effective Green, g (s)	8.4	21.4	21.4	22.8	35.8	34.4	28.6	29.0	29.0	41.1	37.5	
Actuated g/C Ratio	0.09	0.22	0.22	0.23	0.36	0.35	0.29	0.29	0.29	0.42	0.38	
Clearance Time (s)	4.0	4.8	4.8	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	136	364	305	723	615	495	85	987	734	283	1229	
v/s Ratio Prot	0.07	c0.18		0.16	c0.35		0.00	0.18		c0.07	c0.34	
v/s Ratio Perm			0.00			0.12	0.00		0.08	0.24		
v/c Ratio	0.85	0.85	0.00	0.67	0.98	0.34	0.01	0.63	0.27	0.75	0.88	
Uniform Delay, d1	44.5	37.2	30.3	34.6	31.0	23.8	26.2	30.1	26.8	20.8	28.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	36.9	17.2	0.0	2.3	30.3	0.3	0.0	1.4	0.3	9.7	8.1	
Delay (s)	81.5	54.4	30.3	36.8	61.3	24.1	26.3	31.6	27.0	30.5	36.7	
Level of Service	F	D	C	D	E	C	C	C	C	C	D	
Approach Delay (s)		61.5			44.7			29.2			35.7	
Approach LOS		E			D			C			D	

Intersection Summary

HCM 2000 Control Delay	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	98.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↔		↔	↑	↔
Traffic Volume (vph)	370	450	220	1	730	335	70	515	1	320	625	305
Future Volume (vph)	370	450	220	1	730	335	70	515	1	320	625	305
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1370	1629	4680	1435	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.25	1.00		0.32	1.00	1.00
Satd. Flow (perm)	3016	3207	1370	1629	4680	1435	421	3195		531	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	389	474	232	1	768	353	74	542	1	337	658	321
RTOR Reduction (vph)	0	0	161	0	0	276	0	0	0	0	0	115
Lane Group Flow (vph)	389	474	71	1	768	77	74	543	0	337	658	206
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	14.0	38.6	38.6	2.2	26.8	26.8	56.6	49.7		74.4	63.5	63.5
Effective Green, g (s)	14.0	40.0	40.0	2.2	28.2	28.2	56.6	51.1		74.4	64.9	64.9
Actuated g/C Ratio	0.11	0.31	0.31	0.02	0.22	0.22	0.44	0.39		0.57	0.50	0.50
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	324	986	421	27	1015	311	245	1255		466	816	684
v/s Ratio Prot	c0.13	0.15		0.00	c0.16		0.02	0.17		c0.11	c0.40	
v/s Ratio Perm			0.05			0.05	0.12			0.30		0.15
v/c Ratio	1.20	0.48	0.17	0.04	0.76	0.25	0.30	0.43		0.72	0.81	0.30
Uniform Delay, d1	58.0	36.6	32.9	62.9	47.7	42.1	23.4	28.8		16.8	27.3	19.2
Progression Factor	0.84	0.91	3.21	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	114.7	1.6	0.8	0.4	3.5	0.6	0.5	0.2		5.2	5.7	0.2
Delay (s)	163.7	35.0	106.3	63.3	51.2	42.7	23.9	29.0		21.9	33.0	19.4
Level of Service	F	D	F	E	D	D	C	C		C	C	B
Approach Delay (s)		95.9			48.5			28.4			26.8	
Approach LOS		F			D			C			C	






















Intersection Summary

HCM 2000 Control Delay	51.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

173: Bypass NB & Vilas Road

05/10/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				  							
Traffic Volume (vph)	850	635	0	0	665	125	15	1	135	0	0	0
Future Volume (vph)	850	635	0	0	665	125	15	1	135	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	*1.00	1.00			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (prot)	3109	1636			4909	1391		1433	1275			
Flt Permitted	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (perm)	3109	1636			4909	1391		1433	1275			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	895	668	0	0	700	132	16	1	142	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	88	0	0	35	0	0	0
Lane Group Flow (vph)	895	668	0	0	700	44	0	17	107	0	0	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type	Prot	NA			NA	Perm	Perm	NA	custom			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		2 8			
Actuated Green, G (s)	43.0	64.1			43.4	43.4		28.6	97.7			
Effective Green, g (s)	43.0	64.1			43.4	43.4		28.6	97.7			
Actuated g/C Ratio	0.33	0.49			0.33	0.33		0.22	0.75			
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		2.5				
Lane Grp Cap (vph)	1028	806			1638	464		315	958			
v/s Ratio Prot	0.29	c0.41			c0.14							
v/s Ratio Perm						0.03		0.01	c0.08			
v/c Ratio	0.87	0.83			0.43	0.09		0.05	0.11			
Uniform Delay, d1	40.9	28.2			33.6	29.8		40.0	4.4			
Progression Factor	0.41	0.30			0.72	1.23		1.00	1.00			
Incremental Delay, d2	6.9	5.8			0.1	0.1		0.1	0.0			
Delay (s)	23.7	14.2			24.3	36.8		40.1	4.4			
Level of Service	C	B			C	D		D	A			
Approach Delay (s)		19.6			26.3			8.2			0.0	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			21.1				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)		15.0			
Intersection Capacity Utilization			83.2%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

175: Bypass SB & Vilas Road

05/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑↑	↗	↘	↑↑						↖	↗↘	
Traffic Volume (vph)	0	1320	10	70	610	0	0	0	0	170	1	630	
Future Volume (vph)	0	1320	10	70	610	0	0	0	0	170	1	630	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0	
Lane Util. Factor		0.91	1.00	1.00	0.95						1.00	0.88	
Frt		1.00	0.85	1.00	1.00						1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00	
Satd. Flow (prot)		4467	1391	1555	3109						1429	2244	
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00	
Satd. Flow (perm)		4467	1391	1555	3109						1429	2244	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	0	1389	11	74	642	0	0	0	0	179	1	663	
RTOR Reduction (vph)	0	0	6	0	0	0	0	0	0	0	0	270	
Lane Group Flow (vph)	0	1389	5	74	642	0	0	0	0	0	180	393	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%	
Turn Type		NA	Perm	Prot	NA						Prot	NA	custom
Protected Phases		2		1	6						8	4	
Permitted Phases			2										6 4
Actuated Green, G (s)		64.1	64.1	22.3	43.4						28.6	77.0	
Effective Green, g (s)		64.1	64.1	22.3	43.4						28.6	77.0	
Actuated g/C Ratio		0.49	0.49	0.17	0.33						0.22	0.59	
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0		
Vehicle Extension (s)		2.5	2.5	2.5	2.5						2.5		
Lane Grp Cap (vph)		2202	685	266	1037						314	1329	
v/s Ratio Prot		c0.31		0.05	c0.21						c0.13		
v/s Ratio Perm			0.00									0.17	
v/c Ratio		0.63	0.01	0.28	0.62						0.57	0.30	
Uniform Delay, d1		24.2	16.8	46.8	36.4						45.3	13.1	
Progression Factor		0.66	1.00	0.28	0.16						1.00	1.00	
Incremental Delay, d2		0.2	0.0	0.4	0.9						2.1	0.1	
Delay (s)		16.3	16.8	13.4	6.6						47.3	13.2	
Level of Service		B	B	B	A						D	B	
Approach Delay (s)		16.3			7.3			0.0			20.5		
Approach LOS		B			A			A			C		

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-15: Synchro Unsignalized Intersection Capacity Reports Scenario 5 Tier 1 (S5T1)

HCM 2010 TWSC

1: Lear Way & Vilas Road

02/22/2018

Intersection						
Int Delay, s/veh	172.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	970	45	195	850	145	135
Future Vol, veh/h	970	45	195	850	145	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	0	3	0	0
Mvmt Flow	1021	47	205	895	153	142
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1068	0	1903	534
Stage 1	-	-	-	-	1045	-
Stage 2	-	-	-	-	858	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	660	-	~ 62	496
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	660	-	~ 24	496
Mov Cap-2 Maneuver	-	-	-	-	~ 24	-
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	~ 146	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	4.6	\$ 1422.7			
HCM LOS			F			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	24	496	-	-	660	-
HCM Lane V/C Ratio	6.36	0.287	-	-	0.311	-
HCM Control Delay (s)	\$ 2733.3	15.1	-	-	12.9	2.7
HCM Lane LOS	F	C	-	-	B	A
HCM 95th %tile Q(veh)	19.1	1.2	-	-	1.3	-
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	0	940	890	0
Future Vol, veh/h	0	25	0	940	890	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	26	0	989	937	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1434	470	939	0	-	0
Stage 1	939	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	545	738	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	544	738	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	583	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	738	-	544	-	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 186.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕		↕			↕	↕		↕	↕
Traffic Vol, veh/h	120	320	440	15	295	25	365	10	5	2	2	170
Future Vol, veh/h	120	320	440	15	295	25	365	10	5	2	2	170
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	-	-	150	-	-	-	-	-	150	-	-	150
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	126	337	463	16	311	26	384	11	5	2	2	179

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	337	0	0	337
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.145	-	-	4.145
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2285	-	-	2.2285
Pot Cap-1 Maneuver	1214	-	-	1214
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1214	-	-	1214
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.4	\$ 857.8	11.9
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	142	844	1214	-	-	1214	-	-	218	713
HCM Lane V/C Ratio	2.78	0.006	0.104	-	-	0.013	-	-	0.019	0.251
HCM Control Delay (s)	\$ 869.1	9.3	8.3	0.3	-	8	0	-	21.8	11.7
HCM Lane LOS	F	A	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	35.7	0	0.3	-	-	0	-	-	0.1	1

Notes

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

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	0	0	940	100	0	915
Future Vol, veh/h	0	0	940	100	0	915
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	989	105	0	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	549	0	0	1097
Stage 1	1044	-	-	-	-
Stage 2	482	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	485	-	-	644
Stage 1	305	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	484	-	-	644
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		












Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Figure H-16: Synchro Signalized Intersection Capacity Reports Scenario 5 Tier 1 (S5T1)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/04/2018

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	970	45	195	850	145	135
Future Volume (vph)	970	45	195	850	145	135
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0		4.0	4.0	4.0	5.4
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3362		1710	3320	1710	1530
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3362		1710	3320	1710	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1021	47	205	895	153	142
RTOR Reduction (vph)	5	0	0	0	0	76
Lane Group Flow (vph)	1063	0	205	895	153	66
Heavy Vehicles (%)	1%	2%	0%	3%	0%	0%
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	6	3	
Permitted Phases						2
Actuated Green, G (s)	30.3		11.3	45.6	10.0	30.3
Effective Green, g (s)	31.7		11.3	47.0	10.0	30.3
Actuated g/C Ratio	0.49		0.17	0.72	0.15	0.47
Clearance Time (s)	5.4		4.0	5.4	4.0	5.4
Vehicle Extension (s)	4.0		2.5	4.0	2.5	4.0
Lane Grp Cap (vph)	1639		297	2400	263	713
v/s Ratio Prot	c0.32		c0.12	0.27	c0.09	
v/s Ratio Perm						0.04
v/c Ratio	0.65		0.69	0.37	0.58	0.09
Uniform Delay, d1	12.5		25.2	3.4	25.6	9.7
Progression Factor	0.83		0.89	1.73	1.00	1.00
Incremental Delay, d2	1.7		4.9	0.3	9.1	0.3
Delay (s)	12.1		27.2	6.3	34.6	9.9
Level of Service	B		C	A	C	A
Approach Delay (s)	12.1			10.2	22.7	
Approach LOS	B			B	C	
Intersection Summary						
HCM 2000 Control Delay			12.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.64			
Actuated Cycle Length (s)			65.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			59.7%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	↖
Traffic Volume (vph)	280	1050	90	1	1055	100	225	55	2	140	30	880
Future Volume (vph)	280	1050	90	1	1055	100	225	55	2	140	30	880
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4487		1628	4610		1472	1543		1627	1714	1457
Flt Permitted	0.95	1.00		0.13	1.00		0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4487		224	4610		1141	1543		1229	1714	1457
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	295	1105	95	1	1111	105	237	58	2	147	32	926
RTOR Reduction (vph)	0	7	0	0	9	0	0	1	0	0	0	264
Lane Group Flow (vph)	295	1193	0	1	1207	0	237	59	0	147	32	662
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		pm+pt	NA		Perm	NA		Perm	NA	Prot
Protected Phases	5	2		1	6			8			4	4
Permitted Phases				6			8			4		
Actuated Green, G (s)	24.0	55.5		34.6	34.6		57.5	57.5		57.2	57.2	57.2
Effective Green, g (s)	24.5	56.0		36.0	36.0		57.5	58.0		57.2	58.0	58.0
Actuated g/C Ratio	0.19	0.43		0.28	0.28		0.44	0.45		0.44	0.45	0.45
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	298	1932		120	1276		504	688		540	764	650
v/s Ratio Prot	c0.19	0.27		0.00	c0.26			0.04			0.02	c0.45
v/s Ratio Perm				0.00			0.21			0.12		
v/c Ratio	0.99	0.62		0.01	0.95		0.47	0.09		0.27	0.04	1.02
Uniform Delay, d1	52.6	28.7		36.0	46.1		25.5	20.7		23.2	20.3	36.0
Progression Factor	1.00	1.00		0.78	0.74		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	48.8	1.5		0.0	13.3		0.5	0.0		0.2	0.0	40.2
Delay (s)	101.4	30.2		28.0	47.6		26.0	20.8		23.4	20.3	76.2
Level of Service	F	C		C	D		C	C		C	C	E
Approach Delay (s)		44.2			47.5			25.0			67.5	
Approach LOS		D			D			C			E	

Intersection Summary

HCM 2000 Control Delay	50.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	105.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr./Peace Ln & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↘	↗↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (vph)	35	1230	90	85	1455	45	185	3	180	150	2	90
Future Volume (vph)	35	1230	90	85	1455	45	185	3	180	150	2	90
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	2.6	4.0	4.0	2.6	4.0	4.0	2.6	4.0	4.0	2.6	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	3320	1485	1660	3320	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.12	1.00	1.00	0.17	1.00	1.00	0.76	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	208	3320	1485	297	3320	1485	1322	1748	1485	1321	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	1295	95	89	1532	47	195	3	189	158	2	95
RTOR Reduction (vph)	0	0	30	0	0	15	0	0	55	0	0	33
Lane Group Flow (vph)	37	1295	65	89	1532	32	195	3	134	158	2	62
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8				4
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	40.8	40.8	40.8	40.8	40.8	40.8	11.2	11.2	11.2	11.2	11.2	11.2
Effective Green, g (s)	40.8	42.2	40.8	40.8	42.2	40.8	11.2	12.6	11.2	11.2	12.6	11.2
Actuated g/C Ratio	0.68	0.70	0.68	0.68	0.70	0.68	0.19	0.21	0.19	0.19	0.21	0.19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	141	2335	1009	201	2335	1009	246	367	277	246	367	277
v/s Ratio Prot		0.39			c0.46			0.00			0.00	
v/s Ratio Perm	0.18		0.04	0.30		0.02	c0.15		0.09	0.12		0.04
v/c Ratio	0.26	0.55	0.06	0.44	0.66	0.03	0.79	0.01	0.48	0.64	0.01	0.23
Uniform Delay, d1	3.7	4.3	3.2	4.4	4.9	3.1	23.3	18.8	21.8	22.5	18.7	20.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.2	0.0	6.9	1.5	0.1	15.5	0.0	1.0	5.0	0.0	0.3
Delay (s)	4.5	4.6	3.2	11.3	6.4	3.2	38.7	18.8	22.8	27.5	18.7	21.0
Level of Service	A	A	A	B	A	A	D	B	C	C	B	C
Approach Delay (s)		4.5			6.5			30.8			25.0	
Approach LOS		A			A			C			C	

Intersection Summary































HCM 2000 Control Delay	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	5.2
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/04/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 	 			 	
Traffic Volume (vph)	360	525	220	155	555	125	130	735	245	110	935	360
Future Volume (vph)	360	525	220	155	555	125	130	735	245	110	935	360
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	3288	1457	1598	3196	1411	3190	3288	1449	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	3288	1457	1598	3196	1411	3190	3288	1449	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	379	553	232	163	584	132	137	774	258	116	984	379
RTOR Reduction (vph)	0	0	87	0	0	95	0	0	110	0	0	130
Lane Group Flow (vph)	379	553	145	163	584	37	137	774	148	116	984	249
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	19.5	26.0	34.8	21.2	27.7	27.7	8.8	50.6	50.6	13.4	55.2	55.2
Effective Green, g (s)	19.5	27.4	37.6	21.2	29.1	27.7	8.8	52.0	52.0	13.4	56.6	56.6
Actuated g/C Ratio	0.15	0.21	0.29	0.16	0.22	0.21	0.07	0.40	0.40	0.10	0.44	0.44
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	2.5	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	478	693	421	260	715	300	215	1315	579	169	1431	632
v/s Ratio Prot	0.12	c0.17	0.03	0.10	c0.18		0.04	0.24		c0.07	c0.30	
v/s Ratio Perm			0.07			0.03			0.10			0.17
v/c Ratio	0.79	0.80	0.35	0.63	0.82	0.12	0.64	0.59	0.25	0.69	0.69	0.39
Uniform Delay, d1	53.3	48.7	36.5	50.7	47.9	41.3	59.0	30.6	26.1	56.3	29.6	25.0
Progression Factor	0.77	0.75	0.60	0.95	0.94	1.30	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.0	5.5	0.3	3.3	6.3	0.2	5.3	0.6	0.2	10.1	2.7	1.8
Delay (s)	48.0	41.9	22.3	51.6	51.4	54.0	64.4	31.2	26.2	66.4	32.3	26.9
Level of Service	D	D	C	D	D	D	E	C	C	E	C	C
Approach Delay (s)		40.0			51.8			34.0			33.6	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			38.7			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			72.1%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

30: Crater Lake Ave & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕		↗	↕	↗		↕↕	↗
Traffic Volume (vph)	120	320	440	15	295	25	365	10	5	2	2	170
Future Volume (vph)	120	320	440	15	295	25	365	10	5	2	2	170
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.8	4.2		2.8		4.0	2.8	4.2		2.8	4.2
Lane Util. Factor		0.95	1.00		1.00		1.00	1.00	1.00		1.00	1.00
Frt		1.00	0.85		0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		1.00		0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)		3276	1485		1726		1660	1748	1485		1705	1485
Flt Permitted		0.73	1.00		0.97		0.95	1.00	1.00		0.92	1.00
Satd. Flow (perm)		2437	1485		1686		1660	1748	1485		1605	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	337	463	16	311	26	384	11	5	2	2	179
RTOR Reduction (vph)	0	0	289	0	4	0	0	0	3	0	0	155
Lane Group Flow (vph)	0	463	174	0	349	0	384	11	2	0	4	24
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		2			6		3	8		7		4
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)		24.4	24.4		24.4		19.4	32.2	32.2		8.8	8.8
Effective Green, g (s)		25.8	24.4		25.8		19.4	33.6	32.2		10.2	8.8
Actuated g/C Ratio		0.40	0.38		0.40		0.30	0.52	0.50		0.16	0.14
Clearance Time (s)		4.2	4.2		4.2		4.0	4.2	4.2		4.2	4.2
Vehicle Extension (s)		2.5	2.5		2.5		2.5	2.5	2.5		2.5	2.5
Lane Grp Cap (vph)		967	557		669		495	903	735		251	201
v/s Ratio Prot							c0.23	0.01				
v/s Ratio Perm		0.19	0.12		c0.21				0.00		0.00	c0.02
v/c Ratio		0.48	0.31		0.52		0.78	0.01	0.00		0.02	0.12
Uniform Delay, d1		14.6	14.4		14.9		20.8	7.6	8.3		23.2	24.7
Progression Factor		0.66	3.54		1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		1.4	1.2		2.9		7.2	0.0	0.0		0.0	1.2
Delay (s)		11.1	52.1		17.8		28.0	7.7	8.3		23.2	25.9
Level of Service		B	D		B		C	A	A		C	C
Approach Delay (s)		31.6			17.8			27.2			25.9	
Approach LOS		C			B			C			C	

Intersection Summary

HCM 2000 Control Delay	27.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↗	
Traffic Volume (vph)	68	222	1	684	628	350	1	604	841	255	706	247
Future Volume (vph)	68	222	1	684	628	350	1	604	841	255	706	247
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	0.95		1.00	*0.98	0.88	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.95		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	3194		3130	3037		1628	3360	2501	1644	3247	
Flt Permitted	0.95	1.00		0.95	1.00		0.20	1.00	1.00	0.21	1.00	
Satd. Flow (perm)	1598	3194		3130	3037		342	3360	2501	357	3247	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	72	234	1	720	661	368	1	636	885	268	743	260
RTOR Reduction (vph)	0	0	0	0	75	0	0	0	633	0	30	0
Lane Group Flow (vph)	72	235	0	720	954	0	1	636	252	268	973	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	6.2	13.4		30.4	37.0		28.6	27.7	27.7	44.1	39.2	
Effective Green, g (s)	6.2	14.2		30.4	38.4		28.6	29.1	29.1	44.1	40.6	
Actuated g/C Ratio	0.06	0.14		0.30	0.38		0.28	0.29	0.29	0.43	0.40	
Clearance Time (s)	4.0	4.8		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	97	444		931	1142		107	957	712	310	1291	
v/s Ratio Prot	c0.05	0.07		0.23	c0.31		0.00	0.19		c0.10	0.30	
v/s Ratio Perm							0.00		0.10	c0.27		
v/c Ratio	0.74	0.53		0.77	0.83		0.01	0.66	0.35	0.86	0.75	
Uniform Delay, d1	47.2	40.8		32.7	29.0		26.9	32.2	29.0	21.7	26.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	24.8	0.9		3.9	5.3		0.0	1.9	0.4	21.1	2.7	
Delay (s)	72.0	41.7		36.6	34.3		26.9	34.1	29.4	42.8	29.2	
Level of Service	E	D		D	C		C	C	C	D	C	
Approach Delay (s)		48.8			35.2			31.4			32.0	
Approach LOS		D			D			C			C	

Intersection Summary

HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	102.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↘	↖	↕↕↕	↘	↖	↕↘		↖	↕	↘
Traffic Volume (vph)	530	445	220	1	685	365	70	550	1	330	665	395
Future Volume (vph)	530	445	220	1	685	365	70	550	1	330	665	395
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1356	1629	4680	1435	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.20	1.00		0.29	1.00	1.00
Satd. Flow (perm)	3016	3207	1356	1629	4680	1435	338	3195		481	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	558	468	232	1	721	384	74	579	1	347	700	416
RTOR Reduction (vph)	0	0	159	0	0	303	0	0	0	0	0	140
Lane Group Flow (vph)	558	468	73	1	721	81	74	580	0	347	700	276
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	16.0	39.4	39.4	2.7	26.1	26.1	54.4	47.5		73.1	62.2	62.2
Effective Green, g (s)	16.0	40.8	40.8	2.7	27.5	27.5	54.4	48.9		73.1	63.6	63.6
Actuated g/C Ratio	0.12	0.31	0.31	0.02	0.21	0.21	0.42	0.38		0.56	0.49	0.49
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	371	1006	425	33	990	303	208	1201		448	800	670
v/s Ratio Prot	c0.19	0.15		0.00	c0.15		0.02	0.18		c0.13	c0.43	
v/s Ratio Perm			0.05			0.06	0.13			0.31		0.20
v/c Ratio	1.50	0.47	0.17	0.03	0.73	0.27	0.36	0.48		0.77	0.88	0.41
Uniform Delay, d1	57.0	35.8	32.3	62.4	47.8	42.8	25.4	30.9		18.1	29.7	21.2
Progression Factor	0.62	0.47	1.57	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	238.2	1.3	0.7	0.3	2.9	0.7	0.8	0.2		7.8	10.4	0.3
Delay (s)	273.4	18.1	51.4	62.6	50.7	43.5	26.2	31.1		25.9	40.1	21.5
Level of Service	F	B	D	E	D	D	C	C		C	D	C
Approach Delay (s)		137.5			48.2			30.6			31.5	
Approach LOS		F			D			C			C	

Intersection Summary

HCM 2000 Control Delay	65.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

173: Bypass NB & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↑↑			↑↑↑	↗		↗	↗			
Traffic Volume (vph)	865	865	0	0	895	100	20	1	155	0	0	0
Future Volume (vph)	865	865	0	0	895	100	20	1	155	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	3109	3109			4909	1391		1432	1275			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	3109	3109			4909	1391		1432	1275			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	911	911	0	0	942	105	21	1	163	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	72	0	0	45	0	0	0
Lane Group Flow (vph)	911	911	0	0	942	33	0	22	118	0	0	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type	Prot	NA			NA	Perm	Prot	NA	custom			
Protected Phases	5	2			6		4	8				
Permitted Phases						6			2 8			
Actuated Green, G (s)	41.7	57.0			41.0	41.0		32.3	94.3			
Effective Green, g (s)	41.7	57.0			41.0	41.0		32.3	94.3			
Actuated g/C Ratio	0.32	0.44			0.32	0.32		0.25	0.73			
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0				
Vehicle Extension (s)	2.5	2.5			2.5	2.5		2.5				
Lane Grp Cap (vph)	997	1363			1548	438		355	924			
v/s Ratio Prot	c0.29	c0.29			c0.19			0.02				
v/s Ratio Perm						0.02			c0.09			
v/c Ratio	0.91	0.67			0.61	0.08		0.06	0.13			
Uniform Delay, d1	42.4	29.0			37.7	31.2		37.3	5.4			
Progression Factor	0.33	0.31			0.80	1.28		1.00	1.00			
Incremental Delay, d2	10.6	0.9			0.5	0.1		0.1	0.0			
Delay (s)	24.8	10.1			30.8	39.9		37.3	5.4			
Level of Service	C	B			C	D		D	A			
Approach Delay (s)		17.4			31.7			9.2			0.0	
Approach LOS		B			C			A			A	

Intersection Summary

HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

175: Bypass SB & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑↑	↗	↘	↑↑						↖	↗↘	
Traffic Volume (vph)	0	1550	10	120	795	0	0	0	0	180	1	740	
Future Volume (vph)	0	1550	10	120	795	0	0	0	0	180	1	740	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0	
Lane Util. Factor		0.86	1.00	1.00	0.95						1.00	0.88	
Frt		1.00	0.85	1.00	1.00						1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00	
Satd. Flow (prot)		5629	1391	1555	3109						1429	2244	
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00	
Satd. Flow (perm)		5629	1391	1555	3109						1429	2244	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	0	1632	11	126	837	0	0	0	0	189	1	779	
RTOR Reduction (vph)	0	0	6	0	0	0	0	0	0	0	0	585	
Lane Group Flow (vph)	0	1632	5	126	837	0	0	0	0	0	190	194	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%	
Turn Type		NA	Perm	Prot	NA						Prot	NA	Perm
Protected Phases		2		1	6						8	4	
Permitted Phases			2										4
Actuated Green, G (s)		57.0	57.0	25.7	41.0						32.3	32.3	
Effective Green, g (s)		57.0	57.0	25.7	41.0						32.3	32.3	
Actuated g/C Ratio		0.44	0.44	0.20	0.32						0.25	0.25	
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	5.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						2.5	2.5	
Lane Grp Cap (vph)		2468	609	307	980						355	557	
v/s Ratio Prot		c0.29		0.08	c0.27						c0.13		
v/s Ratio Perm			0.00									0.09	
v/c Ratio		0.66	0.01	0.41	0.85						0.54	0.35	
Uniform Delay, d1		28.9	20.6	45.5	41.7						42.3	40.2	
Progression Factor		1.00	1.00	0.24	0.20						1.00	1.00	
Incremental Delay, d2		0.6	0.0	0.5	6.0						1.2	1.7	
Delay (s)		29.5	20.6	11.7	14.3						43.6	41.9	
Level of Service		C	C	B	B						D	D	
Approach Delay (s)		29.4			13.9			0.0			42.2		
Approach LOS		C			B			A			D		

Intersection Summary

HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-17: Synchro Unsignalized Intersection Capacity Reports Scenario 1 Tier 2 (S1T2)

HCM 2010 TWSC

28: Table Rock Road & Access 2

05/04/2018

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	0	940	890	0
Future Vol, veh/h	0	25	0	940	890	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	26	0	989	937	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1434	470	939	0	0	
Stage 1	939	-	-	-	-	
Stage 2	495	-	-	-	-	
Critical Hdwy	6.8	6.9	4.1	-	-	
Critical Hdwy Stg 1	5.8	-	-	-	-	
Critical Hdwy Stg 2	5.8	-	-	-	-	
Follow-up Hdwy	3.5	3.3	2.2	-	-	
Pot Cap-1 Maneuver	127	545	738	-	-	
Stage 1	346	-	-	-	-	
Stage 2	584	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	127	544	738	-	-	
Mov Cap-2 Maneuver	251	-	-	-	-	
Stage 1	345	-	-	-	-	
Stage 2	583	-	-	-	-	
Approach	EB	NB		SB		
HCM Control Delay, s	12	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	738	-	544	-	-	
HCM Lane V/C Ratio	-	-	0.048	-	-	
HCM Control Delay (s)	0	-	12	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection

Int Delay, s/veh 11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	10	295	2	250	80	75	2	2	40	100	15	2
Future Vol, veh/h	10	295	2	250	80	75	2	2	40	100	15	2
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	-	-	-	-	-	150	-	-	-	-	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	311	2	263	84	79	2	2	42	105	16	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	313	0	0	952	944	312	966	945	84
Stage 1	-	-	-	-	-	-	333	333	-	611	611	-
Stage 2	-	-	-	-	-	-	619	611	-	355	334	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1506	-	-	1242	-	-	238	261	726	233	261	972
Stage 1	-	-	-	-	-	-	679	642	-	479	483	-
Stage 2	-	-	-	-	-	-	474	483	-	660	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1506	-	-	1242	-	-	182	198	726	177	198	972
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	198	-	177	198	-
Stage 1	-	-	-	-	-	-	673	636	-	475	369	-
Stage 2	-	-	-	-	-	-	346	369	-	614	635	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	5.4	11.8	58.4
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	578	1506	-	-	1242	-	-	182
HCM Lane V/C Ratio	0.08	0.007	-	-	0.212	-	-	0.677
HCM Control Delay (s)	11.8	7.4	0	-	8.7	0	-	58.4
HCM Lane LOS	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.3	0	-	-	0.8	-	-	4

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	0	0	940	100	0	915
Future Vol, veh/h	0	0	940	100	0	915
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	989	105	0	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	549	0	0	1097
Stage 1	1044	-	-	-	-
Stage 2	482	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	485	-	-	644
Stage 1	305	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	484	-	-	644
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Figure H-18: Synchro Signalized Intersection Capacity Reports Scenario 1 Tier 2 (S1T2)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/04/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	510	170	40	380	45	155	15	90	70	10	230
Future Volume (vph)	290	510	170	40	380	45	155	15	90	70	10	230
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	3.3	4.7	4.0	3.3	4.7	4.5	3.7	4.5	4.5	3.7	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1782	1500	1710	1748	1485	1710	1748	1530	1660	1748	1485
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	1660	1782	1500	1710	1748	1485	1351	1748	1530	1305	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	305	537	179	42	400	47	163	16	95	74	11	242
RTOR Reduction (vph)	0	0	70	0	0	24	0	0	79	0	0	202
Lane Group Flow (vph)	305	537	109	42	400	23	163	16	16	74	11	40
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	25.0	61.7	61.7	17.1	53.8	53.8	18.0	18.0	18.0	18.0	18.0	18.0
Effective Green, g (s)	25.0	63.1	61.7	17.1	55.2	53.8	18.0	18.8	18.0	18.0	18.8	18.0
Actuated g/C Ratio	0.23	0.57	0.56	0.16	0.50	0.49	0.16	0.17	0.16	0.16	0.17	0.16
Clearance Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	377	1022	841	265	877	726	221	298	250	213	298	243
v/s Ratio Prot	c0.18	c0.30		0.02	0.23			0.01			0.01	
v/s Ratio Perm			0.07			0.02	c0.12		0.01	0.06		0.03
v/c Ratio	0.81	0.53	0.13	0.16	0.46	0.03	0.74	0.05	0.06	0.35	0.04	0.16
Uniform Delay, d1	40.2	14.3	11.4	40.2	17.7	14.6	43.8	38.2	38.9	40.8	38.0	39.5
Progression Factor	0.78	0.19	0.00	1.28	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.0	1.4	0.2	0.2	1.6	0.1	11.4	0.1	0.1	0.7	0.0	0.2
Delay (s)	40.3	4.1	0.2	51.6	11.6	14.7	55.2	38.2	38.9	41.5	38.1	39.8
Level of Service	D	A	A	D	B	B	E	D	D	D	D	D
Approach Delay (s)		14.2			15.3			48.6			40.1	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			22.9									C
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			110.0							11.0		
Intersection Capacity Utilization			63.8%									B
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗↗		↖	↗↗↗	↖	↖	↗		↖	↗	↖
Traffic Volume (vph)	405	1010	105	5	1065	105	250	50	2	145	30	825
Future Volume (vph)	405	1010	105	5	1065	105	250	50	2	145	30	825
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0	5.4	4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4476		1629	4680	1437	1473	1543		1627	1714	1438
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4476		1629	4680	1437	1142	1543		1235	1714	1438
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	426	1063	111	5	1121	111	263	53	2	153	32	868
RTOR Reduction (vph)	0	12	0	0	0	84	0	1	0	0	0	368
Lane Group Flow (vph)	426	1162	0	5	1121	27	263	54	0	153	32	500
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	29.1	53.3		0.8	24.1	24.1	32.9	32.9		32.6	32.6	32.6
Effective Green, g (s)	29.6	53.8		2.2	25.5	24.1	32.9	33.4		32.6	33.4	33.4
Actuated g/C Ratio	0.30	0.54		0.02	0.26	0.24	0.33	0.33		0.33	0.33	0.33
Clearance Time (s)	4.0	4.5		4.0	5.4	5.4	4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	468	2408		35	1193	346	375	515		402	572	480
v/s Ratio Prot	c0.27	0.26		0.00	c0.24			0.03			0.02	
v/s Ratio Perm						0.02	0.23			0.12		c0.35
v/c Ratio	0.91	0.48		0.14	0.94	0.08	0.70	0.10		0.38	0.06	1.04
Uniform Delay, d1	33.9	14.4		48.0	36.5	29.4	29.3	23.0		25.9	22.6	33.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	21.7	0.7		1.4	15.1	0.4	5.4	0.1		0.4	0.0	52.6
Delay (s)	55.6	15.1		49.3	51.6	29.8	34.7	23.0		26.4	22.6	85.9
Level of Service	E	B		D	D	C	C	C		C	C	F
Approach Delay (s)		25.9			49.6			32.7			75.3	
Approach LOS		C			D			C			E	

Intersection Summary

HCM 2000 Control Delay	45.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Airway Drive/Peace Ln & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	150	1125	115	150	1180	45	130	2	225	75	1	165
Future Volume (vph)	150	1125	115	150	1180	45	130	2	225	75	1	165
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.8	3.4	4.8	4.0	3.4	4.8	4.8	4.0	4.8	4.8	4.0	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1748	1485	1660	3320	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.76	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	1660	1748	1485	1660	3320	1485	1323	1748	1485	1322	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	158	1184	121	158	1242	47	137	2	237	79	1	174
RTOR Reduction (vph)	0	0	23	0	0	17	0	0	213	0	0	156
Lane Group Flow (vph)	158	1184	98	158	1242	30	137	2	24	79	1	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	14.6	74.2	74.2	11.0	69.8	69.8	11.2	11.2	11.2	11.2	11.2	11.2
Effective Green, g (s)	14.6	75.6	74.2	11.0	71.2	69.8	11.2	12.0	11.2	11.2	12.0	11.2
Actuated g/C Ratio	0.13	0.69	0.67	0.10	0.65	0.63	0.10	0.11	0.10	0.10	0.11	0.10
Clearance Time (s)	4.8	4.8	4.8	4.0	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	220	1201	1001	166	2148	942	134	190	151	134	190	151
v/s Ratio Prot	0.10	c0.68		c0.10	0.37			0.00			0.00	
v/s Ratio Perm			0.07			0.02	c0.10		0.02	0.06		0.01
v/c Ratio	0.72	0.99	0.10	0.95	0.58	0.03	1.02	0.01	0.16	0.59	0.01	0.12
Uniform Delay, d1	45.7	16.7	6.2	49.2	10.9	7.5	49.4	43.7	45.1	47.2	43.7	44.9
Progression Factor	1.00	1.00	1.00	1.11	0.58	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.0	22.4	0.0	52.7	1.0	0.1	83.8	0.1	2.3	5.4	0.0	0.3
Delay (s)	55.7	39.1	6.3	107.3	7.4	7.6	133.2	43.8	47.4	52.6	43.7	45.2
Level of Service	E	D	A	F	A	A	F	D	D	D	D	D
Approach Delay (s)		38.1			18.3			78.6			47.5	
Approach LOS		D			B			E			D	

Intersection Summary

HCM 2000 Control Delay	35.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖↗	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	170	150	350	2	75	5	285	775	145	10	835	105
Future Volume (vph)	170	150	350	2	75	5	285	775	145	10	835	105
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1643	1731	1460	1598	1666		3190	3288	1435	1642	3288	1452
Flt Permitted	0.70	1.00	1.00	0.28	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1215	1731	1460	477	1666		3190	3288	1435	1642	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	158	368	2	79	5	300	816	153	11	879	111
RTOR Reduction (vph)	0	0	86	0	3	0	0	0	59	0	0	59
Lane Group Flow (vph)	179	158	282	2	81	0	300	816	94	11	879	52
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)	24.6	23.2	40.0	14.9	14.9		16.8	66.4	66.4	0.8	50.4	50.4
Effective Green, g (s)	24.6	24.6	42.8	14.9	16.3		16.8	67.8	67.8	0.8	51.8	51.8
Actuated g/C Ratio	0.22	0.22	0.39	0.14	0.15		0.15	0.62	0.62	0.01	0.47	0.47
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	307	387	568	72	246		487	2026	884	11	1548	683
v/s Ratio Prot	c0.05	0.09	0.08	0.00	c0.05		c0.09	0.25		0.01	c0.27	
v/s Ratio Perm	c0.08		0.11	0.00					0.07			0.04
v/c Ratio	0.58	0.41	0.50	0.03	0.33		0.62	0.40	0.11	1.00	0.57	0.08
Uniform Delay, d1	38.9	36.5	25.5	41.5	42.0		43.6	10.8	8.7	54.6	21.0	16.0
Progression Factor	0.52	0.51	0.55	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.5	0.6	0.1	0.6		2.3	0.2	0.1	271.4	1.5	0.2
Delay (s)	22.4	19.0	14.7	41.6	42.5		45.9	11.0	8.8	326.0	22.5	16.2
Level of Service	C	B	B	D	D		D	B	A	F	C	B
Approach Delay (s)		17.6			42.5			19.0			25.2	
Approach LOS		B			D			B			C	

Intersection Summary

HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	212	1	484	488	475	2	647	728	405	791	287
Future Volume (vph)	127	212	1	484	488	475	2	647	728	405	791	287
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	*0.98	0.88	0.97	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	3194		3130	1698	1421	1628	3360	2502	3190	3234	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.15	1.00	1.00	0.19	1.00	
Satd. Flow (perm)	1598	3194		3130	1698	1421	264	3360	2502	624	3234	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	134	223	1	509	514	500	2	681	766	426	833	302
RTOR Reduction (vph)	0	0	0	0	0	147	0	0	544	0	38	0
Lane Group Flow (vph)	134	224	0	509	514	353	2	681	222	426	1097	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8		8	4		
Actuated Green, G (s)	9.6	13.4		27.3	30.5	30.5	31.1	26.0	26.0	39.8	30.7	
Effective Green, g (s)	9.6	14.2		27.3	31.9	30.5	31.1	27.4	27.4	39.8	32.1	
Actuated g/C Ratio	0.10	0.15		0.29	0.34	0.32	0.33	0.29	0.29	0.42	0.34	
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	161	478		902	571	457	160	972	723	527	1096	
v/s Ratio Prot	c0.08	0.07		0.16	c0.30		0.00	0.20		c0.08	c0.34	
v/s Ratio Perm						0.25	0.00		0.09	0.26		
v/c Ratio	0.83	0.47		0.56	0.90	0.77	0.01	0.70	0.31	0.81	1.00	
Uniform Delay, d1	41.8	36.8		28.6	29.9	29.0	23.7	30.0	26.2	20.4	31.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	28.7	0.5		0.7	17.3	7.6	0.0	2.5	0.3	8.6	27.3	
Delay (s)	70.5	37.3		29.3	47.1	36.6	23.7	32.5	26.6	29.0	58.6	
Level of Service	E	D		C	D	D	C	C	C	C	E	
Approach Delay (s)		49.7			37.7			29.3			50.5	
Approach LOS		D			D			C			D	

Intersection Summary

HCM 2000 Control Delay	40.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	94.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 90: Table Rock Road & Biddle Rd/Biddle Road

05/04/2018

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖	↑↔		↖	↑	↖
Traffic Volume (vph)	470	425	260	1	655	335	80	475	2	310	575	440
Future Volume (vph)	470	425	260	1	655	335	80	475	2	310	575	440
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1356	1629	3257	1435	1598	3194		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.23	1.00		0.32	1.00	1.00
Satd. Flow (perm)	3016	3207	1356	1629	3257	1435	380	3194		529	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	495	447	274	1	689	353	84	500	2	326	605	463
RTOR Reduction (vph)	0	0	179	0	0	249	0	0	0	0	0	193
Lane Group Flow (vph)	495	447	95	1	689	104	84	502	0	326	605	270
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	18.0	43.9	43.9	3.2	29.1	29.1	52.0	43.4		68.1	55.5	55.5
Effective Green, g (s)	18.0	45.3	45.3	3.2	30.5	30.5	52.0	44.8		68.1	56.9	56.9
Actuated g/C Ratio	0.14	0.35	0.35	0.02	0.23	0.23	0.40	0.34		0.52	0.44	0.44
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	417	1117	472	40	764	336	232	1100		440	716	600
v/s Ratio Prot	c0.16	0.14		0.00	c0.21		0.02	0.16		c0.12	c0.37	
v/s Ratio Perm			0.07			0.07	0.12			0.27		0.20
v/c Ratio	1.19	0.40	0.20	0.03	0.90	0.31	0.36	0.46		0.74	0.84	0.45
Uniform Delay, d1	56.0	32.1	29.7	61.9	48.3	41.1	26.6	33.1		20.1	32.6	25.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	105.9	1.1	1.0	0.2	14.1	0.7	0.7	0.2		6.3	8.9	0.4
Delay (s)	161.9	33.1	30.6	62.1	62.4	41.8	27.3	33.3		26.4	41.5	26.0
Level of Service	F	C	C	E	E	D	C	C		C	D	C
Approach Delay (s)		85.0			55.4			32.5			32.8	
Approach LOS		F			E			C			C	

Intersection Summary		
HCM 2000 Control Delay	53.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.92	D
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	83.4%	16.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		E

HCM Signalized Intersection Capacity Analysis
173: Bypass NB & Vilas Road

05/04/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			  							
Traffic Volume (vph)	785	765	0	0	595	170	1	1	200	0	0	0
Future Volume (vph)	785	765	0	0	595	170	1	1	200	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	4.0		5.0	4.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.98	1.00			
Satd. Flow (prot)	3109	3109			4909	1391		1463	1275			
Flt Permitted	0.95	1.00			1.00	1.00		0.98	1.00			
Satd. Flow (perm)	3109	3109			4909	1391		1463	1275			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	826	805	0	0	626	179	1	1	211	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	826	805	0	0	626	179	0	2	211	0	0	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	5	2			6		8	8				
Permitted Phases						Free			Free			
Actuated Green, G (s)	35.5	35.9			37.0	110.0		3.0	110.0			
Effective Green, g (s)	35.5	35.9			37.0	110.0		3.0	110.0			
Actuated g/C Ratio	0.32	0.33			0.34	1.00		0.03	1.00			
Clearance Time (s)	5.0	5.0			5.0			5.0				
Vehicle Extension (s)	2.5	2.5			2.5			2.5				
Lane Grp Cap (vph)	1003	1014			1651	1391		39	1275			
v/s Ratio Prot	c0.27	0.26			c0.13			0.00				
v/s Ratio Perm						0.13			c0.17			
v/c Ratio	0.82	0.79			0.38	0.13		0.05	0.17			
Uniform Delay, d1	34.4	33.7			27.8	0.0		52.1	0.0			
Progression Factor	0.14	0.28			0.98	1.00		1.00	1.00			
Incremental Delay, d2	3.3	2.8			0.1	0.2		0.4	0.3			
Delay (s)	8.1	12.1			27.4	0.2		52.5	0.3			
Level of Service	A	B			C	A		D	A			
Approach Delay (s)		10.1			21.4			0.8			0.0	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.7				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			51.7%				ICU Level of Service			A		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

175: Bypass SB & Vilas Road

05/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑						↖	↗↘
Traffic Volume (vph)	0	1375	15	135	460	0	0	0	0	175	1	900
Future Volume (vph)	0	1375	15	135	460	0	0	0	0	175	1	900
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0	4.0	5.0	5.0						5.0	4.0
Lane Util. Factor		0.86	1.00	1.00	0.95						1.00	0.88
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		5629	1391	1555	3109						1429	2244
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		5629	1391	1555	3109						1429	2244
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1447	16	142	484	0	0	0	0	184	1	947
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1447	16	142	484	0	0	0	0	0	185	947
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type		NA	Free	Prot	NA					Split	NA	Free
Protected Phases		2		1	6					4	4	
Permitted Phases			Free									Free
Actuated Green, G (s)		35.9	110.0	36.6	37.0						14.5	110.0
Effective Green, g (s)		35.9	110.0	36.6	37.0						14.5	110.0
Actuated g/C Ratio		0.33	1.00	0.33	0.34						0.13	1.00
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		2.5		2.5	2.5						2.5	
Lane Grp Cap (vph)		1837	1391	517	1045						188	2244
v/s Ratio Prot		c0.26		0.09	0.16						c0.13	
v/s Ratio Perm			0.01									c0.42
v/c Ratio		0.79	0.01	0.27	0.46						0.98	0.42
Uniform Delay, d1		33.6	0.0	27.0	28.7						47.6	0.0
Progression Factor		0.75	1.00	0.20	0.19						1.00	1.00
Incremental Delay, d2		0.9	0.0	1.2	0.2						61.6	0.6
Delay (s)		25.9	0.0	6.7	5.6						109.3	0.6
Level of Service		C	A	A	A						F	A
Approach Delay (s)		25.7			5.8			0.0			18.3	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-19: Synchro Unsignalized Intersection Capacity Reports Scenario 2 Tier 2 (S2T2)

HCM 2010 TWSC

28: Table Rock Road & Access 2

05/04/2018

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	0	25	0	940	890	0
Future Vol, veh/h	0	25	0	940	890	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	26	0	989	937	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1434	470	939	0	-	0
Stage 1	939	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	545	738	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	544	738	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	583	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	738	-	544	-	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	10	360	2	265	95	65	2	2	35	60	80	2
Future Vol, veh/h	10	360	2	265	95	65	2	2	35	60	80	2
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	-	-	-	-	-	150	-	-	-	150	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	379	2	279	100	68	2	2	37	63	84	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	100	0	0	381
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.13	-	-	4.13
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.227	-	-	2.227
Pot Cap-1 Maneuver	1486	-	-	1172
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1486	-	-	1172
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	5.6	13.9	48.4
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	447	1486	-	-	1172	-	-	144	165
HCM Lane V/C Ratio	0.092	0.007	-	-	0.238	-	-	0.439	0.523
HCM Control Delay (s)	13.9	7.4	0	-	9	0	-	48.2	48.6
HCM Lane LOS	B	A	A	-	A	A	-	E	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0.9	-	-	2	2.6

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	0	0	940	100	0	915
Future Vol, veh/h	0	0	940	100	0	915
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	989	105	0	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	549	0	0	1097
Stage 1	1044	-	-	-	-
Stage 2	482	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	485	-	-	644
Stage 1	305	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	484	-	-	644
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		
























Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Figure H-20: Synchro Signalized Intersection Capacity Reports Scenario 2 Tier 2 (S2T2)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

03/05/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	290	685	165	40	535	45	180	15	95	65	10	220	
Future Volume (vph)	290	685	165	40	535	45	180	15	95	65	10	220	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0	5.4	4.5	4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00	
Satd. Flow (prot)	1660	3386	1500	1710	3320	1485	1710	1748	1530		1675	1485	
Flt Permitted	0.44	1.00	1.00	0.22	1.00	1.00	0.71	1.00	1.00		0.77	1.00	
Satd. Flow (perm)	770	3386	1500	403	3320	1485	1270	1748	1530		1341	1485	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	305	721	174	42	563	47	189	16	100	68	11	232	
RTOR Reduction (vph)	0	0	84	0	0	30	0	0	78	0	0	182	
Lane Group Flow (vph)	305	721	90	42	563	17	189	16	22	0	79	50	
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	
Protected Phases	5	2		1	6			8			4		
Permitted Phases	2		2	6		6	8		8	4		4	
Actuated Green, G (s)	35.1	33.7	33.7	22.9	22.9	22.9	14.1	14.1	14.1		14.1	14.1	
Effective Green, g (s)	35.1	35.1	33.7	22.9	24.3	22.9	14.1	14.6	14.1		14.6	14.1	
Actuated g/C Ratio	0.54	0.54	0.52	0.35	0.37	0.35	0.22	0.22	0.22		0.22	0.22	
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	608	1828	777	208	1241	523	275	392	331		301	322	
v/s Ratio Prot	c0.11	0.21		0.01	c0.17			0.01					
v/s Ratio Perm	c0.16		0.06	0.06		0.01	c0.15		0.01		0.06	0.03	
v/c Ratio	0.50	0.39	0.12	0.20	0.45	0.03	0.69	0.04	0.07		0.26	0.16	
Uniform Delay, d1	11.4	8.7	8.0	14.5	15.3	13.8	23.4	19.7	20.2		20.8	20.6	
Progression Factor	0.95	0.64	0.86	0.61	0.88	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.6	0.3	0.3	1.0	0.1	7.5	0.1	0.1		0.6	0.3	
Delay (s)	11.3	6.1	7.1	9.2	14.5	13.9	31.0	19.8	20.3		21.4	20.9	
Level of Service	B	A	A	A	B	B	C	B	C		C	C	
Approach Delay (s)		7.6			14.1			26.9			21.1		
Approach LOS		A			B			C			C		
Intersection Summary													
HCM 2000 Control Delay			13.4									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.54										
Actuated Cycle Length (s)			65.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			59.8%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

03/05/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗↗		↖	↗↗↗		↖	↗		↖	↗	↖
Traffic Volume (vph)	415	1050	115	1	1080	100	250	50	2	130	30	980
Future Volume (vph)	415	1050	115	1	1080	100	250	50	2	130	30	980
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4472		1629	4611		1472	1543		1627	1714	1457
Flt Permitted	0.95	1.00		0.95	1.00		0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4472		1629	4611		1141	1543		1235	1714	1457
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	437	1105	121	1	1137	105	263	53	2	137	32	1032
RTOR Reduction (vph)	0	10	0	0	8	0	0	1	0	0	0	345
Lane Group Flow (vph)	437	1216	0	1	1234	0	263	54	0	137	32	687
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Prot
Protected Phases	5	2		1	6			8			4	4
Permitted Phases							8			4		
Actuated Green, G (s)	32.0	60.9		4.0	32.0		52.1	52.1		51.8	51.8	51.8
Effective Green, g (s)	32.5	61.4		5.4	33.4		52.1	52.6		51.8	52.6	52.6
Actuated g/C Ratio	0.25	0.47		0.04	0.26		0.40	0.40		0.40	0.40	0.40
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	395	2112		67	1184		457	624		492	693	589
v/s Ratio Prot	c0.28	0.27		0.00	c0.27			0.03			0.02	c0.47
v/s Ratio Perm							0.23			0.11		
v/c Ratio	1.11	0.58		0.01	1.04		0.58	0.09		0.28	0.05	1.17
Uniform Delay, d1	48.8	24.9		59.7	48.3		30.3	23.9		26.5	23.5	38.7
Progression Factor	1.00	1.00		1.45	0.62		1.00	1.00		0.89	0.85	1.51
Incremental Delay, d2	77.2	1.1		0.0	33.4		1.4	0.0		0.2	0.0	89.2
Delay (s)	126.0	26.0		86.6	63.4		31.8	23.9		23.7	20.0	147.6
Level of Service	F	C		F	E		C	C		C	C	F
Approach Delay (s)		52.3			63.4			30.4			130.0	
Approach LOS		D			E			C			F	

Intersection Summary

HCM 2000 Control Delay	74.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	113.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr & Vilas Road

03/05/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	140	1375	80	160	1540	85	120	2	230	120	1	160
Future Volume (vph)	140	1375	80	160	1540	85	120	2	230	120	1	160
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0		4.5	4.0		4.5	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3293		1660	3294		1660	1488		1660	1487	
Flt Permitted	0.08	1.00		0.06	1.00		0.48	1.00		0.32	1.00	
Satd. Flow (perm)	139	3293		111	3294		839	1488		557	1487	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	1447	84	168	1621	89	126	2	242	126	1	168
RTOR Reduction (vph)	0	3	0	0	3	0	0	175	0	0	132	0
Lane Group Flow (vph)	147	1528	0	168	1707	0	126	69	0	126	37	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	79.1	77.7		78.8	78.8		25.8	25.8		25.8	25.8	
Effective Green, g (s)	79.1	79.1		78.8	80.2		25.8	26.3		25.8	26.3	
Actuated g/C Ratio	0.61	0.61		0.61	0.62		0.20	0.20		0.20	0.20	
Clearance Time (s)	4.0	5.4		4.0	5.4		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	219	2003		217	2032		166	301		110	300	
v/s Ratio Prot	0.06	c0.46		0.07	c0.52			0.05			0.02	
v/s Ratio Perm	0.35			0.39			0.15			c0.23		
v/c Ratio	0.67	0.76		0.77	0.84		0.76	0.23		1.15	0.12	
Uniform Delay, d1	37.8	18.6		34.0	19.8		49.2	43.4		52.1	42.4	
Progression Factor	0.90	0.86		1.50	0.57		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.9	1.9		12.3	2.6		17.1	0.3		130.2	0.1	
Delay (s)	38.7	17.8		63.3	13.9		66.3	43.7		182.3	42.5	
Level of Service	D	B		E	B		E	D		F	D	
Approach Delay (s)		19.7			18.3			51.4			102.2	
Approach LOS		B			B			D			F	

Intersection Summary

HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

03/05/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔		↔↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (vph)	170	200	470	5	85	5	435	720	160	10	800	100
Future Volume (vph)	170	200	470	5	85	5	435	720	160	10	800	100
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1461	1598	1668		3190	3288	1434	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1461	1598	1668		3190	3288	1434	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	211	495	5	89	5	458	758	168	11	842	105
RTOR Reduction (vph)	0	0	64	0	2	0	0	0	60	0	0	58
Lane Group Flow (vph)	179	211	431	5	92	0	458	758	108	11	842	47
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7		4
Permitted Phases			2						8			4
Actuated Green, G (s)	14.4	26.6	50.6	4.1	16.3		24.0	78.4	78.4	2.1	56.5	56.5
Effective Green, g (s)	14.4	28.0	53.4	4.1	17.7		24.0	79.8	79.8	2.1	57.9	57.9
Actuated g/C Ratio	0.11	0.22	0.41	0.03	0.14		0.18	0.61	0.61	0.02	0.45	0.45
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	353	372	600	50	227		588	2018	880	26	1464	646
v/s Ratio Prot	c0.06	0.12	c0.14	0.00	0.06		c0.14	0.23		0.01	c0.26	
v/s Ratio Perm			0.15						0.08			0.03
v/c Ratio	0.51	0.57	0.72	0.10	0.41		0.78	0.38	0.12	0.42	0.58	0.07
Uniform Delay, d1	54.5	45.6	32.0	61.2	51.3		50.5	12.6	10.5	63.3	26.9	20.7
Progression Factor	0.76	0.59	0.65	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	1.5	3.9	0.6	0.9		6.5	0.2	0.1	7.9	1.7	0.2
Delay (s)	42.0	28.3	24.7	61.8	52.2		56.9	12.8	10.6	71.2	28.5	20.9
Level of Service	D	C	C	E	D		E	B	B	E	C	C
Approach Delay (s)		29.1			52.7			27.1			28.2	
Approach LOS		C			D			C			C	

Intersection Summary

HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

03/05/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↗	↖	↗	
Traffic Volume (vph)	114	331	2	633	528	580	5	592	803	385	752	302
Future Volume (vph)	114	331	2	633	528	580	5	592	803	385	752	302
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	*0.98	0.88	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	3193		3130	1698	1420	1629	3360	2497	1644	3231	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1598	3193		3130	1698	1420	1629	3360	2497	1644	3231	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	120	348	2	666	556	611	5	623	845	405	792	318
RTOR Reduction (vph)	0	0	0	0	0	216	0	0	588	0	33	0
Lane Group Flow (vph)	120	350	0	666	556	395	5	623	257	405	1077	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			
Actuated Green, G (s)	10.8	17.8		37.0	43.4	43.4	1.1	25.8	25.8	31.2	55.9	
Effective Green, g (s)	10.8	18.6		37.0	44.8	43.4	1.1	27.2	27.2	31.2	57.3	
Actuated g/C Ratio	0.08	0.14		0.28	0.34	0.33	0.01	0.21	0.21	0.24	0.44	
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	132	456		890	585	474	13	703	522	394	1424	
v/s Ratio Prot	c0.08	0.11		0.21	c0.33		0.00	c0.19		c0.25	0.33	
v/s Ratio Perm						0.28			0.10			
v/c Ratio	0.91	0.77		0.75	0.95	0.83	0.38	0.89	0.49	1.03	0.76	
Uniform Delay, d1	59.1	53.6		42.3	41.5	40.0	64.1	49.9	45.3	49.4	30.5	
Progression Factor	0.46	0.43		0.71	0.70	0.55	0.81	0.75	1.03	1.00	1.00	
Incremental Delay, d2	8.5	0.7		2.0	18.0	7.4	11.1	13.2	2.8	52.7	3.8	
Delay (s)	35.7	23.6		31.9	47.0	29.5	63.3	50.6	49.4	102.1	34.3	
Level of Service	D	C		C	D	C	E	D	D	F	C	
Approach Delay (s)		26.7			35.7			49.9			52.4	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

03/05/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖	↕	↖	↖	↕↗		↖	↕	↖
Traffic Volume (vph)	505	435	245	1	630	335	55	505	1	335	615	495
Future Volume (vph)	505	435	245	1	630	335	55	505	1	335	615	495
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1356	1629	3257	1435	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.24	1.00		0.31	1.00	1.00
Satd. Flow (perm)	3016	3207	1356	1629	3257	1435	408	3195		502	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	532	458	258	1	663	353	58	532	1	353	647	521
RTOR Reduction (vph)	0	0	172	0	0	262	0	0	0	0	0	194
Lane Group Flow (vph)	532	458	86	1	663	91	58	533	0	353	647	327
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	17.0	42.1	42.1	2.9	28.0	28.0	50.3	44.1		70.2	60.0	60.0
Effective Green, g (s)	17.0	43.5	43.5	2.9	29.4	29.4	50.3	45.5		70.2	61.4	61.4
Actuated g/C Ratio	0.13	0.33	0.33	0.02	0.23	0.23	0.39	0.35		0.54	0.47	0.47
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	394	1073	453	36	736	324	214	1118		449	772	647
v/s Ratio Prot	c0.18	0.14		0.00	c0.20		0.01	0.17		c0.13	c0.40	
v/s Ratio Perm			0.06			0.06	0.09			0.29		0.24
v/c Ratio	1.35	0.43	0.19	0.03	0.90	0.28	0.27	0.48		0.79	0.84	0.51
Uniform Delay, d1	56.5	33.6	30.7	62.2	48.9	41.6	26.8	33.0		19.6	30.0	23.8
Progression Factor	0.71	0.88	3.73	1.00	1.00	1.00	1.00	1.00		0.77	0.77	0.51
Incremental Delay, d2	171.4	1.1	0.8	0.2	14.4	0.7	0.5	0.2		7.8	7.1	0.4
Delay (s)	211.3	30.6	115.5	62.4	63.3	42.2	27.3	33.2		22.8	30.2	12.5
Level of Service	F	C	F	E	E	D	C	C		C	C	B
Approach Delay (s)		125.2			56.0			32.6			22.4	
Approach LOS		F			E			C			C	

Intersection Summary

HCM 2000 Control Delay	60.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

173: Bypass NB & Vilas Road

03/05/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕			↕↕↕	↖		↕	↖			
Traffic Volume (vph)	865	945	0	0	775	155	2	1	195	0	0	0
Future Volume (vph)	865	945	0	0	775	155	2	1	195	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.97	1.00			
Satd. Flow (prot)	3109	3109			4909	1391		1452	1275			
Flt Permitted	0.95	1.00			1.00	1.00		0.97	1.00			
Satd. Flow (perm)	3109	3109			4909	1391		1452	1275			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	911	995	0	0	816	163	2	1	205	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	107	0	0	48	0	0	0
Lane Group Flow (vph)	911	995	0	0	816	56	0	3	157	0	0	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type	Prot	NA			NA	Perm	custom	NA	custom			
Protected Phases	5	2			6			8				
Permitted Phases						6	3		2 8			
Actuated Green, G (s)	46.8	71.3			44.8	44.8		23.4	99.7			
Effective Green, g (s)	46.8	71.3			44.8	44.8		23.4	99.7			
Actuated g/C Ratio	0.36	0.55			0.34	0.34		0.18	0.77			
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0				
Vehicle Extension (s)	4.0	2.5			2.5	2.5		4.0				
Lane Grp Cap (vph)	1119	1705			1691	479		261	977			
v/s Ratio Prot	c0.29	c0.32			c0.17							
v/s Ratio Perm						0.04		0.00	c0.12			
v/c Ratio	0.81	0.58			0.48	0.12		0.01	0.16			
Uniform Delay, d1	37.7	19.5			33.5	29.1		43.8	4.0			
Progression Factor	0.37	0.15			0.93	1.38		1.00	1.00			
Incremental Delay, d2	4.1	0.4			0.1	0.1		0.0	0.1			
Delay (s)	18.1	3.3			31.3	40.2		43.8	4.1			
Level of Service	B	A			C	D		D	A			
Approach Delay (s)		10.4			32.8			4.7			0.0	
Approach LOS		B			C			A			A	

Intersection Summary

HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

175: Bypass SB & Vilas Road

03/05/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑						↖	↗↘
Traffic Volume (vph)	0	1645	15	125	650	0	0	0	0	165	1	1060
Future Volume (vph)	0	1645	15	125	650	0	0	0	0	165	1	1060
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.86	1.00	1.00	0.95						1.00	0.88
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		5629	1391	1555	3109						1429	2244
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		5629	1391	1555	3109						1429	2244
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1732	16	132	684	0	0	0	0	174	1	1116
RTOR Reduction (vph)	0	0	7	0	0	0	0	0	0	0	0	488
Lane Group Flow (vph)	0	1732	9	132	684	0	0	0	0	0	175	628
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type		NA	Perm	Prot	NA					custom	NA	custom
Protected Phases		2		1	6						4	
Permitted Phases			2							7		6 4
Actuated Green, G (s)		71.3	71.3	20.3	44.8						23.4	73.2
Effective Green, g (s)		71.3	71.3	20.3	44.8						23.4	73.2
Actuated g/C Ratio		0.55	0.55	0.16	0.34						0.18	0.56
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						2.5	
Lane Grp Cap (vph)		3087	762	242	1071						257	1263
v/s Ratio Prot		c0.31		0.08	c0.22							
v/s Ratio Perm			0.01								0.12	0.28
v/c Ratio		0.56	0.01	0.55	0.64						0.68	0.50
Uniform Delay, d1		19.1	13.3	50.6	35.8						49.8	17.2
Progression Factor		0.87	1.00	0.30	0.11						1.00	1.00
Incremental Delay, d2		0.1	0.0	1.8	1.0						13.6	0.2
Delay (s)		16.7	13.3	17.1	4.8						63.5	17.5
Level of Service		B	B	B	A						E	B
Approach Delay (s)		16.7			6.8			0.0			23.7	
Approach LOS		B			A			A			C	

Intersection Summary

HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-21: Synchro Unsignalized Intersection Capacity Reports Scenario 3 Tier 2 (S3T2)

HCM 2010 AWSC

30: Vilas Road & Crater Lake Ave

05/07/2018

Intersection	
Intersection Delay, s/veh	25.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↕		↖	↗	↗
Traffic Vol, veh/h	95	405	2	210	180	40	2	5	20	30	125	2
Future Vol, veh/h	95	405	2	210	180	40	2	5	20	30	125	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	100	426	2	221	189	42	2	5	21	32	132	2
Number of Lanes	1	1	0	0	1	1	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	2	2
HCM Control Delay	26	29.5	11.2	12.6
HCM LOS	D	D	B	B

























Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	7%	100%	0%	54%	0%	100%	0%	0%
Vol Thru, %	19%	0%	100%	46%	0%	0%	100%	0%
Vol Right, %	74%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	95	407	390	40	30	125	2
LT Vol	2	95	0	210	0	30	0	0
Through Vol	5	0	405	180	0	0	125	0
RT Vol	20	0	2	0	40	0	0	2
Lane Flow Rate	28	100	428	411	42	32	132	2
Geometry Grp	8	8	8	8	8	7	7	7
Degree of Util (X)	0.063	0.197	0.783	0.793	0.07	0.069	0.269	0.004
Departure Headway (Hd)	7.955	7.089	6.58	6.956	5.974	7.883	7.371	6.655
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	453	503	548	517	595	452	484	533
Service Time	5.655	4.874	4.364	4.742	3.76	5.68	5.168	4.451
HCM Lane V/C Ratio	0.062	0.199	0.781	0.795	0.071	0.071	0.273	0.004
HCM Control Delay	11.2	11.6	29.3	31.6	9.2	11.3	12.9	9.5
HCM Lane LOS	B	B	D	D	A	B	B	A
HCM 95th-tile Q	0.2	0.7	7.2	7.4	0.2	0.2	1.1	0

Figure H-22: Synchro Signalized Intersection Capacity Reports Scenario 3 Tier 2 (S3T2)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/07/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	445	140	75	395	85	155	15	85	90	15	155
Future Volume (vph)	180	445	140	75	395	85	155	15	85	90	15	155
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0	5.4	5.4	4.0	5.4	4.5	4.0	4.5	4.5	4.0	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1782	1500	1710	1748	1485	1710	1748	1530	1660	1748	1485
Flt Permitted	0.46	1.00	1.00	0.42	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	805	1782	1500	757	1748	1485	1345	1748	1530	1305	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	189	468	147	79	416	89	163	16	89	95	16	163
RTOR Reduction (vph)	0	0	64	0	0	39	0	0	64	0	0	117
Lane Group Flow (vph)	189	468	83	79	416	50	163	16	25	95	16	46
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	36.6	36.6	36.6	36.6	36.6	36.6	18.5	18.5	18.5	18.5	18.5	18.5
Effective Green, g (s)	36.6	38.0	36.6	36.6	38.0	36.6	18.5	19.0	18.5	18.5	19.0	18.5
Actuated g/C Ratio	0.56	0.58	0.56	0.56	0.58	0.56	0.28	0.29	0.28	0.28	0.29	0.28
Clearance Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	4.5	4.5	4.5	4.5	4.5	4.5
Lane Grp Cap (vph)	453	1041	844	426	1021	836	382	510	435	371	510	422
v/s Ratio Prot		c0.26			0.24			0.01			0.01	
v/s Ratio Perm	0.23		0.06	0.10		0.03	c0.12		0.02	0.07		0.03
v/c Ratio	0.42	0.45	0.10	0.19	0.41	0.06	0.43	0.03	0.06	0.26	0.03	0.11
Uniform Delay, d1	8.1	7.6	6.6	6.9	7.4	6.4	18.9	16.4	16.9	17.9	16.4	17.2
Progression Factor	0.61	0.65	0.79	0.92	1.07	2.26	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	1.3	0.2	0.9	1.1	0.1	3.5	0.1	0.3	1.7	0.1	0.5
Delay (s)	7.5	6.2	5.4	7.3	9.0	14.6	22.4	16.5	17.2	19.6	16.5	17.7
Level of Service	A	A	A	A	A	B	C	B	B	B	B	B
Approach Delay (s)		6.4			9.6			20.3			18.3	
Approach LOS		A			A			C			B	

Intersection Summary

HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	↗
Traffic Volume (vph)	475	830	95	5	935	115	250	55	1	140	30	890
Future Volume (vph)	475	830	95	5	935	115	250	55	1	140	30	890
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4469		1629	4591		1472	1547		1627	1714	1457
Flt Permitted	0.95	1.00		0.95	1.00		0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4469		1629	4591		1141	1547		1230	1714	1457
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	500	874	100	5	984	121	263	58	1	147	32	937
RTOR Reduction (vph)	0	10	0	0	12	0	0	1	0	0	0	411
Lane Group Flow (vph)	500	964	0	5	1093	0	263	58	0	147	32	526
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Prot
Protected Phases	5	2		1	6			8			4	4
Permitted Phases							8			4		
Actuated Green, G (s)	42.6	71.7		0.8	29.0		44.5	44.5		44.2	44.2	44.2
Effective Green, g (s)	43.1	72.2		2.2	30.4		44.5	45.0		44.2	45.0	45.0
Actuated g/C Ratio	0.33	0.56		0.02	0.23		0.34	0.35		0.34	0.35	0.35
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	524	2482		27	1073		390	535		418	593	504
v/s Ratio Prot	c0.32	0.22		0.00	c0.24			0.04			0.02	c0.36
v/s Ratio Perm							0.23			0.12		
v/c Ratio	0.95	0.39		0.19	1.02		0.67	0.11		0.35	0.05	1.04
Uniform Delay, d1	42.5	16.4		63.0	49.8		36.6	28.9		32.2	28.3	42.5
Progression Factor	1.00	1.00		1.22	0.48		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	27.9	0.5		2.0	29.8		4.1	0.1		0.4	0.0	52.2
Delay (s)	70.4	16.8		79.0	53.9		40.7	28.9		32.5	28.3	94.7
Level of Service	E	B		E	D		D	C		C	C	F
Approach Delay (s)		35.0			54.0			38.5			84.6	
Approach LOS		D			D			D			F	

Intersection Summary

HCM 2000 Control Delay	54.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	106.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr/Peace LN & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	120	900	135	100	960	20	245	2	190	100	1	60
Future Volume (vph)	120	900	135	100	960	20	245	2	190	100	1	60
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0		4.0	4.0	5.4	4.0	4.0	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1748	1485	1660	1742		1660	1748	1485	1660	1748	1485
Flt Permitted	0.09	1.00	1.00	0.15	1.00		0.00	1.00	1.00	0.00	1.00	1.00
Satd. Flow (perm)	162	1748	1485	255	1742		0	1748	1485	0	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	947	142	105	1011	21	258	2	200	105	1	63
RTOR Reduction (vph)	0	0	35	0	1	0	0	0	191	0	0	61
Lane Group Flow (vph)	126	947	107	105	1031	0	258	2	9	105	1	2
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	91.8	84.0	84.0	90.6	83.4		15.2	6.1	6.1	13.9	4.8	4.8
Effective Green, g (s)	91.8	85.4	84.0	90.6	84.8		15.2	7.5	6.1	13.9	6.2	4.8
Actuated g/C Ratio	0.71	0.66	0.65	0.70	0.65		0.12	0.06	0.05	0.11	0.05	0.04
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	204	1148	959	255	1136		194	100	69	177	83	54
v/s Ratio Prot	c0.04	0.54		0.02	c0.59		c0.16	0.00		c0.06	0.00	
v/s Ratio Perm	0.40		0.07	0.26					0.01			0.00
v/c Ratio	0.62	0.82	0.11	0.41	0.91		1.33	0.02	0.14	0.59	0.01	0.04
Uniform Delay, d1	22.9	16.7	8.8	16.0	19.3		57.4	57.8	59.4	55.4	59.0	60.4
Progression Factor	1.00	1.00	1.00	1.44	0.72		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.7	6.8	0.2	0.7	10.6		179.4	0.1	0.7	4.4	0.0	0.2
Delay (s)	27.5	23.5	9.0	23.7	24.5		236.8	57.8	60.1	59.8	59.0	60.6
Level of Service	C	C	A	C	C		F	E	E	E	E	E
Approach Delay (s)		22.2			24.4			159.2			60.1	
Approach LOS		C			C			F			E	

Intersection Summary

HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔		↔↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	135	245	240	2	160	20	225	775	235	20	825	165
Future Volume (vph)	135	245	240	2	160	20	225	775	235	20	825	165
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1458	1557	1652		3190	3288	1434	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1458	1557	1652		3190	3288	1434	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	142	258	253	2	168	21	237	816	247	21	868	174
RTOR Reduction (vph)	0	0	80	0	4	0	0	0	90	0	0	67
Lane Group Flow (vph)	142	258	173	2	185	0	237	816	157	21	868	107
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7		4
Permitted Phases			2						8			4
Actuated Green, G (s)	13.1	34.0	47.6	0.8	21.7		13.6	70.8	70.8	5.6	62.8	62.8
Effective Green, g (s)	13.1	35.4	50.4	0.8	23.1		13.6	72.2	72.2	5.6	64.2	64.2
Actuated g/C Ratio	0.10	0.27	0.39	0.01	0.18		0.10	0.56	0.56	0.04	0.49	0.49
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	321	471	565	9	293		333	1826	796	70	1623	717
v/s Ratio Prot	0.04	c0.15	0.04	0.00	c0.11		c0.07	0.25		0.01	c0.26	
v/s Ratio Perm			0.08						0.11			0.07
v/c Ratio	0.44	0.55	0.31	0.22	0.63		0.71	0.45	0.20	0.30	0.53	0.15
Uniform Delay, d1	55.0	40.5	27.6	64.3	49.5		56.3	17.1	14.4	60.3	22.6	18.0
Progression Factor	0.70	0.57	0.40	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	1.0	0.3	8.9	3.8		7.0	0.3	0.2	1.8	1.3	0.4
Delay (s)	39.2	24.2	11.2	73.2	53.3		63.3	17.4	14.6	62.1	23.9	18.4
Level of Service	D	C	B	E	D		E	B	B	E	C	B
Approach Delay (s)		22.5			53.6			25.3			23.8	
Approach LOS		C			D			C			C	

Intersection Summary

HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖↗	↑	↗	↖	↑↑	↗↖	↖	↑↗	
Traffic Volume (vph)	140	345	3	365	480	345	10	585	565	260	795	335
Future Volume (vph)	140	345	3	365	480	345	10	585	565	260	795	335
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	*0.98	0.88	1.00	*0.98	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	1682	1409	3130	1698	1421	1628	3360	2501	1644	3216	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.17	1.00	1.00	0.18	1.00	
Satd. Flow (perm)	1598	1682	1409	3130	1698	1421	290	3360	2501	313	3216	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	363	3	384	505	363	11	616	595	274	837	353
RTOR Reduction (vph)	0	0	2	0	0	187	0	0	424	0	45	0
Lane Group Flow (vph)	147	363	1	384	505	176	11	616	171	274	1145	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Actuated Green, G (s)	10.4	22.7	22.7	17.3	29.0	29.0	27.7	26.7	26.7	38.8	38.8	
Effective Green, g (s)	10.4	23.5	23.5	17.3	30.4	29.0	27.7	28.1	28.1	38.8	40.2	
Actuated g/C Ratio	0.11	0.24	0.24	0.18	0.31	0.30	0.28	0.29	0.29	0.40	0.41	
Clearance Time (s)	4.0	4.8	4.8	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	169	403	337	552	526	420	95	963	717	301	1319	
v/s Ratio Prot	0.09	c0.22		0.12	c0.30		0.00	c0.18		0.12	c0.36	
v/s Ratio Perm			0.00			0.12	0.03		0.07	0.24		
v/c Ratio	0.87	0.90	0.00	0.70	0.96	0.42	0.12	0.64	0.24	0.91	0.87	
Uniform Delay, d1	43.1	36.1	28.3	37.9	33.2	27.7	32.4	30.5	26.8	23.2	26.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	34.4	22.6	0.0	3.5	29.3	0.5	0.4	1.6	0.2	29.9	6.5	
Delay (s)	77.6	58.7	28.3	41.4	62.5	28.2	32.8	32.1	27.0	53.1	33.0	
Level of Service	E	E	C	D	E	C	C	C	C	D	C	
Approach Delay (s)		63.9			46.1			29.6			36.7	
Approach LOS		E			D			C			D	

Intersection Summary

HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	98.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↔		↔	↑	↔
Traffic Volume (vph)	315	440	210	1	715	355	70	485	1	315	625	270
Future Volume (vph)	315	440	210	1	715	355	70	485	1	315	625	270
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1356	1629	4680	1435	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.25	1.00		0.35	1.00	1.00
Satd. Flow (perm)	3016	3207	1356	1629	4680	1435	419	3195		568	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	332	463	221	1	753	374	74	511	1	332	658	284
RTOR Reduction (vph)	0	0	151	0	0	293	0	0	0	0	0	103
Lane Group Flow (vph)	332	463	70	1	753	81	74	512	0	332	658	181
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	13.9	39.5	39.5	1.1	26.7	26.7	57.5	50.7		74.6	63.8	63.8
Effective Green, g (s)	13.9	40.9	40.9	1.1	28.1	28.1	57.5	52.1		74.6	65.2	65.2
Actuated g/C Ratio	0.11	0.31	0.31	0.01	0.22	0.22	0.44	0.40		0.57	0.50	0.50
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	322	1008	426	13	1011	310	246	1280		476	820	687
v/s Ratio Prot	c0.11	0.14		0.00	c0.16		0.02	0.16		c0.11	c0.40	
v/s Ratio Perm			0.05			0.06	0.12			0.29		0.13
v/c Ratio	1.03	0.46	0.16	0.08	0.74	0.26	0.30	0.40		0.70	0.80	0.26
Uniform Delay, d1	58.0	35.7	32.2	63.9	47.6	42.3	23.0	27.8		16.3	27.0	18.6
Progression Factor	0.87	0.93	3.56	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	57.0	1.4	0.8	1.8	3.2	0.6	0.5	0.1		4.1	5.5	0.2
Delay (s)	107.4	34.5	115.4	65.8	50.8	42.9	23.5	27.9		20.4	32.6	18.8
Level of Service	F	C	F	E	D	D	C	C		C	C	B
Approach Delay (s)		75.9			48.2			27.4			26.3	
Approach LOS		E			D			C			C	

Intersection Summary

HCM 2000 Control Delay	45.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

173: Bypass NB & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑↑	↔		↑	↔			
Traffic Volume (vph)	750	600	0	0	570	140	10	1	160	0	0	0
Future Volume (vph)	750	600	0	0	570	140	10	1	160	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (prot)	3109	3109			4909	1391		1434	1275			
Flt Permitted	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (perm)	3109	3109			4909	1391		1434	1275			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	789	632	0	0	600	147	11	1	168	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	116	0	0	124	0	0	0
Lane Group Flow (vph)	789	632	0	0	600	31	0	12	44	0	0	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm			
Protected Phases	5	2			6		4	8				
Permitted Phases						6			8			
Actuated Green, G (s)	37.8	44.5			27.5	27.5		49.7	33.7			
Effective Green, g (s)	37.8	44.5			27.5	27.5		49.7	33.7			
Actuated g/C Ratio	0.29	0.34			0.21	0.21		0.38	0.26			
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Vehicle Extension (s)	2.5	2.5			2.5	2.5		2.5	2.5			
Lane Grp Cap (vph)	904	1064			1038	294		548	330			
v/s Ratio Prot	c0.25	c0.20			c0.12			c0.01				
v/s Ratio Perm						0.02			c0.03			
v/c Ratio	0.87	0.59			0.58	0.11		0.02	0.13			
Uniform Delay, d1	43.8	35.3			46.0	41.3		25.0	36.9			
Progression Factor	0.19	0.09			0.92	1.13		1.00	1.00			
Incremental Delay, d2	7.0	0.5			0.6	0.1		0.0	0.1			
Delay (s)	15.4	3.8			43.2	46.8		25.0	37.1			
Level of Service	B	A			D	D		C	D			
Approach Delay (s)		10.3			43.9			36.3			0.0	
Approach LOS		B			D			D			A	

Intersection Summary

HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

175: Bypass SB & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑					↑	↑	↑↑
Traffic Volume (vph)	0	1205	2	90	485	0	0	0	0	150	1	515
Future Volume (vph)	0	1205	2	90	485	0	0	0	0	150	1	515
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0	5.0	5.0	5.0					4.0	5.0	5.0
Lane Util. Factor		0.91	1.00	1.00	0.95					0.95	0.95	0.88
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		4467	1391	1555	3109					1354	1358	2244
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		4467	1391	1555	3109					1354	1358	2244
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1268	2	95	511	0	0	0	0	158	1	542
RTOR Reduction (vph)	0	0	1	0	0	0	0	0	0	0	0	335
Lane Group Flow (vph)	0	1268	1	95	511	0	0	0	0	79	80	207
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type		NA	Perm	Prot	NA					Prot	NA	Perm
Protected Phases		2		1	6					7	4	
Permitted Phases			2									4
Actuated Green, G (s)		44.5	44.5	20.8	27.5					12.0	50.7	49.7
Effective Green, g (s)		44.5	44.5	20.8	27.5					12.0	50.7	49.7
Actuated g/C Ratio		0.34	0.34	0.16	0.21					0.09	0.39	0.38
Clearance Time (s)		5.0	5.0	5.0	5.0					4.0	5.0	5.0
Vehicle Extension (s)		2.5	2.5	2.5	2.5					2.5	2.5	2.5
Lane Grp Cap (vph)		1529	476	248	657					124	529	857
v/s Ratio Prot		c0.28		0.06	c0.16					c0.06	0.01	
v/s Ratio Perm			0.00								0.04	c0.09
v/c Ratio		0.83	0.00	0.38	0.78					0.64	0.15	0.24
Uniform Delay, d1		39.3	28.1	48.9	48.4					56.9	25.7	27.3
Progression Factor		0.85	1.00	0.10	0.12					1.00	1.00	1.00
Incremental Delay, d2		2.4	0.0	0.6	4.9					9.0	0.1	0.7
Delay (s)		35.8	28.1	5.3	10.6					65.9	25.8	28.0
Level of Service		D	C	A	B					E	C	C
Approach Delay (s)		35.8			9.8			0.0			32.0	
Approach LOS		D			A			A			C	

Intersection Summary

HCM 2000 Control Delay	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-23: Synchro Unsignalized Intersection Capacity Reports Scenario 5 Tier 2 (S5T2)

HCM 2010 AWSC

30: Crater Lake Ave & Vilas Road

03/01/2018

Intersection	
Intersection Delay, s/veh	34
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗		↖	↗		↕		↖	↗	
Traffic Vol, veh/h	95	450	2	165	245	35	1	1	20	30	130	2
Future Vol, veh/h	95	450	2	165	245	35	1	1	20	30	130	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	100	474	2	174	258	37	1	1	21	32	137	2
Number of Lanes	1	1	1	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	3
HCM Control Delay	38	37.5	11.3	14.1
HCM LOS	E	E	B	B

























Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	5%	100%	0%	0%	40%	0%	100%	0%
Vol Thru, %	5%	0%	100%	0%	60%	0%	0%	98%
Vol Right, %	91%	0%	0%	100%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	95	450	2	410	35	30	132
LT Vol	1	95	0	0	165	0	30	0
Through Vol	1	0	450	0	245	0	0	130
RT Vol	20	0	0	2	0	35	0	2
Lane Flow Rate	23	100	474	2	432	37	32	139
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.052	0.203	0.896	0.004	0.86	0.064	0.076	0.312
Departure Headway (Hd)	8.082	7.321	6.813	6.101	7.176	6.261	8.612	8.09
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	491	531	587	505	572	416	445
Service Time	5.842	5.057	4.549	3.838	4.913	3.997	6.358	5.835
HCM Lane V/C Ratio	0.052	0.204	0.893	0.003	0.855	0.065	0.077	0.312
HCM Control Delay	11.3	11.9	43.7	8.9	39.9	9.4	12.1	14.5
HCM Lane LOS	B	B	E	A	E	A	B	B
HCM 95th-tile Q	0.2	0.8	10.3	0	9.1	0.2	0.2	1.3

Figure H-24: Synchro Signalized Intersection Capacity Reports Scenario 5 Tier 2 (S5T2)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/07/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	655	140	80	595	95	150	20	95	95	15	145
Future Volume (vph)	165	655	140	80	595	95	150	20	95	95	15	145
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	3386	1500	1710	3320	1485	1710	1748	1530	1660	1748	1485
Flt Permitted	0.40	1.00	1.00	0.36	1.00	1.00	0.75	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	692	3386	1500	655	3320	1485	1345	1748	1530	1300	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	174	689	147	84	626	100	158	21	100	100	16	153
RTOR Reduction (vph)	0	0	64	0	0	44	0	0	71	0	0	108
Lane Group Flow (vph)	174	689	83	84	626	56	158	21	29	100	16	45
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	16.0	16.0	16.0	16.0	16.0
Effective Green, g (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	16.0	16.0	16.0	16.0	16.0
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.56	0.56	0.29	0.29	0.29	0.29	0.29	0.29
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	390	1908	845	369	1871	837	391	508	445	378	508	432
v/s Ratio Prot		0.20			0.19			0.01			0.01	
v/s Ratio Perm	c0.25		0.06	0.13		0.04	c0.12		0.02	0.08		0.03
v/c Ratio	0.45	0.36	0.10	0.23	0.33	0.07	0.40	0.04	0.07	0.26	0.03	0.10
Uniform Delay, d1	7.0	6.6	5.5	6.0	6.5	5.4	15.7	14.0	14.1	15.0	14.0	14.3
Progression Factor	1.33	1.16	1.92	0.92	1.11	1.35	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	0.5	0.2	1.3	0.4	0.1	3.1	0.2	0.3	1.7	0.1	0.5
Delay (s)	12.4	8.1	10.8	6.8	7.6	7.5	18.8	14.1	14.4	16.7	14.1	14.7
Level of Service	B	A	B	A	A	A	B	B	B	B	B	B
Approach Delay (s)		9.2			7.5			16.8			15.4	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			10.2									B
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			55.0								8.0	
Intersection Capacity Utilization			52.4%									A
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	↖↖
Traffic Volume (vph)	300	1040	90	1	1060	95	245	55	2	135	35	860
Future Volume (vph)	300	1040	90	1	1060	95	245	55	2	135	35	860
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	0.88
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4487		1629	4613		1473	1543		1627	1714	2565
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4487		1629	4613		1136	1543		1229	1714	2565
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	316	1095	95	1	1116	100	258	58	2	142	37	905
RTOR Reduction (vph)	0	8	0	0	8	0	0	1	0	0	0	666
Lane Group Flow (vph)	316	1182	0	1	1208	0	258	59	0	142	37	239
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Prot
Protected Phases	5	2		1	6			8			4	4
Permitted Phases							8			4		
Actuated Green, G (s)	25.0	63.9		4.6	42.6		28.5	28.5		28.2	28.2	28.2
Effective Green, g (s)	25.5	64.4		6.0	44.0		28.5	29.0		28.2	29.0	29.0
Actuated g/C Ratio	0.23	0.59		0.05	0.40		0.26	0.26		0.26	0.26	0.26
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	366	2626		88	1845		294	406		315	451	676
v/s Ratio Prot	c0.20	0.26		0.00	c0.26			0.04			0.02	0.09
v/s Ratio Perm							c0.23			0.12		
v/c Ratio	0.86	0.45		0.01	0.65		0.88	0.14		0.45	0.08	0.35
Uniform Delay, d1	40.6	12.8		49.2	26.8		39.1	31.0		34.4	30.5	32.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.85	0.83	0.49
Incremental Delay, d2	18.4	0.6		0.0	1.8		24.0	0.1		0.6	0.0	0.2
Delay (s)	59.0	13.4		49.2	28.6		63.1	31.1		29.7	25.3	16.3
Level of Service	E	B		D	C		E	C		C	C	B
Approach Delay (s)		23.0			28.7			57.1			18.3	
Approach LOS		C			C			E			B	

Intersection Summary

HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr/Peace Ln & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1155	105	90	1180	50	240	2	190	105	1	180
Future Volume (vph)	110	1155	105	90	1180	50	240	2	190	105	1	180
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0	5.4	5.4	4.0		4.5	4.0	4.5	4.5	4.0	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	3320	1485	1660	3300		1660	1748	1485	1660	1748	1485
Flt Permitted	0.16	1.00	1.00	0.18	1.00		0.53	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	281	3320	1485	315	3300		933	1748	1485	1322	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	1216	111	95	1242	53	253	2	200	111	1	189
RTOR Reduction (vph)	0	0	38	0	3	0	0	0	116	0	0	94
Lane Group Flow (vph)	116	1216	73	95	1292	0	253	2	84	111	1	95
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	72.6	72.6	72.6	72.6	72.6		27.4	14.9	14.9	18.6	10.5	10.5
Effective Green, g (s)	72.6	74.0	72.6	72.6	74.0		27.4	15.4	14.9	18.6	11.0	10.5
Actuated g/C Ratio	0.66	0.67	0.66	0.66	0.67		0.25	0.14	0.14	0.17	0.10	0.10
Clearance Time (s)	5.4	5.4	5.4	5.4	5.4		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	185	2233	980	207	2220		315	244	201	248	174	141
v/s Ratio Prot		0.37			0.39		c0.09	0.00		0.03	0.00	
v/s Ratio Perm	c0.41		0.05	0.30			c0.11		0.06	0.04		0.06
v/c Ratio	0.63	0.54	0.07	0.46	0.58		0.80	0.01	0.42	0.45	0.01	0.67
Uniform Delay, d1	10.8	9.3	6.7	9.1	9.7		37.4	40.7	43.6	40.7	44.6	48.1
Progression Factor	1.02	1.17	2.27	0.54	0.83		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.0	0.8	0.1	5.4	0.8		19.2	0.1	6.3	0.9	0.1	22.8
Delay (s)	23.0	11.7	15.3	10.3	8.9		56.6	40.8	49.9	41.6	44.6	70.9
Level of Service	C	B	B	B	A		E	D	D	D	D	E
Approach Delay (s)		12.9			9.0			53.6			60.0	
Approach LOS		B			A			D			E	

Intersection Summary

HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↗		↖↗	↖↗	↖	↖	↖↗	↖
Traffic Volume (vph)	120	335	390	2	220	20	385	730	190	20	785	165
Future Volume (vph)	120	335	390	2	220	20	385	730	190	20	785	165
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1461	1598	1660		3190	3288	1435	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1461	1598	1660		3190	3288	1435	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	353	411	2	232	21	405	768	200	21	826	174
RTOR Reduction (vph)	0	0	53	0	4	0	0	0	96	0	0	109
Lane Group Flow (vph)	126	353	358	2	249	0	405	768	104	21	826	65
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7		4
Permitted Phases			2						8			4
Actuated Green, G (s)	8.0	33.0	57.4	1.5	26.5		24.4	54.3	54.3	2.4	32.3	32.3
Effective Green, g (s)	8.0	34.4	60.2	1.5	27.9		24.4	55.7	55.7	2.4	33.7	33.7
Actuated g/C Ratio	0.07	0.31	0.55	0.01	0.25		0.22	0.51	0.51	0.02	0.31	0.31
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	232	541	799	21	421		707	1664	726	35	1007	444
v/s Ratio Prot	0.04	c0.20	0.11	0.00	c0.15		c0.13	0.23		0.01	c0.25	
v/s Ratio Perm			0.14						0.07			0.04
v/c Ratio	0.54	0.65	0.45	0.10	0.59		0.57	0.46	0.14	0.60	0.82	0.15
Uniform Delay, d1	49.2	32.6	14.9	53.6	36.1		38.2	17.5	14.5	53.3	35.3	27.7
Progression Factor	0.93	0.50	0.69	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0	2.4	0.4	1.4	1.9		1.1	0.4	0.2	21.0	7.5	0.7
Delay (s)	47.8	18.8	10.7	55.0	37.9		39.3	17.9	14.6	74.3	42.8	28.4
Level of Service	D	B	B	E	D		D	B	B	E	D	C
Approach Delay (s)		19.2			38.1			23.7			41.0	
Approach LOS		B			D			C			D	

Intersection Summary

HCM 2000 Control Delay	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗↘	↗↘		↗	↗↗	↗↘	↗	↗↘	
Traffic Volume (vph)	83	237	1	577	550	405	10	657	773	320	778	230
Future Volume (vph)	83	237	1	577	550	405	10	657	773	320	778	230
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	0.95		1.00	*0.98	0.88	1.00	*0.98	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.94		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	3194		3130	3001		1628	3360	2499	1644	3264	
Flt Permitted	0.95	1.00		0.95	1.00		0.28	1.00	1.00	0.17	1.00	
Satd. Flow (perm)	1598	3194		3130	3001		477	3360	2499	302	3264	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	249	1	607	579	426	11	692	814	337	819	242
RTOR Reduction (vph)	0	0	0	0	125	0	0	0	626	0	23	0
Lane Group Flow (vph)	87	250	0	607	880	0	11	692	188	337	1038	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	7.6	14.2		31.9	37.9		25.1	24.0	24.0	44.6	44.6	
Effective Green, g (s)	7.6	15.0		31.9	39.3		25.1	25.4	25.4	44.6	46.0	
Actuated g/C Ratio	0.07	0.14		0.29	0.36		0.23	0.23	0.23	0.41	0.42	
Clearance Time (s)	4.0	4.8		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	110	435		907	1072		120	775	577	387	1364	
v/s Ratio Prot	c0.05	0.08		0.19	c0.29		0.00	c0.21		c0.17	0.32	
v/s Ratio Perm							0.02		0.08	0.18		
v/c Ratio	0.79	0.57		0.67	0.82		0.09	0.89	0.33	0.87	0.76	
Uniform Delay, d1	50.4	44.5		34.4	32.1		33.5	41.0	35.2	28.2	27.3	
Progression Factor	0.61	0.56		0.58	0.44		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	23.5	1.1		1.3	3.9		0.2	14.8	1.5	18.7	4.0	
Delay (s)	54.1	26.2		21.2	18.2		33.8	55.8	36.7	46.9	31.4	
Level of Service	D	C		C	B		C	E	D	D	C	
Approach Delay (s)		33.4			19.3			45.4			35.1	
Approach LOS		C			B			D			D	

Intersection Summary

HCM 2000 Control Delay	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑↑	↖	↖	↑↑		↖	↑	↖
Traffic Volume (vph)	520	445	215	1	690	355	50	550	1	330	665	415
Future Volume (vph)	520	445	215	1	690	355	50	550	1	330	665	415
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1356	1629	4680	1434	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.19	1.00		0.28	1.00	1.00
Satd. Flow (perm)	3016	3207	1356	1629	4680	1434	327	3195		461	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	547	468	226	1	726	374	53	579	1	347	700	437
RTOR Reduction (vph)	0	0	151	0	0	297	0	0	0	0	0	149
Lane Group Flow (vph)	547	468	75	1	726	77	53	580	0	347	700	288
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	22.0	41.6	41.6	2.7	22.3	22.3	50.8	44.8		70.9	60.9	60.9
Effective Green, g (s)	22.0	43.0	43.0	2.7	23.7	23.7	50.8	46.2		70.9	62.3	62.3
Actuated g/C Ratio	0.17	0.33	0.33	0.02	0.18	0.18	0.39	0.36		0.55	0.48	0.48
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	510	1060	448	33	853	261	186	1135		437	784	657
v/s Ratio Prot	c0.18	0.15		0.00	c0.16		0.01	0.18		c0.13	c0.43	
v/s Ratio Perm			0.06			0.05	0.10			0.30		0.21
v/c Ratio	1.07	0.44	0.17	0.03	0.85	0.30	0.28	0.51		0.79	0.89	0.44
Uniform Delay, d1	54.0	34.1	30.8	62.4	51.4	45.9	27.2	33.0		19.5	30.8	22.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	60.7	1.3	0.8	0.3	8.5	0.9	0.6	0.3		9.3	12.5	0.3
Delay (s)	114.7	35.4	31.6	62.6	59.9	46.8	27.8	33.3		28.8	43.3	22.6
Level of Service	F	D	C	E	E	D	C	C		C	D	C
Approach Delay (s)		69.7			55.5			32.8			33.8	
Approach LOS		E			E			C			C	

Intersection Summary

HCM 2000 Control Delay	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

173: Bypass NB & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑			↑↑↑	↖		↑	↖			
Traffic Volume (vph)	805	790	0	0	775	115	10	1	170	0	0	0
Future Volume (vph)	805	790	0	0	775	115	10	1	170	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	*1.00	0.95			*1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (prot)	3109	3109			4909	1391		1434	1275			
Flt Permitted	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (perm)	3109	3109			4909	1391		1434	1275			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	847	832	0	0	816	121	11	1	179	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	87	0	0	131	0	0	0
Lane Group Flow (vph)	847	832	0	0	816	34	0	12	48	0	0	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		8			
Actuated Green, G (s)	34.3	40.0			31.0	31.0		29.7	29.7			
Effective Green, g (s)	34.3	40.0			31.0	31.0		29.7	29.7			
Actuated g/C Ratio	0.31	0.36			0.28	0.28		0.27	0.27			
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Vehicle Extension (s)	2.5	2.5			2.5	2.5		2.5	2.5			
Lane Grp Cap (vph)	969	1130			1383	392		387	344			
v/s Ratio Prot	c0.27	c0.27			c0.17							
v/s Ratio Perm						0.02		0.01	c0.04			
v/c Ratio	0.87	0.74			0.59	0.09		0.03	0.14			
Uniform Delay, d1	35.8	30.4			34.0	29.1		29.6	30.5			
Progression Factor	0.18	0.22			0.76	0.33		1.00	1.00			
Incremental Delay, d2	7.3	2.0			0.5	0.1		0.0	0.1			
Delay (s)	13.8	8.8			26.3	9.6		29.6	30.6			
Level of Service	B	A			C	A		C	C			
Approach Delay (s)		11.3			24.1			30.5			0.0	
Approach LOS		B			C			C			A	

Intersection Summary

HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

175: Bypass SB & Vilas Road

05/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑↑	↗	↘	↑↑						↖	↗↘	
Traffic Volume (vph)	0	1445	4	120	665	0	0	0	0	150	1	615	
Future Volume (vph)	0	1445	4	120	665	0	0	0	0	150	1	615	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0	
Lane Util. Factor		0.86	1.00	1.00	0.95						1.00	0.88	
Frt		1.00	0.85	1.00	1.00						1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00	
Satd. Flow (prot)		5629	1391	1555	3109						1429	2244	
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00	
Satd. Flow (perm)		5629	1391	1555	3109						1429	2244	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	0	1521	4	126	700	0	0	0	0	158	1	647	
RTOR Reduction (vph)	0	0	3	0	0	0	0	0	0	0	0	472	
Lane Group Flow (vph)	0	1521	1	126	700	0	0	0	0	0	159	175	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	20%	20%	20%	20%	20%	20%	
Turn Type		NA	Perm	Prot	NA						Prot	NA	Perm
Protected Phases		2		1	6						8	4	
Permitted Phases			2										4
Actuated Green, G (s)		40.0	40.0	25.3	31.0						29.7	29.7	
Effective Green, g (s)		40.0	40.0	25.3	31.0						29.7	29.7	
Actuated g/C Ratio		0.36	0.36	0.23	0.28						0.27	0.27	
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	5.0	
Vehicle Extension (s)		2.5	2.5	2.5	2.5						2.5	2.5	
Lane Grp Cap (vph)		2046	505	357	876						385	605	
v/s Ratio Prot		c0.27		0.08	c0.23						c0.11		
v/s Ratio Perm			0.00									0.08	
v/c Ratio		0.74	0.00	0.35	0.80						0.41	0.29	
Uniform Delay, d1		30.5	22.3	35.5	36.6						33.0	31.8	
Progression Factor		0.73	1.00	0.10	0.21						1.00	1.00	
Incremental Delay, d2		1.2	0.0	0.4	4.2						0.5	1.2	
Delay (s)		23.5	22.3	3.9	12.0						33.5	33.0	
Level of Service		C	C	A	B						C	C	
Approach Delay (s)		23.5			10.8			0.0			33.1		
Approach LOS		C			B			A			C		

Intersection Summary

HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-25: Synchro Unsignalized Intersection Capacity Reports Scenario 1 Tier 1 Roundabout (S1T1R)

HCM 2010 Roundabout
173: Bypass NB & Vilas Road

03/26/2018

Intersection									
Intersection Delay, s/veh	32.2								
Intersection LOS	D								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		0		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	1811		921		191		0		
Demand Flow Rate, veh/h	1992		1013		229		0		
Vehicles Circulating, veh/h	0		1206		1992		800		
Vehicles Exiting, veh/h	800		788		0		1205		
Follow-Up Headway, s	3.186		3.186		3.186		3.186		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	28.6		42.2		17.1		0.0		
Approach LOS	D		E		C		-		
Lane	Left	Right	Left	Right	Bypass	Left	Right	Bypass	
Designated Moves	L	LTR	LT	TR	R	LT	TR	R	
Assumed Moves	L	LTR	LT	TR	R	LT	TR	R	
RT Channelized					Yield			Yield	
Lane Util	0.530	0.470	0.471	0.529		0.500	0.500		
Critical Headway, s	4.293	4.113	4.293	4.113		4.293	4.113		
Entry Flow, veh/h	1056	936	376	423	214	1	1	227	
Cap Entry Lane, veh/h	1130	1130	457	486	339	254	280	514	
Entry HV Adj Factor	0.909	0.910	0.908	0.910	0.909	0.862	0.972	0.833	
Flow Entry, veh/h	960	851	341	385	195	1	1	189	
Cap Entry, veh/h	1027	1028	415	442	308	219	272	428	
V/C Ratio	0.935	0.828	0.822	0.871	0.633	0.004	0.004	0.441	
Control Delay, s/veh	34.6	21.9	42.1	47.0	33.1	16.6	13.3	17.1	
LOS	D	C	E	E	D	C	B	C	
95th %tile Queue, veh	15	10	8	9	4	0	0	2	













Intersection													
Intersection Delay, s/veh	108.5												
Intersection LOS	F												
Approach	EB			WB			NB			SB			
Entry Lanes	2			2			0			2			
Conflicting Circle Lanes	2			2			2			2			
Adj Approach Flow, veh/h	1711			732			0			933			
Demand Flow Rate, veh/h	1882			806			0			1119			
Vehicles Circulating, veh/h	293			0			2011			806			
Vehicles Exiting, veh/h	678			2011			129			0			
Follow-Up Headway, s	3.186			3.186			3.186			3.186			
Ped Vol Crossing Leg, #/h	0			0			0			0			
Ped Cap Adj	1.000			1.000			1.000			1.000			
Approach Delay, s/veh	57.4			7.2			0.0			281.8			
Approach LOS	F			A			-			F			
Lane	Left		Right		Bypass			Left		Right		Bypass	
Designated Moves	LT		TR		R			LT		TR		R	
Assumed Moves	LT		TR		R			L		TR		R	
RT Channelized					Yield							Yield	
Lane Util	0.470		0.530		0.470			0.470		0.530		0.994	
Critical Headway, s	4.293		4.113		4.293			4.293		4.113		4.293	
Entry Flow, veh/h	868		979		35			379		427		164	
Cap Entry Lane, veh/h	907		920		993			1130		1130		617	
Entry HV Adj Factor	0.909		0.909		0.909			0.908		0.909		0.835	
Flow Entry, veh/h	789		890		32			344		388		137	
Cap Entry, veh/h	825		837		903			1026		1027		516	
V/C Ratio	0.957		1.064		0.035			0.335		0.378		0.266	
Control Delay, s/veh	43.9		71.2		4.3			6.9		7.5		10.8	
LOS	E		F		A			A		A		B	
95th %tile Queue, veh	15		22		0			1		2		1	

Figure H-26: Synchro Signalized Intersection Capacity Reports Scenario 1 Tier 1 Roundabout (S1T1R)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/17/2018

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	735	130	90	770	100	130
Future Volume (vph)	735	130	90	770	100	130
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	5.4	3.5	4.0	4.0	4.0
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	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1782	1500	1710	1748	1710	1530
Flt Permitted	1.00	1.00	0.16	1.00	0.95	1.00
Satd. Flow (perm)	1782	1500	289	1748	1710	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	774	137	95	811	105	137
RTOR Reduction (vph)	0	65	0	0	0	115
Lane Group Flow (vph)	774	72	95	811	105	22
Heavy Vehicles (%)	1%	2%	0%	3%	0%	0%
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	3	
Permitted Phases		2	6			3
Actuated Green, G (s)	29.3	29.3	37.6	37.6	9.1	9.1
Effective Green, g (s)	30.7	29.3	37.6	39.0	9.1	9.1
Actuated g/C Ratio	0.55	0.52	0.67	0.70	0.16	0.16
Clearance Time (s)	5.4	5.4	3.5	5.4	4.0	4.0
Vehicle Extension (s)	4.0	4.0	2.5	4.0	2.5	2.5
Lane Grp Cap (vph)	975	783	315	1215	277	248
v/s Ratio Prot	c0.43		0.03	c0.46	c0.06	
v/s Ratio Perm		0.05	0.18			0.01
v/c Ratio	0.79	0.09	0.30	0.67	0.38	0.09
Uniform Delay, d1	10.2	6.7	6.8	4.9	21.0	20.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.6	0.2	0.4	1.5	3.9	0.7
Delay (s)	16.8	7.0	7.2	6.4	24.9	20.7
Level of Service	B	A	A	A	C	C
Approach Delay (s)	15.3			6.5	22.5	
Approach LOS	B			A	C	
Intersection Summary						
HCM 2000 Control Delay			12.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.71			
Actuated Cycle Length (s)			56.1		Sum of lost time (s)	11.5
Intersection Capacity Utilization			61.9%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↔		↖	↗↔	↖	↖	↗		↖	↗	↖
Traffic Volume (vph)	485	890	110	1	1045	115	250	50	2	150	25	830
Future Volume (vph)	485	890	110	1	1045	115	250	50	2	150	25	830
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0	5.4	4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4463		1629	4680	1436	1472	1543		1627	1714	1438
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4463		1629	4680	1436	1147	1543		1235	1714	1438
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	511	937	116	1	1100	121	263	53	2	158	26	874
RTOR Reduction (vph)	0	11	0	0	0	75	0	1	0	0	0	454
Lane Group Flow (vph)	511	1042	0	1	1100	46	263	54	0	158	26	420
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	45.6	77.9		0.8	32.2	32.2	38.3	38.3		38.0	38.0	38.0
Effective Green, g (s)	46.1	78.4		2.2	33.6	32.2	38.3	38.8		38.0	38.8	38.8
Actuated g/C Ratio	0.35	0.60		0.02	0.26	0.25	0.29	0.30		0.29	0.30	0.30
Clearance Time (s)	4.0	4.5		4.0	5.4	5.4	4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	561	2691		27	1209	355	337	460		361	511	429
v/s Ratio Prot	c0.32	0.23		0.00	c0.24			0.03			0.02	
v/s Ratio Perm						0.03	0.23			0.13		c0.29
v/c Ratio	0.91	0.39		0.04	0.91	0.13	0.78	0.12		0.44	0.05	0.98
Uniform Delay, d1	40.0	13.4		62.9	46.7	38.0	42.0	33.1		37.3	32.5	45.2
Progression Factor	1.00	1.00		1.46	0.55	0.13	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	19.0	0.4		0.3	8.3	0.5	10.8	0.1		0.6	0.0	37.5
Delay (s)	59.0	13.8		92.3	33.9	5.4	52.7	33.2		37.9	32.5	82.7
Level of Service	E	B		F	C	A	D	C		D	C	F
Approach Delay (s)		28.6			31.2			49.4			74.8	
Approach LOS		C			C			D			E	

Intersection Summary

HCM 2000 Control Delay	42.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Airway Drive/Peace Lane & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	25	1245	90	90	1180	60	135	3	210	165	1	50
Future Volume (vph)	25	1245	90	90	1180	60	135	3	210	165	1	50
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1748	1485	1660	1748	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.05	1.00	1.00	0.05	1.00	1.00	0.64	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	81	1748	1485	80	1748	1485	1126	1748	1485	1321	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	1311	95	95	1242	63	142	3	221	174	1	53
RTOR Reduction (vph)	0	0	26	0	0	17	0	0	121	0	0	49
Lane Group Flow (vph)	26	1311	69	95	1242	46	142	3	100	174	1	4
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	88.7	88.7	88.7	93.5	92.1	92.1	17.1	11.4	11.4	13.7	9.7	9.7
Effective Green, g (s)	88.7	90.1	88.7	93.5	93.5	92.1	17.1	11.4	11.4	13.7	9.7	9.7
Actuated g/C Ratio	0.70	0.71	0.70	0.74	0.74	0.72	0.13	0.09	0.09	0.11	0.08	0.08
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	85	1238	1035	129	1284	1075	175	156	133	152	133	113
v/s Ratio Prot	0.01	c0.75		0.03	c0.71		c0.04	0.00		c0.04	0.00	
v/s Ratio Perm	0.21		0.05	0.51		0.03	0.07		0.07	c0.09		0.00
v/c Ratio	0.31	1.06	0.07	0.74	0.97	0.04	0.81	0.02	0.75	1.14	0.01	0.04
Uniform Delay, d1	29.0	18.6	6.1	56.7	15.4	5.0	53.1	52.8	56.5	56.4	54.3	54.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	42.7	0.1	18.5	18.4	0.1	23.5	0.0	20.1	117.2	0.0	0.1
Delay (s)	30.5	61.3	6.2	75.2	33.9	5.1	76.6	52.8	76.6	173.6	54.3	54.5
Level of Service	C	E	A	E	C	A	E	D	E	F	D	D
Approach Delay (s)		57.1			35.4			76.4			145.4	
Approach LOS		E			D			E			F	

Intersection Summary

HCM 2000 Control Delay	56.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	127.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔		↔↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	480	190	195	120	165	60	220	735	210	70	975	470
Future Volume (vph)	480	190	195	120	165	60	220	735	210	70	975	470
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1458	1598	1610		3190	3288	1436	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1458	1598	1610		3190	3288	1436	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	200	205	126	174	63	232	774	221	74	1026	495
RTOR Reduction (vph)	0	0	75	0	13	0	0	0	100	0	0	180
Lane Group Flow (vph)	505	200	130	126	224	0	232	774	121	74	1026	315
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7		4
Permitted Phases			2						8			4
Actuated Green, G (s)	15.2	23.2	32.3	12.3	20.3		9.1	39.6	39.6	7.5	38.0	38.0
Effective Green, g (s)	15.2	24.6	35.1	12.3	21.7		9.1	41.0	41.0	7.5	39.4	39.4
Actuated g/C Ratio	0.15	0.24	0.35	0.12	0.21		0.09	0.40	0.40	0.07	0.39	0.39
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	478	419	504	193	344		286	1329	580	121	1277	564
v/s Ratio Prot	c0.16	c0.12	0.03	0.08	c0.14		c0.07	0.24		0.05	c0.31	
v/s Ratio Perm			0.06						0.08			0.22
v/c Ratio	1.06	0.48	0.26	0.65	0.65		0.81	0.58	0.21	0.61	0.80	0.56
Uniform Delay, d1	43.1	32.9	23.8	42.5	36.4		45.3	23.5	19.6	45.5	27.6	24.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	56.9	0.6	0.3	6.9	3.9		15.9	0.9	0.3	7.6	4.2	1.8
Delay (s)	100.0	33.5	24.1	49.4	40.3		61.2	24.4	20.0	53.1	31.8	26.0
Level of Service	F	C	C	D	D		E	C	B	D	C	C
Approach Delay (s)		68.3			43.5			30.6			31.0	
Approach LOS		E			D			C			C	

Intersection Summary

HCM 2000 Control Delay	40.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	101.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

30: Crater Lake Ave & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↗	↖	↖	↕	↗		↕	
Traffic Volume (vph)	45	260	165	35	215	20	110	140	45	15	225	20
Future Volume (vph)	45	260	165	35	215	20	110	140	45	15	225	20
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	4.0	5.4	4.0		5.4	4.0	5.4		4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Frt		1.00	0.85	1.00	0.99		1.00	1.00	0.85		0.99	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1561	1337	1494	1553		1494	1573	1337		1552	
Flt Permitted		0.91	1.00	0.57	1.00		0.76	1.00	1.00		0.97	
Satd. Flow (perm)		1433	1337	890	1553		1188	1573	1337		1512	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	274	174	37	226	21	116	147	47	16	237	21
RTOR Reduction (vph)	0	21	109	0	8	0	0	14	35	0	135	0
Lane Group Flow (vph)	0	300	65	37	240	0	116	133	12	0	139	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8		8	4		
Actuated Green, G (s)		8.2	8.2	8.2	8.2		6.6	6.6	6.6		6.6	
Effective Green, g (s)		9.6	9.6	8.2	9.6		6.6	8.0	6.6		8.0	
Actuated g/C Ratio		0.37	0.37	0.32	0.37		0.26	0.31	0.26		0.31	
Clearance Time (s)		5.4	5.4	5.4	5.4		5.4	5.4	5.4		5.4	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		2.5	2.5	2.5		2.5	
Lane Grp Cap (vph)		537	501	285	582		306	491	344		472	
v/s Ratio Prot					0.15			0.08				
v/s Ratio Perm		c0.21	0.05	0.04			c0.10		0.01		0.09	
v/c Ratio		0.56	0.13	0.13	0.41		0.38	0.27	0.04		0.30	
Uniform Delay, d1		6.3	5.3	6.2	5.9		7.8	6.6	7.1		6.7	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2		1.0	0.1	0.2	0.3		0.6	0.2	0.0		0.3	
Delay (s)		7.3	5.3	6.3	6.3		8.4	6.8	7.1		6.9	
Level of Service		A	A	A	A		A	A	A		A	
Approach Delay (s)		6.6			6.3			7.5			6.9	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	25.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↗	↖	↗	↖
Traffic Volume (vph)	125	365	1	525	523	315	5	490	675	320	780	297
Future Volume (vph)	125	365	1	525	523	315	5	490	675	320	780	297
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	*0.98	0.88	0.97	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	3195		3130	1698	1421	1629	3360	2502	3189	3228	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.15	1.00	1.00	0.29	1.00	
Satd. Flow (perm)	1598	3195		3130	1698	1421	260	3360	2502	981	3228	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	384	1	553	551	332	5	516	711	337	821	313
RTOR Reduction (vph)	0	0	0	0	0	159	0	0	504	0	42	0
Lane Group Flow (vph)	132	385	0	553	551	173	5	516	207	337	1092	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8		8	4		
Actuated Green, G (s)	9.3	15.9		26.3	32.3	32.3	31.6	26.4	26.4	39.0	30.1	
Effective Green, g (s)	9.3	16.7		26.3	33.7	32.3	31.6	27.8	27.8	39.0	31.5	
Actuated g/C Ratio	0.10	0.17		0.27	0.35	0.34	0.33	0.29	0.29	0.41	0.33	
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	155	557		860	597	479	160	976	726	605	1062	
v/s Ratio Prot	c0.08	0.12		0.18	c0.32		0.00	0.15		c0.05	c0.34	
v/s Ratio Perm						0.12	0.01		0.08	0.18		
v/c Ratio	0.85	0.69		0.64	0.92	0.36	0.03	0.53	0.28	0.56	1.03	
Uniform Delay, d1	42.5	37.1		30.6	29.8	23.9	24.2	28.5	26.3	19.6	32.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	33.3	3.4		1.5	20.0	0.3	0.1	0.7	0.3	0.9	35.2	
Delay (s)	75.9	40.5		32.0	49.7	24.3	24.2	29.1	26.6	20.5	67.3	
Level of Service	E	D		C	D	C	C	C	C	C	E	
Approach Delay (s)		49.5			37.0			27.6			56.6	
Approach LOS		D			D			C			E	

Intersection Summary

HCM 2000 Control Delay	42.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	95.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖	↕	↖	↖	↕		↖	↕	↖
Traffic Volume (vph)	355	435	255	1	670	340	85	470	5	325	585	400
Future Volume (vph)	355	435	255	1	670	340	85	470	5	325	585	400
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1356	1629	3257	1435	1598	3191		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.24	1.00		0.33	1.00	1.00
Satd. Flow (perm)	3016	3207	1356	1629	3257	1435	406	3191		546	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	374	458	268	1	705	358	89	495	5	342	616	421
RTOR Reduction (vph)	0	0	179	0	0	246	0	1	0	0	0	173
Lane Group Flow (vph)	374	458	89	1	705	112	89	499	0	342	616	248
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	15.5	41.8	41.8	2.5	28.8	28.8	54.2	45.4		70.9	58.1	58.1
Effective Green, g (s)	15.5	43.2	43.2	2.5	30.2	30.2	54.2	46.8		70.9	59.5	59.5
Actuated g/C Ratio	0.12	0.33	0.33	0.02	0.23	0.23	0.42	0.36		0.55	0.46	0.46
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	359	1065	450	31	756	333	249	1148		464	748	627
v/s Ratio Prot	c0.12	0.14		0.00	c0.22		0.02	0.16		c0.12	c0.38	
v/s Ratio Perm			0.07			0.08	0.12			0.28		0.18
v/c Ratio	1.04	0.43	0.20	0.03	0.93	0.34	0.36	0.43		0.74	0.82	0.40
Uniform Delay, d1	57.2	33.8	31.0	62.6	48.9	41.5	25.2	31.6		18.6	30.7	23.3
Progression Factor	0.90	0.92	2.82	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	57.4	1.2	0.9	0.3	18.5	0.8	0.6	0.2		5.7	7.2	0.3
Delay (s)	108.7	32.4	88.5	62.9	67.4	42.4	25.8	31.8		24.3	37.8	23.6
Level of Service	F	C	F	E	E	D	C	C		C	D	C
Approach Delay (s)		72.0			58.9			30.9			30.2	
Approach LOS		E			E			C			C	

Intersection Summary

HCM 2000 Control Delay	48.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-27: Synchro Unsignalized Intersection Capacity Reports Scenario 2 Tier 1 Roundabout (S2T1R)

HCM 2010 Roundabout
173: Bypass NB & Vilas Road

03/27/2018

Intersection								
Intersection Delay, s/veh	125.7							
Intersection LOS	F							
Approach	EB		WB		NB		SB	
Entry Lanes	2		2		2		0	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	2063		1173		227		0	
Demand Flow Rate, veh/h	2269		1290		272		0	
Vehicles Circulating, veh/h	0		1304		2269		1088	
Vehicles Exiting, veh/h	1088		972		0		1506	
Follow-Up Headway, s	3.186		3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	65.4		250.6		28.2		0.0	
Approach LOS	F		F		D		-	
Lane	Left	Right	Left	Right	Left	Right	Bypass	
Designated Moves	LT	TR	LT	TR	LT	TR	R	
Assumed Moves	L	TR	LT	TR	L	TR	R	
RT Channelized							Yield	
Lane Util	0.572	0.428	0.470	0.530	0.857	0.143		
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113		
Entry Flow, veh/h	1297	972	606	684	6	1	265	
Cap Entry Lane, veh/h	1130	1130	425	454	206	231	427	
Entry HV Adj Factor	0.909	0.909	0.909	0.909	0.833	0.833	0.833	
Flow Entry, veh/h	1179	884	551	621	5	1	221	
Cap Entry, veh/h	1027	1027	386	412	172	192	356	
V/C Ratio	1.148	0.860	1.426	1.508	0.029	0.004	0.620	
Control Delay, s/veh	95.8	24.8	233.4	265.9	21.7	18.8	28.4	
LOS	F	C	F	F	C	C	D	
95th %tile Queue, veh	33	11	28	33	0	0	4	

HCM 2010 Roundabout
175: Bypass SB & Vilas Road

03/27/2018

Intersection								
Intersection Delay, s/veh	224.8							
Intersection LOS	F							
Approach	EB		WB		NB		SB	
Entry Lanes	2		2		0		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	1947		990		0		1069	
Demand Flow Rate, veh/h	2142		1089		0		1282	
Vehicles Circulating, veh/h	339		0		2283		1089	
Vehicles Exiting, veh/h	921		2283		198		0	
Follow-Up Headway, s	3.186		3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	127.7		9.2		0.0		601.4	
Approach LOS	F		A		-		F	
Lane	Left	Right	Left	Right	Left	Right	Bypass	
Designated Moves	LT	TR	LT	TR	LT	TR	R	
Assumed Moves	LT	TR	LT	TR	L	TR	R	
RT Channelized								Yield
Lane Util	0.470	0.530	0.470	0.530	0.994	0.006		
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113		
Entry Flow, veh/h	1007	1135	512	577	170	1	1111	
Cap Entry Lane, veh/h	876	891	1130	1130	499	527	450	
Entry HV Adj Factor	0.909	0.909	0.909	0.910	0.835	0.833	0.833	
Flow Entry, veh/h	915	1032	465	525	142	1	926	
Cap Entry, veh/h	796	810	1027	1028	417	439	375	
V/C Ratio	1.149	1.273	0.453	0.511	0.340	0.002	2.470	
Control Delay, s/veh	102.0	150.6	8.6	9.7	14.7	8.2	691.9	
LOS	F	F	A	A	B	A	F	
95th %tile Queue, veh	27	38	2	3	1	0	74	

HCM 2010 TWSC
1: Lear Way & Vilas Road

05/17/2018

Intersection

Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑	↑	↑
Traffic Vol, veh/h	900	150	65	955	160	130
Future Vol, veh/h	900	150	65	955	160	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	0	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	0	3	0	0
Mvmt Flow	947	158	68	1005	168	137

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	947	0	1586 474
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	639 -
Critical Hdwy	-	-	4.1	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	733	-	~ 101 542
Stage 1	-	-	-	-	342 -
Stage 2	-	-	-	-	493 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	733	-	~ 80 542
Mov Cap-2 Maneuver	-	-	-	-	202 -
Stage 1	-	-	-	-	342 -
Stage 2	-	-	-	-	389 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	47.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	202	542	-	-	733	-
HCM Lane V/C Ratio	0.834	0.252	-	-	0.093	-
HCM Control Delay (s)	75.3	13.9	-	-	10.4	1
HCM Lane LOS	F	B	-	-	B	A
HCM 95th %tile Q(veh)	6.1	1	-	-	0.3	-

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑↑	↑↑	
Traffic Vol, veh/h	0	25	0	940	890	0
Future Vol, veh/h	0	25	0	940	890	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	26	0	989	937	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1434	470	939	0	-	0
Stage 1	939	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	545	738	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	544	738	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	583	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	738	-	544	-	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	0	0	940	100	0	915
Future Vol, veh/h	0	0	940	100	0	915
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	989	105	0	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	549	0	0	1097
Stage 1	1044	-	-	-	-
Stage 2	482	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	485	-	-	644
Stage 1	305	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	484	-	-	644
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		




























Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Figure H-28: Synchro Signalized Intersection Capacity Reports Scenario 2 Tier 1 Roundabout (S2T1R)

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/17/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	350	1075	135	1	1150	110	270	60	2	140	40	815
Future Volume (vph)	350	1075	135	1	1150	110	270	60	2	140	40	815
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0	5.4	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4462		1629	4680	1421	1473	1544		1627	1714	1457
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.70	1.00	1.00
Satd. Flow (perm)	1583	4462		1629	4680	1421	1131	1544		1194	1714	1457
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	368	1132	142	1	1211	116	284	63	2	147	42	858
RTOR Reduction (vph)	0	15	0	0	0	66	0	1	0	0	0	343
Lane Group Flow (vph)	368	1259	0	1	1211	50	284	64	0	147	42	515
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Prot
Protected Phases	5	2		1	6		3	8		7	4	4
Permitted Phases						6	8			4		
Actuated Green, G (s)	29.0	45.3		18.1	33.5	33.5	17.9	12.0		54.1	43.4	43.4
Effective Green, g (s)	29.5	45.8		19.5	34.9	33.5	17.9	12.5		54.1	44.2	44.2
Actuated g/C Ratio	0.23	0.35		0.15	0.27	0.26	0.14	0.10		0.42	0.34	0.34
Clearance Time (s)	4.0	4.5		4.0	5.4	5.4	4.0	4.5		4.0	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	359	1571		244	1256	366	171	148		622	582	495
v/s Ratio Prot	c0.23	0.28		0.00	c0.26		c0.08	0.04		0.07	0.02	c0.35
v/s Ratio Perm						0.04	c0.15			0.03		
v/c Ratio	1.03	0.80		0.00	0.96	0.14	1.66	0.43		0.24	0.07	1.04
Uniform Delay, d1	50.2	38.0		47.0	46.9	37.1	54.6	55.4		25.4	29.0	42.9
Progression Factor	1.00	1.00		0.70	0.55	0.34	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	54.1	4.4		0.0	13.3	0.5	321.8	1.5		0.1	0.0	51.2
Delay (s)	104.3	42.4		32.9	39.1	13.0	376.4	56.9		25.6	29.1	94.1
Level of Service	F	D		C	D	B	F	E		C	C	F
Approach Delay (s)		56.3			36.9			316.9			81.9	
Approach LOS		E			D			F			F	
Intersection Summary												
HCM 2000 Control Delay			77.3									E
HCM 2000 Volume to Capacity ratio			1.09									
Actuated Cycle Length (s)			130.0								15.5	
Intersection Capacity Utilization			102.6%									G
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr/Peace Lane & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↘	↗↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (vph)	30	1566	80	120	1465	90	120	3	200	85	3	115
Future Volume (vph)	30	1566	80	120	1465	90	120	3	200	85	3	115
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	3320	1485	1660	3320	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.13	1.00	1.00	0.13	1.00	1.00	0.76	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	231	3320	1485	221	3320	1485	1321	1748	1485	1321	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	1648	84	126	1542	95	126	3	211	89	3	121
RTOR Reduction (vph)	0	0	39	0	0	40	0	0	181	0	0	104
Lane Group Flow (vph)	32	1648	45	126	1542	55	126	3	30	89	3	17
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	32.7	32.7	32.7	36.4	35.0	35.0	8.6	8.6	8.6	8.6	8.6	8.6
Effective Green, g (s)	32.7	34.1	32.7	36.4	36.4	35.0	8.6	10.0	8.6	8.6	10.0	8.6
Actuated g/C Ratio	0.54	0.56	0.54	0.60	0.60	0.58	0.14	0.16	0.14	0.14	0.16	0.14
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	180	1862	798	243	1987	854	186	287	210	186	287	210
v/s Ratio Prot	0.01	c0.50		0.04	c0.46			0.00			0.00	
v/s Ratio Perm	0.09		0.03	0.27		0.04	c0.10		0.02	0.07		0.01
v/c Ratio	0.18	0.89	0.06	0.52	0.78	0.06	0.68	0.01	0.14	0.48	0.01	0.08
Uniform Delay, d1	10.1	11.6	6.7	18.1	9.1	5.7	24.8	21.3	22.9	24.0	21.3	22.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	6.6	0.1	1.4	3.0	0.1	10.2	0.0	0.4	2.6	0.0	0.2
Delay (s)	10.4	18.2	6.8	19.5	12.2	5.8	35.0	21.3	23.3	26.7	21.3	22.9
Level of Service	B	B	A	B	B	A	C	C	C	C	C	C
Approach Delay (s)		17.6			12.4			27.6			24.5	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	60.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔		↔↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	500	300	225	120	220	55	305	695	205	75	940	495
Future Volume (vph)	500	300	225	120	220	55	305	695	205	75	940	495
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1459	1598	1628		3190	3288	1435	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1459	1598	1628		3190	3288	1435	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	526	316	237	126	232	58	321	732	216	79	989	521
RTOR Reduction (vph)	0	0	81	0	8	0	0	0	98	0	0	333
Lane Group Flow (vph)	526	316	156	126	282	0	321	732	118	79	989	188
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	20.1	24.1	36.2	21.2	25.2		12.1	44.3	44.3	8.6	40.8	40.8
Effective Green, g (s)	20.1	25.5	39.0	21.2	26.6		12.1	45.7	45.7	8.6	42.2	42.2
Actuated g/C Ratio	0.17	0.22	0.33	0.18	0.23		0.10	0.39	0.39	0.07	0.36	0.36
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	548	377	486	289	370		329	1284	560	120	1185	523
v/s Ratio Prot	c0.16	c0.18	c0.04	0.08	c0.17		c0.10	0.22		0.05	c0.30	
v/s Ratio Perm			0.07						0.08			0.13
v/c Ratio	0.96	0.84	0.32	0.44	0.76		0.98	0.57	0.21	0.66	0.83	0.36
Uniform Delay, d1	48.0	43.8	29.1	42.6	42.3		52.3	27.9	23.7	52.8	34.2	27.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	28.2	14.7	0.4	0.8	8.6		42.7	0.9	0.3	11.1	5.7	0.8
Delay (s)	76.3	58.5	29.5	43.4	50.9		95.0	28.8	24.0	63.8	39.9	28.2
Level of Service	E	E	C	D	D		F	C	C	E	D	C
Approach Delay (s)		60.8			48.6			44.7			37.3	
Approach LOS		E			D			D			D	

Intersection Summary

HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	117.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

30: Crater Lake Ave & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	↘
Traffic Volume (vph)	55	310	220	35	225	20	150	135	50	15	225	20
Future Volume (vph)	55	310	220	35	225	20	150	135	50	15	225	20
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	5.4		4.0			4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.99			0.98			0.99	
Flt Protected		0.99	1.00		0.99			0.98			1.00	
Satd. Flow (prot)		1734	1485		1720			1675			1724	
Flt Permitted		0.91	1.00		0.91			0.78			0.96	
Satd. Flow (perm)		1592	1485		1576			1331			1668	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	326	232	37	237	21	158	142	53	16	237	21
RTOR Reduction (vph)	0	0	157	0	7	0	0	16	0	0	8	0
Lane Group Flow (vph)	0	384	75	0	288	0	0	337	0	0	267	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		10.1	10.1		10.1			10.3			10.3	
Effective Green, g (s)		11.5	10.1		11.5			11.7			11.7	
Actuated g/C Ratio		0.37	0.32		0.37			0.37			0.37	
Clearance Time (s)		5.4	5.4		5.4			5.4			5.4	
Vehicle Extension (s)		2.5	2.5		2.5			2.5			2.5	
Lane Grp Cap (vph)		586	480		580			499			625	
v/s Ratio Prot												
v/s Ratio Perm		c0.24	0.05		0.18			c0.25			0.16	
v/c Ratio		0.66	0.16		0.50			0.67			0.43	
Uniform Delay, d1		8.2	7.5		7.6			8.2			7.3	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		2.4	0.1		0.5			3.3			0.3	
Delay (s)		10.6	7.6		8.1			11.4			7.6	
Level of Service		B	A		A			B			A	
Approach Delay (s)		9.5			8.1			11.4			7.6	
Approach LOS		A			A			B			A	

Intersection Summary

HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	31.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↔		↔↔	↕	↔	↔	↕↕	↔↔	↔	↕↔	
Traffic Volume (vph)	81	329	2	701	571	405	1	491	964	365	819	254
Future Volume (vph)	81	329	2	701	571	405	1	491	964	365	819	254
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	*0.98	0.88	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	3193		3130	1698	1421	1628	3360	2499	1644	3259	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.17	1.00	1.00	0.25	1.00	
Satd. Flow (perm)	1598	3193		3130	1698	1421	292	3360	2499	430	3259	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	85	346	2	738	601	426	1	517	1015	384	862	267
RTOR Reduction (vph)	0	0	0	0	0	228	0	0	629	0	23	0
Lane Group Flow (vph)	85	348	0	738	601	198	1	517	386	384	1106	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8		8	4		
Actuated Green, G (s)	7.7	22.9		27.2	41.8	41.8	28.6	27.6	27.6	51.0	46.0	
Effective Green, g (s)	7.7	23.7		27.2	43.2	41.8	28.6	29.0	29.0	51.0	47.4	
Actuated g/C Ratio	0.07	0.21		0.24	0.37	0.36	0.25	0.25	0.25	0.44	0.41	
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	106	656		738	636	515	84	845	628	394	1339	
v/s Ratio Prot	0.05	0.11		c0.24	c0.35		0.00	0.15		c0.16	0.34	
v/s Ratio Perm						0.14	0.00		0.15	c0.27		
v/c Ratio	0.80	0.53		1.00	0.94	0.38	0.01	0.61	0.61	0.97	0.83	
Uniform Delay, d1	53.0	40.8		44.0	34.9	27.2	33.0	38.2	38.2	25.4	30.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	33.1	0.6		33.1	22.8	0.3	0.0	1.5	2.0	38.3	4.5	
Delay (s)	86.1	41.5		77.2	57.7	27.6	33.1	39.7	40.2	63.7	34.8	
Level of Service	F	D		E	E	C	C	D	D	E	C	
Approach Delay (s)		50.2			58.6			40.0			42.1	
Approach LOS		D			E			D			D	

Intersection Summary

HCM 2000 Control Delay	47.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	115.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 90: Table Rock Road & Biddle Rd/Biddle Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖	↕	↖	↖	↕↗		↖	↕	↖
Traffic Volume (vph)	560	435	225	1	640	350	50	480	1	355	605	565
Future Volume (vph)	560	435	225	1	640	350	50	480	1	355	605	565
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1357	1629	3257	1434	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.25	1.00		0.31	1.00	1.00
Satd. Flow (perm)	3016	3207	1357	1629	3257	1434	415	3195		505	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	589	458	237	1	674	368	53	505	1	374	637	595
RTOR Reduction (vph)	0	0	151	0	0	294	0	0	0	0	0	227
Lane Group Flow (vph)	589	458	86	1	674	74	53	506	0	374	637	368
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	21.9	45.7	45.7	1.1	24.9	24.9	47.1	41.1		68.4	58.4	58.4
Effective Green, g (s)	21.9	47.1	47.1	1.1	26.3	26.3	47.1	42.5		68.4	59.8	59.8
Actuated g/C Ratio	0.17	0.36	0.36	0.01	0.20	0.20	0.36	0.33		0.53	0.46	0.46
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	508	1161	491	13	658	290	204	1044		453	752	630
v/s Ratio Prot	c0.20	0.14		0.00	c0.21		0.01	0.16		c0.15	c0.39	
v/s Ratio Perm			0.06			0.05	0.08			0.29		0.27
v/c Ratio	1.16	0.39	0.17	0.08	1.02	0.26	0.26	0.48		0.83	0.85	0.58
Uniform Delay, d1	54.0	30.8	28.2	63.9	51.9	43.6	28.6	35.0		21.0	31.1	25.9
Progression Factor	0.48	0.43	0.19	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	89.1	0.8	0.6	1.8	41.4	0.6	0.5	0.3		11.4	8.6	1.2
Delay (s)	114.8	14.2	5.9	65.8	93.2	44.3	29.1	35.3		32.4	39.7	27.1
Level of Service	F	B	A	E	F	D	C	D		C	D	C
Approach Delay (s)		58.8			75.9			34.7			33.3	
Approach LOS		E			E			C			C	

Intersection Summary

HCM 2000 Control Delay	50.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-29: Synchro Unsignalized Intersection Capacity Reports Scenario 3 Tier 1 Roundabout (S3T1R)

HCM 2010 Roundabout
173: Bypass NB & Vilas Road

03/27/2018

Intersection								
Intersection Delay, s/veh	22.2							
Intersection LOS	C							
Approach	EB		WB		NB		SB	
Entry Lanes	2		2		2		0	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	1563		832		159		0	
Demand Flow Rate, veh/h	1719		915		190		0	
Vehicles Circulating, veh/h	0		1004		1719		789	
Vehicles Exiting, veh/h	789		905		0		985	
Follow-Up Headway, s	3.186		3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	20.4		24.8		26.0		0.0	
Approach LOS	C		C		D		-	
Lane	Left	Right	Left	Right	Bypass	Left	Right	
Designated Moves	LT	TR	LT	TR	R	LT	TR	
Assumed Moves	L	TR	LT	TR	R	LT	R	
RT Channelized	Yield							
Lane Util	0.572	0.428	0.470	0.530		0.105	0.895	
Critical Headway, s	4.293	4.113	4.293	4.113		4.293	4.113	
Entry Flow, veh/h	984	735	362	408	145	20	170	
Cap Entry Lane, veh/h	1130	1130	532	560	422	311	339	
Entry HV Adj Factor	0.910	0.909	0.909	0.909	0.909	0.842	0.835	
Flow Entry, veh/h	895	668	329	371	132	17	142	
Cap Entry, veh/h	1028	1027	484	509	384	262	283	
V/C Ratio	0.871	0.650	0.680	0.729	0.344	0.064	0.501	
Control Delay, s/veh	25.9	13.0	25.2	27.5	15.9	15.0	27.3	
LOS	D	B	D	D	C	C	D	
95th %tile Queue, veh	12	5	5	6	2	0	3	

Intersection								
Intersection Delay, s/veh	66.8							
Intersection LOS	F							
Approach	EB		WB		NB		SB	
Entry Lanes	2		2		0		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	1400		716		0		843	
Demand Flow Rate, veh/h	1540		787		0		1012	
Vehicles Circulating, veh/h	297		0		1743		787	
Vehicles Exiting, veh/h	706		1743		94		0	
Follow-Up Headway, s	3.186		3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	28.1		7.1		0.0		181.8	
Approach LOS	D		A		-		F	
Lane	Left	Right	Left	Right	Left	Right	Bypass	
Designated Moves	LT	TR	LT	TR	LT	TR	R	
Assumed Moves	LT	TR	LT	TR	L	TR	R	
RT Channelized								Yield
Lane Util	0.470	0.530	0.470	0.530	0.995	0.005		
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113		
Entry Flow, veh/h	724	816	370	417	215	1	796	
Cap Entry Lane, veh/h	904	918	1130	1130	626	651	558	
Entry HV Adj Factor	0.909	0.909	0.909	0.910	0.833	0.833	0.833	
Flow Entry, veh/h	658	742	336	379	179	1	663	
Cap Entry, veh/h	822	835	1027	1028	521	543	465	
V/C Ratio	0.801	0.889	0.327	0.369	0.343	0.002	1.426	
Control Delay, s/veh	23.4	32.3	6.8	7.4	12.2	6.7	227.8	
LOS	C	D	A	A	B	A	F	
95th %tile Queue, veh	9	12	1	2	2	0	32	

HCM 2010 TWSC
1: Lear Way & Vilas Road

05/17/2018

Intersection

Int Delay, s/veh 5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Vol, veh/h	745	30	260	760	30	205
Future Vol, veh/h	745	30	260	760	30	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	0	3	0	0
Mvmt Flow	784	32	274	800	32	216

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	784	0	2131
Stage 1	-	-	-	-	784
Stage 2	-	-	-	-	1347
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	843	-	55
Stage 1	-	-	-	-	453
Stage 2	-	-	-	-	245
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	843	-	23
Mov Cap-2 Maneuver	-	-	-	-	82
Stage 1	-	-	-	-	453
Stage 2	-	-	-	-	102

Approach

	EB	WB	NB
HCM Control Delay, s	0	2.9	30.8
HCM LOS			D

Minor Lane/Major Mvmt

	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	82	396	-	-	843	-
HCM Lane V/C Ratio	0.385	0.545	-	-	0.325	-
HCM Control Delay (s)	74.1	24.5	-	-	11.3	0
HCM Lane LOS	F	C	-	-	B	A
HCM 95th %tile Q(veh)	1.5	3.2	-	-	1.4	-

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	0	25	0	940	890	0
Future Vol, veh/h	0	25	0	940	890	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	26	0	989	937	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1434	470	939	0	-	0
Stage 1	939	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	545	738	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	544	738	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	583	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	738	-	544	-	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	0	0	940	100	0	915
Future Vol, veh/h	0	0	940	100	0	915
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	989	105	0	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	549	0	0	1097
Stage 1	1044	-	-	-	-
Stage 2	482	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	485	-	-	644
Stage 1	305	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	484	-	-	644
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Intersection Delay, s/veh	38.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔		↖	↗			↖	↗
Traffic Vol, veh/h	125	275	395	2	240	2	340	5	2	2	15	175
Future Vol, veh/h	125	275	395	2	240	2	340	5	2	2	15	175
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	132	289	416	2	253	2	358	5	2	2	16	184
Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	1






















Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	43.6	24.2	47.2	16.4
HCM LOS	E	C	E	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	31%	0%	1%	12%	0%
Vol Thru, %	0%	71%	69%	0%	98%	88%	0%
Vol Right, %	0%	29%	0%	100%	1%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	340	7	400	395	244	17	175
LT Vol	340	0	125	0	2	2	0
Through Vol	0	5	275	0	240	15	0
RT Vol	0	2	0	395	2	0	175
Lane Flow Rate	358	7	421	416	257	18	184
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.87	0.016	0.923	0.81	0.609	0.045	0.418
Departure Headway (Hd)	8.754	8.029	7.892	7.012	8.532	8.956	8.164
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	412	444	459	511	421	398	438
Service Time	6.53	5.804	5.686	4.805	6.627	6.746	5.953
HCM Lane V/C Ratio	0.869	0.016	0.917	0.814	0.61	0.045	0.42
HCM Control Delay	47.9	10.9	53.5	33.5	24.2	12.2	16.8
HCM Lane LOS	E	B	F	D	C	B	C
HCM 95th-tile Q	8.7	0	10.5	7.8	3.9	0.1	2

Figure H-30: Synchro Signalized Intersection Capacity Reports Scenario 3 Tier 1 Roundabout (S3T1R)

HCM Signalized Intersection Capacity Analysis
3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd

05/17/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	405	895	85	4	990	115	240	50	1	140	30	850
Future Volume (vph)	405	895	85	4	990	115	240	50	1	140	30	850
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4482		1629	4595		1472	1547		1627	1714	1457
Flt Permitted	0.95	1.00		0.95	1.00		0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4482		1629	4595		1141	1547		1236	1714	1457
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	426	942	89	4	1042	121	253	53	1	147	32	895
RTOR Reduction (vph)	0	8	0	0	11	0	0	1	0	0	0	372
Lane Group Flow (vph)	426	1023	0	4	1152	0	253	53	0	147	32	523
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		4
Actuated Green, G (s)	38.6	69.4		0.8	30.7		46.8	46.8		46.5	46.5	46.5
Effective Green, g (s)	39.1	69.9		2.2	32.1		46.8	47.3		46.5	47.3	47.3
Actuated g/C Ratio	0.30	0.54		0.02	0.25		0.36	0.36		0.36	0.36	0.36
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	476	2409		27	1134		410	562		442	623	530
v/s Ratio Prot	c0.27	0.23		0.00	c0.25			0.03			0.02	0.36
v/s Ratio Perm							0.22			0.12		
v/c Ratio	0.89	0.42		0.15	1.02		0.62	0.09		0.33	0.05	0.99
Uniform Delay, d1	43.5	18.0		63.0	49.0		34.2	27.2		30.4	26.8	41.0
Progression Factor	1.00	1.00		1.29	0.50		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.9	0.6		1.5	28.2		2.4	0.1		0.3	0.0	35.3
Delay (s)	62.4	18.6		82.7	52.9		36.6	27.3		30.8	26.8	76.3
Level of Service	E	B		F	D		D	C		C	C	E
Approach Delay (s)		31.4			53.0			35.0			68.6	
Approach LOS		C			D			C			E	
Intersection Summary												
HCM 2000 Control Delay			47.9									D
HCM 2000 Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			130.0								11.5	
Intersection Capacity Utilization			103.4%									G
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr/Peace Ln & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	35	1025	100	90	1100	65	165	1	170	130	3	85
Future Volume (vph)	35	1025	100	90	1100	65	165	1	170	130	3	85
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	3.4	4.8	4.8	3.4	4.8	4.8	4.6	5.4	4.0	4.0	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1748	1485	1660	1748	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.41	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.73	1.00	1.00
Satd. Flow (perm)	713	1748	1485	1748	1748	1485	0	1748	1485	1271	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	1079	105	95	1158	68	174	1	179	137	3	89
RTOR Reduction (vph)	0	0	42	0	0	23	0	0	161	0	0	85
Lane Group Flow (vph)	37	1079	63	95	1158	45	174	1	18	137	3	4
Turn Type	custom	NA	Perm	custom	NA	Perm	custom	NA	Perm	custom	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	1		2	5		6	7		8	3		4
Actuated Green, G (s)	12.2	66.2	66.2	12.2	74.4	74.4	10.5	11.2	11.2	10.5	5.5	5.5
Effective Green, g (s)	12.2	67.6	66.2	12.2	75.8	74.4	10.5	12.0	11.2	10.5	6.3	5.5
Actuated g/C Ratio	0.11	0.61	0.60	0.11	0.68	0.67	0.09	0.11	0.10	0.09	0.06	0.05
Clearance Time (s)	4.0	4.8	4.8	4.8	4.8	4.8	4.8	5.4	5.4	4.0	4.8	4.8
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	2.5	2.5	2.5
Lane Grp Cap (vph)	98	1062	884	184	1191	993	156	188	149	137	99	73
v/s Ratio Prot	0.01	c0.62		0.05	c0.66		c0.10	0.00		0.04	0.00	
v/s Ratio Perm	0.03		0.04	0.01		0.03			c0.01	0.05		0.00
v/c Ratio	0.38	1.02	0.07	0.52	0.97	0.05	1.12	0.01	0.12	1.00	0.03	0.06
Uniform Delay, d1	46.5	21.8	9.5	46.8	16.7	6.3	50.4	44.3	45.5	50.3	49.6	50.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	31.7	0.0	1.8	20.2	0.1	106.4	0.0	0.5	76.9	0.1	0.3
Delay (s)	48.3	53.5	9.5	48.6	36.9	6.4	156.7	44.3	46.0	127.2	49.7	50.6
Level of Service	D	D	A	D	D	A	F	D	D	F	D	D
Approach Delay (s)		49.5			36.2			100.4			96.4	
Approach LOS		D			D			F			F	

Intersection Summary

HCM 2000 Control Delay	53.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	111.2	Sum of lost time (s)	17.0
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔↔		↔↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	370	400	180	170	470	115	165	710	290	100	920	385
Future Volume (vph)	370	400	180	170	470	115	165	710	290	100	920	385
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1457	1598	3094		3190	3288	1435	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1457	1598	3094		3190	3288	1435	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	389	421	189	179	495	121	174	747	305	105	968	405
RTOR Reduction (vph)	0	0	60	0	19	0	0	0	160	0	0	165
Lane Group Flow (vph)	389	421	129	179	597	0	174	747	145	105	968	240
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	15.2	29.8	37.8	15.3	29.9		8.0	35.2	35.2	10.1	37.3	37.3
Effective Green, g (s)	15.2	31.2	40.6	15.3	31.3		8.0	36.6	36.6	10.1	38.7	38.7
Actuated g/C Ratio	0.14	0.29	0.37	0.14	0.29		0.07	0.34	0.34	0.09	0.35	0.35
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	444	494	541	223	886		233	1102	480	152	1165	514
v/s Ratio Prot	c0.12	c0.24	0.02	0.11	0.19		0.05	c0.23		0.06	c0.29	
v/s Ratio Perm			0.07						0.10			0.17
v/c Ratio	0.88	0.85	0.24	0.80	0.67		0.75	0.68	0.30	0.69	0.83	0.47
Uniform Delay, d1	46.1	36.8	23.6	45.5	34.4		49.6	31.2	26.9	48.0	32.3	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.2	13.2	0.2	18.0	1.8		12.3	2.0	0.6	11.8	5.7	1.2
Delay (s)	63.3	50.0	23.9	63.5	36.3		61.9	33.2	27.5	59.8	37.9	28.5
Level of Service	E	D	C	E	D		E	C	C	E	D	C
Approach Delay (s)		50.2			42.4			35.9			36.9	
Approach LOS		D			D			D			D	

Intersection Summary

HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	109.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	295	3	463	571	280	1	586	649	200	787	279
Future Volume (vph)	110	295	3	463	571	280	1	586	649	200	787	279
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	*0.98	0.88	1.00	*0.98	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	1682	1408	3130	1698	1421	1628	3360	2501	1644	3236	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.14	1.00	1.00	0.23	1.00	
Satd. Flow (perm)	1598	1682	1408	3130	1698	1421	248	3360	2501	392	3236	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	311	3	487	601	295	1	617	683	211	828	294
RTOR Reduction (vph)	0	0	2	0	0	127	0	0	482	0	35	0
Lane Group Flow (vph)	116	311	1	487	601	168	1	617	201	211	1087	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Actuated Green, G (s)	8.4	20.6	20.6	22.8	34.4	34.4	28.6	27.6	27.6	41.1	36.1	
Effective Green, g (s)	8.4	21.4	21.4	22.8	35.8	34.4	28.6	29.0	29.0	41.1	37.5	
Actuated g/C Ratio	0.09	0.22	0.22	0.23	0.36	0.35	0.29	0.29	0.29	0.42	0.38	
Clearance Time (s)	4.0	4.8	4.8	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	136	364	305	723	615	495	85	987	734	283	1229	
v/s Ratio Prot	0.07	c0.18		0.16	c0.35		0.00	0.18		c0.07	c0.34	
v/s Ratio Perm			0.00			0.12	0.00		0.08	0.24		
v/c Ratio	0.85	0.85	0.00	0.67	0.98	0.34	0.01	0.63	0.27	0.75	0.88	
Uniform Delay, d1	44.5	37.2	30.3	34.6	31.0	23.8	26.2	30.1	26.8	20.8	28.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	36.9	17.2	0.0	2.3	30.3	0.3	0.0	1.4	0.3	9.7	8.1	
Delay (s)	81.5	54.4	30.3	36.8	61.3	24.1	26.3	31.6	27.0	30.5	36.7	
Level of Service	F	D	C	D	E	C	C	C	C	C	D	
Approach Delay (s)		61.5			44.7			29.2			35.7	
Approach LOS		E			D			C			D	

Intersection Summary

HCM 2000 Control Delay	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	98.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↔		↔	↑	↔
Traffic Volume (vph)	370	450	220	1	730	335	70	515	1	320	625	305
Future Volume (vph)	370	450	220	1	730	335	70	515	1	320	625	305
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1356	1629	4680	1435	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.25	1.00		0.32	1.00	1.00
Satd. Flow (perm)	3016	3207	1356	1629	4680	1435	421	3195		531	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	389	474	232	1	768	353	74	542	1	337	658	321
RTOR Reduction (vph)	0	0	161	0	0	276	0	0	0	0	0	115
Lane Group Flow (vph)	389	474	71	1	768	77	74	543	0	337	658	206
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	14.0	38.6	38.6	2.2	26.8	26.8	56.6	49.7		74.4	63.5	63.5
Effective Green, g (s)	14.0	40.0	40.0	2.2	28.2	28.2	56.6	51.1		74.4	64.9	64.9
Actuated g/C Ratio	0.11	0.31	0.31	0.02	0.22	0.22	0.44	0.39		0.57	0.50	0.50
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	324	986	417	27	1015	311	245	1255		466	816	684
v/s Ratio Prot	c0.13	0.15		0.00	c0.16		0.02	0.17		c0.11	c0.40	
v/s Ratio Perm			0.05			0.05	0.12			0.30		0.15
v/c Ratio	1.20	0.48	0.17	0.04	0.76	0.25	0.30	0.43		0.72	0.81	0.30
Uniform Delay, d1	58.0	36.6	32.9	62.9	47.7	42.1	23.4	28.8		16.8	27.3	19.2
Progression Factor	0.84	0.92	3.21	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	114.7	1.6	0.8	0.4	3.5	0.6	0.5	0.2		5.2	5.7	0.2
Delay (s)	163.7	35.0	106.5	63.3	51.2	42.7	23.9	29.0		21.9	33.0	19.4
Level of Service	F	D	F	E	D	D	C	C		C	C	B
Approach Delay (s)		95.9			48.5			28.4			26.8	
Approach LOS		F			D			C			C	

Intersection Summary

HCM 2000 Control Delay	51.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-31: Synchro Unsignalized Intersection Capacity Reports Scenario 5 Tier 1 Roundabout (S5T1R)

HCM 2010 Roundabout
173: Bypass NB & Vilas Road

03/27/2018

Intersection							
Intersection Delay, s/veh	51.8						
Intersection LOS	F						
Approach	EB		WB		NB		SB
Entry Lanes	2		2		2		0
Conflicting Circle Lanes	2		2		2		2
Adj Approach Flow, veh/h	1822		1047		185		0
Demand Flow Rate, veh/h	2004		1152		222		0
Vehicles Circulating, veh/h	0		1028		2004		1061
Vehicles Exiting, veh/h	1061		1198		0		1118
Follow-Up Headway, s	3.186		3.186		3.186		3.186
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	29.3		91.8		45.9		0.0
Approach LOS	D		F		E		-
Lane	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	LT	TR	LT	R	
Assumed Moves	LT	TR	LT	TR	LT	R	
RT Channelized							
Lane Util	0.470	0.530	0.470	0.530	0.117	0.883	
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113	
Entry Flow, veh/h	942	1062	541	611	26	196	
Cap Entry Lane, veh/h	1130	1130	523	550	251	278	
Entry HV Adj Factor	0.909	0.909	0.909	0.908	0.840	0.832	
Flow Entry, veh/h	856	966	492	555	22	163	
Cap Entry, veh/h	1027	1027	475	500	211	231	
V/C Ratio	0.834	0.940	1.035	1.110	0.103	0.705	
Control Delay, s/veh	22.4	35.5	80.4	102.0	19.5	49.5	
LOS	C	E	F	F	C	E	
95th %tile Queue, veh	10	16	15	18	0	5	

Intersection								
Intersection Delay, s/veh	147.7							
Intersection LOS	F							
Approach	EB		WB		NB		SB	
Entry Lanes	2		2		0		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	1643		963		0		969	
Demand Flow Rate, veh/h	1807		1060		0		1163	
Vehicles Circulating, veh/h	367		0		2022		1060	
Vehicles Exiting, veh/h	921		2022		152		0	
Follow-Up Headway, s	3.186		3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	68.8		9.0		0.0		419.5	
Approach LOS	F		A		-		F	
Lane	Left	Right	Left	Right	Left	Right	Bypass	
Designated Moves	LT	TR	LT	TR	LT	TR	R	
Assumed Moves	LT	TR	LT	TR	L	TR	R	
RT Channelized								Yield
Lane Util	0.470	0.530	0.470	0.530	0.996	0.004		
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113		
Entry Flow, veh/h	849	958	498	562	227	1	935	
Cap Entry Lane, veh/h	858	874	1130	1130	510	538	450	
Entry HV Adj Factor	0.909	0.909	0.909	0.908	0.833	0.833	0.833	
Flow Entry, veh/h	772	871	453	511	189	1	779	
Cap Entry, veh/h	780	794	1027	1026	425	448	375	
V/C Ratio	0.989	1.096	0.441	0.497	0.445	0.002	2.078	
Control Delay, s/veh	52.6	83.2	8.4	9.4	17.3	8.1	517.6	
LOS	F	F	A	A	C	A	F	
95th %tile Queue, veh	17	23	2	3	2	0	56	

Figure H-32: Synchro Signalized Intersection Capacity Reports Scenario 5 Tier 1 Roundabout (S5T1R)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/17/2018

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	970	45	195	850	145	135
Future Volume (vph)	970	45	195	850	145	135
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0		4.0	4.0	4.0	5.4
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3362		1710	3320	1710	1530
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3362		1710	3320	1710	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1021	47	205	895	153	142
RTOR Reduction (vph)	3	0	0	0	0	73
Lane Group Flow (vph)	1065	0	205	895	153	69
Heavy Vehicles (%)	1%	2%	0%	3%	0%	0%
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	6	3	
Permitted Phases						2
Actuated Green, G (s)	38.7		13.9	56.6	14.0	38.7
Effective Green, g (s)	40.1		13.9	58.0	14.0	38.7
Actuated g/C Ratio	0.50		0.17	0.72	0.18	0.48
Clearance Time (s)	5.4		4.0	5.4	4.0	5.4
Vehicle Extension (s)	4.0		2.5	4.0	2.5	4.0
Lane Grp Cap (vph)	1685		297	2407	299	740
v/s Ratio Prot	c0.32		c0.12	0.27	c0.09	
v/s Ratio Perm						0.04
v/c Ratio	0.63		0.69	0.37	0.51	0.09
Uniform Delay, d1	14.6		31.0	4.1	29.9	11.2
Progression Factor	1.00		0.56	0.74	1.00	1.00
Incremental Delay, d2	1.8		4.6	0.3	6.1	0.2
Delay (s)	16.4		22.0	3.4	36.0	11.4
Level of Service	B		C	A	D	B
Approach Delay (s)	16.4			6.9	24.2	
Approach LOS	B			A	C	
Intersection Summary						
HCM 2000 Control Delay			13.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.62			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			59.7%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗		↖	↗		↖	↗	↖
Traffic Volume (vph)	280	1050	90	1	1055	100	225	55	2	140	30	880
Future Volume (vph)	280	1050	90	1	1055	100	225	55	2	140	30	880
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4487		1628	4610		1473	1543		1627	1714	1457
Flt Permitted	0.95	1.00		0.16	1.00		0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4487		268	4610		1141	1543		1229	1714	1457
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	295	1105	95	1	1111	105	237	58	2	147	32	926
RTOR Reduction (vph)	0	9	0	0	10	0	0	1	0	0	0	271
Lane Group Flow (vph)	295	1191	0	1	1206	0	237	59	0	147	32	655
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		pm+pt	NA		Perm	NA		Perm	NA	Prot
Protected Phases	5	2		1	6			8			4	4
Permitted Phases				6			8			4		
Actuated Green, G (s)	20.0	46.5		29.6	29.6		46.5	46.5		46.2	46.2	46.2
Effective Green, g (s)	20.5	47.0		31.0	31.0		46.5	47.0		46.2	47.0	47.0
Actuated g/C Ratio	0.19	0.43		0.28	0.28		0.42	0.43		0.42	0.43	0.43
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	295	1917		142	1299		482	659		516	732	622
v/s Ratio Prot	c0.19	0.27		0.00	c0.26			0.04			0.02	c0.45
v/s Ratio Perm				0.00			0.21			0.12		
v/c Ratio	1.00	0.62		0.01	0.93		0.49	0.09		0.28	0.04	1.05
Uniform Delay, d1	44.8	24.6		30.0	38.4		23.1	18.8		21.0	18.4	31.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	52.4	0.5		0.0	11.5		0.6	0.0		0.2	0.0	50.6
Delay (s)	97.2	25.1		30.0	50.0		23.7	18.8		21.2	18.4	82.1
Level of Service	F	C		C	D		C	B		C	B	F
Approach Delay (s)		39.3			49.9			22.7			72.2	
Approach LOS		D			D			C			E	

Intersection Summary

HCM 2000 Control Delay	50.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	105.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr./Peace Ln & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↘	↗↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (vph)	35	1230	90	85	1455	45	185	3	180	150	2	90
Future Volume (vph)	35	1230	90	85	1455	45	185	3	180	150	2	90
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	2.6	4.0	4.0	2.6	4.0	4.0	2.6	4.0	4.0	2.6	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	3320	1485	1660	3320	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.68	1.00	1.00	1.00	1.00	1.00	0.56	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	1185	3320	1485	1748	3320	1485	971	1748	1485	1321	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	1295	95	89	1532	47	195	3	189	158	2	95
RTOR Reduction (vph)	0	0	44	0	0	20	0	0	177	0	0	91
Lane Group Flow (vph)	37	1295	51	89	1532	27	195	3	12	158	2	4
Turn Type	custom	NA	Perm	custom	NA	Perm	custom	NA	Perm	custom	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	1		2	5		6	7		8	3		4
Actuated Green, G (s)	8.1	44.8	44.8	8.1	48.5	48.5	20.9	5.3	5.3	20.9	3.2	3.2
Effective Green, g (s)	8.1	46.2	44.8	8.1	49.9	48.5	20.9	6.7	5.3	20.9	4.6	3.2
Actuated g/C Ratio	0.10	0.55	0.54	0.10	0.60	0.58	0.25	0.08	0.06	0.25	0.06	0.04
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	127	1834	795	163	1981	861	355	140	94	377	96	56
v/s Ratio Prot	0.01	c0.39		0.04	c0.46		c0.09	0.00		0.06	0.00	
v/s Ratio Perm	0.02		0.03	0.01		0.02	c0.05		0.01	0.05		0.00
v/c Ratio	0.29	0.71	0.06	0.55	0.77	0.03	0.55	0.02	0.13	0.42	0.02	0.06
Uniform Delay, d1	34.9	13.7	9.3	34.7	12.6	7.5	26.7	35.4	37.0	26.7	37.4	38.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	1.2	0.0	2.9	3.0	0.1	1.4	0.0	0.4	0.5	0.1	0.4
Delay (s)	35.8	14.9	9.3	37.6	15.6	7.6	28.1	35.5	37.4	27.3	37.4	39.1
Level of Service	D	B	A	D	B	A	C	D	D	C	D	D
Approach Delay (s)		15.1			16.6			32.7			31.8	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	83.6	Sum of lost time (s)	13.2
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗	↔↔	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	360	525	220	155	555	125	130	735	245	110	935	360
Future Volume (vph)	360	525	220	155	555	125	130	735	245	110	935	360
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	3288	1458	1598	3196	1412	3190	3288	1451	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	3288	1458	1598	3196	1412	3190	3288	1451	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	379	553	232	163	584	132	137	774	258	116	984	379
RTOR Reduction (vph)	0	0	59	0	0	107	0	0	164	0	0	221
Lane Group Flow (vph)	379	553	173	163	584	25	137	774	94	116	984	158
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	11.0	15.9	23.0	10.4	15.3	15.3	7.1	27.7	27.7	7.2	27.8	27.8
Effective Green, g (s)	11.0	17.3	25.8	10.4	16.7	15.3	7.1	29.1	29.1	7.2	29.2	29.2
Actuated g/C Ratio	0.14	0.22	0.32	0.13	0.21	0.19	0.09	0.36	0.36	0.09	0.36	0.36
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	2.5	2.5	4.0	4.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	438	711	470	207	667	270	283	1196	527	147	1200	529
v/s Ratio Prot	0.12	c0.17	0.04	0.10	c0.18		0.04	0.24		c0.07	c0.30	
v/s Ratio Perm			0.08			0.02			0.06			0.11
v/c Ratio	0.87	0.78	0.37	0.79	0.88	0.09	0.48	0.65	0.18	0.79	0.82	0.30
Uniform Delay, d1	33.8	29.5	20.8	33.7	30.6	26.6	34.7	21.2	17.3	35.7	23.0	18.1
Progression Factor	0.59	0.53	0.50	0.78	0.72	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.6	4.7	0.3	14.7	10.9	0.2	1.0	1.1	0.1	23.1	6.3	1.4
Delay (s)	33.4	20.4	10.8	40.9	33.0	24.0	35.7	22.3	17.4	58.8	29.4	19.5
Level of Service	C	C	B	D	C	C	D	C	B	E	C	B
Approach Delay (s)		22.7			33.1			22.8			29.2	
Approach LOS		C			C			C			C	

Intersection Summary

HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

30: Crater Lake Ave & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕		↗	↕	↗		↕↕	↗
Traffic Volume (vph)	120	320	440	15	295	25	365	10	5	2	2	170
Future Volume (vph)	120	320	440	15	295	25	365	10	5	2	2	170
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.8	4.2		2.8		4.0	2.8	4.2		2.8	4.2
Lane Util. Factor		0.95	1.00		1.00		1.00	1.00	1.00		1.00	1.00
Frt		1.00	0.85		0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected		0.99	1.00		1.00		0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)		3276	1485		1726		1660	1748	1485		1705	1485
Flt Permitted		0.69	1.00		0.97		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)		2293	1485		1684		1660	1748	1485		1652	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	337	463	16	311	26	384	11	5	2	2	179
RTOR Reduction (vph)	0	0	302	0	4	0	0	0	2	0	0	141
Lane Group Flow (vph)	0	463	161	0	349	0	384	11	3	0	4	38
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		2			6		3	8		7		4
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)		27.8	27.8		27.8		22.9	43.8	43.8		16.9	16.9
Effective Green, g (s)		29.2	27.8		29.2		22.9	45.2	43.8		18.3	16.9
Actuated g/C Ratio		0.36	0.35		0.36		0.29	0.57	0.55		0.23	0.21
Clearance Time (s)		4.2	4.2		4.2		4.0	4.2	4.2		4.2	4.2
Vehicle Extension (s)		2.5	2.5		2.5		2.5	2.5	2.5		2.5	2.5
Lane Grp Cap (vph)		836	516		614		475	987	813		377	313
v/s Ratio Prot							c0.23	0.01				
v/s Ratio Perm		0.20	0.11		c0.21				0.00		0.00	c0.03
v/c Ratio		0.55	0.31		0.57		0.81	0.01	0.00		0.01	0.12
Uniform Delay, d1		20.2	19.1		20.4		26.5	7.6	8.2		23.9	25.5
Progression Factor		0.38	0.64		1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		2.0	1.2		3.8		9.5	0.0	0.0		0.0	0.8
Delay (s)		9.7	13.5		24.1		36.0	7.6	8.2		23.9	26.3
Level of Service		A	B		C		D	A	A		C	C
Approach Delay (s)		11.6			24.1			34.9			26.3	
Approach LOS		B			C			C			C	

Intersection Summary

HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗↘	↗↘		↗	↗↘	↗↘	↗	↗↘	
Traffic Volume (vph)	68	222	1	684	628	350	1	604	841	255	706	247
Future Volume (vph)	68	222	1	684	628	350	1	604	841	255	706	247
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	0.95		1.00	*0.98	0.88	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.95		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	3194		3130	3037		1628	3360	2501	1644	3247	
Flt Permitted	0.95	1.00		0.95	1.00		0.20	1.00	1.00	0.21	1.00	
Satd. Flow (perm)	1598	3194		3130	3037		342	3360	2501	357	3247	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	72	234	1	720	661	368	1	636	885	268	743	260
RTOR Reduction (vph)	0	0	0	0	75	0	0	0	633	0	30	0
Lane Group Flow (vph)	72	235	0	720	954	0	1	636	252	268	973	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	6.2	13.4		30.4	37.0		28.6	27.7	27.7	44.1	39.2	
Effective Green, g (s)	6.2	14.2		30.4	38.4		28.6	29.1	29.1	44.1	40.6	
Actuated g/C Ratio	0.06	0.14		0.30	0.38		0.28	0.29	0.29	0.43	0.40	
Clearance Time (s)	4.0	4.8		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	97	444		931	1142		107	957	712	310	1291	
v/s Ratio Prot	c0.05	0.07		0.23	c0.31		0.00	0.19		c0.10	0.30	
v/s Ratio Perm							0.00		0.10	c0.27		
v/c Ratio	0.74	0.53		0.77	0.83		0.01	0.66	0.35	0.86	0.75	
Uniform Delay, d1	47.2	40.8		32.7	29.0		26.9	32.2	29.0	21.7	26.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	24.8	0.9		3.9	5.3		0.0	1.9	0.4	21.1	2.7	
Delay (s)	72.0	41.7		36.6	34.3		26.9	34.1	29.4	42.8	29.2	
Level of Service	E	D		D	C		C	C	C	D	C	
Approach Delay (s)		48.8			35.2			31.4			32.0	
Approach LOS		D			D			C			C	

Intersection Summary

HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	102.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑↑	↗	↖	↑↑		↖	↑	↗
Traffic Volume (vph)	530	445	220	1	685	365	70	550	1	330	665	395
Future Volume (vph)	530	445	220	1	685	365	70	550	1	330	665	395
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1357	1629	4680	1435	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.13	1.00		0.22	1.00	1.00
Satd. Flow (perm)	3016	3207	1357	1629	4680	1435	219	3195		364	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	558	468	232	1	721	384	74	579	1	347	700	416
RTOR Reduction (vph)	0	0	145	0	0	286	0	0	0	0	0	162
Lane Group Flow (vph)	558	468	87	1	721	98	74	580	0	347	700	254
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	16.2	41.6	41.6	2.4	27.8	27.8	37.2	30.7		56.1	45.6	45.6
Effective Green, g (s)	16.2	43.0	43.0	2.4	29.2	29.2	37.2	32.1		56.1	47.0	47.0
Actuated g/C Ratio	0.14	0.37	0.37	0.02	0.25	0.25	0.32	0.28		0.49	0.41	0.41
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	425	1200	507	34	1189	364	148	892		399	669	560
v/s Ratio Prot	c0.19	0.15		0.00	c0.15		0.03	0.18		c0.16	c0.43	
v/s Ratio Perm			0.06			0.07	0.13			0.26		0.19
v/c Ratio	1.31	0.39	0.17	0.03	0.61	0.27	0.50	0.65		0.87	1.05	0.45
Uniform Delay, d1	49.4	26.3	24.0	55.1	37.8	34.3	30.3	36.5		21.8	34.0	24.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	156.8	0.3	0.2	0.3	1.0	0.5	1.9	1.5		17.7	47.5	0.4
Delay (s)	206.1	26.6	24.3	55.4	38.8	34.8	32.2	38.0		39.6	81.5	25.1
Level of Service	F	C	C	E	D	C	C	D		D	F	C
Approach Delay (s)		105.8			37.4			37.3			55.5	
Approach LOS		F			D			D			E	

Intersection Summary

HCM 2000 Control Delay	62.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	114.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-33: Synchro Unsignalized Intersection Capacity Reports Scenario 1 Tier 2 Roundabout (S1T2R)

HCM 2010 Roundabout
173: Bypass NB & Vilas Road

03/27/2018

Intersection							
Intersection Delay, s/veh	25.1						
Intersection LOS	D						
Approach	EB		WB		NB		SB
Entry Lanes	2		2		2		0
Conflicting Circle Lanes	2		2		2		2
Adj Approach Flow, veh/h	1631		805		213		0
Demand Flow Rate, veh/h	1795		886		255		0
Vehicles Circulating, veh/h	0		911		1794		690
Vehicles Exiting, veh/h	690		1138		0		1107
Follow-Up Headway, s	3.186		3.186		3.186		3.186
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	19.5		29.0		52.9		0.0
Approach LOS	C		D		F		-
Lane	Left		Right		Left		Right
Designated Moves	LT		TR		LT		TR
Assumed Moves	L		TR		LT		R
RT Channelized							
Lane Util	0.506	0.494	0.470	0.530	0.008	0.992	
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113	
Entry Flow, veh/h	909	886	416	470	2	253	
Cap Entry Lane, veh/h	1130	1130	571	597	294	322	
Entry HV Adj Factor	0.909	0.909	0.910	0.908	0.917	0.834	
Flow Entry, veh/h	826	805	379	427	2	211	
Cap Entry, veh/h	1027	1027	519	542	270	268	
V/C Ratio	0.804	0.784	0.729	0.787	0.007	0.786	
Control Delay, s/veh	20.1	18.8	27.0	30.8	13.5	53.2	
LOS	C		D		B		F
95th %tile Queue, veh	9	8	6	7	0	6	

Intersection						
Intersection Delay, s/veh	112.2					
Intersection LOS	F					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		0	2
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	1463		626		0	1132
Demand Flow Rate, veh/h	1610		688		0	1358
Vehicles Circulating, veh/h	378		0		1813	688
Vehicles Exiting, veh/h	1668		1813		175	0
Follow-Up Headway, s	3.186		3.186		3.186	3.186
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	43.0		6.6		0.0	260.1
Approach LOS	E		A		-	F
Lane	Left		Right		Left	Right
Designated Moves	LT TR		LT TR		LT	TR
Assumed Moves	LT TR		LT TR		LT	R
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	0.163	0.837
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	757	853	323	365	222	1136
Cap Entry Lane, veh/h	851	867	1130	1130	674	698
Entry HV Adj Factor	0.909	0.909	0.910	0.908	0.833	0.834
Flow Entry, veh/h	688	776	294	332	185	947
Cap Entry, veh/h	773	788	1029	1027	562	582
V/C Ratio	0.890	0.984	0.286	0.323	0.329	1.627
Control Delay, s/veh	34.1	50.9	6.3	6.8	11.2	308.7
LOS	D	F	A	A	B	F
95th %tile Queue, veh	12	16	1	1	1	52

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	0	25	0	940	890	0
Future Vol, veh/h	0	25	0	940	890	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	26	0	989	937	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1434	470	939	0	-	0
Stage 1	939	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	545	738	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	544	738	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	583	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	738	-	544	-	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	11											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	10	295	2	250	80	75	2	2	40	100	15	2
Future Vol, veh/h	10	295	2	250	80	75	2	2	40	100	15	2
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	-	-	-	-	-	150	-	-	-	-	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	311	2	263	84	79	2	2	42	105	16	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	313	0	0	952	944	312	966	945	84
Stage 1	-	-	-	-	-	-	333	333	-	611	611	-
Stage 2	-	-	-	-	-	-	619	611	-	355	334	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1506	-	-	1242	-	-	238	261	726	233	261	972
Stage 1	-	-	-	-	-	-	679	642	-	479	483	-
Stage 2	-	-	-	-	-	-	474	483	-	660	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1506	-	-	1242	-	-	182	198	726	177	198	972
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	198	-	177	198	-
Stage 1	-	-	-	-	-	-	673	636	-	475	369	-
Stage 2	-	-	-	-	-	-	346	369	-	614	635	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	5.4	11.8	58.4
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	578	1506	-	-	1242	-	-	182
HCM Lane V/C Ratio	0.08	0.007	-	-	0.212	-	-	0.677
HCM Control Delay (s)	11.8	7.4	0	-	8.7	0	-	58.4
HCM Lane LOS	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.3	0	-	-	0.8	-	-	4

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	0	0	940	100	0	915
Future Vol, veh/h	0	0	940	100	0	915
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	989	105	0	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	549	0	0	1097
Stage 1	1044	-	-	-	-
Stage 2	482	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	485	-	-	644
Stage 1	305	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	484	-	-	644
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

























Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Figure H-34: Synchro Signalized Intersection Capacity Reports Scenario 1 Tier 2 Roundabout (S1T2R)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/17/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	290	510	170	40	380	45	155	15	90	70	10	230	
Future Volume (vph)	290	510	170	40	380	45	155	15	90	70	10	230	
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	4.0	3.3	4.7	4.0	3.3	4.7	4.5	3.7	4.5	4.5	3.7	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1660	1782	1500	1710	1748	1485	1710	1748	1530	1660	1748	1485	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	
Satd. Flow (perm)	1660	1782	1500	1710	1748	1485	1351	1748	1530	1305	1748	1485	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	305	537	179	42	400	47	163	16	95	74	11	242	
RTOR Reduction (vph)	0	0	70	0	0	24	0	0	79	0	0	202	
Lane Group Flow (vph)	305	537	109	42	400	23	163	16	16	74	11	40	
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	
Protected Phases	5	2		1	6			8			4		
Permitted Phases			2			6	8		8	4		4	
Actuated Green, G (s)	25.0	61.7	61.7	17.1	53.8	53.8	18.0	18.0	18.0	18.0	18.0	18.0	
Effective Green, g (s)	25.0	63.1	61.7	17.1	55.2	53.8	18.0	18.8	18.0	18.0	18.8	18.0	
Actuated g/C Ratio	0.23	0.57	0.56	0.16	0.50	0.49	0.16	0.17	0.16	0.16	0.17	0.16	
Clearance Time (s)	4.0	4.7	4.7	4.0	4.7	4.7	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	377	1022	841	265	877	726	221	298	250	213	298	243	
v/s Ratio Prot	c0.18	c0.30		0.02	0.23			0.01			0.01		
v/s Ratio Perm			0.07			0.02	c0.12		0.01	0.06		0.03	
v/c Ratio	0.81	0.53	0.13	0.16	0.46	0.03	0.74	0.05	0.06	0.35	0.04	0.16	
Uniform Delay, d1	40.2	14.3	11.4	40.2	17.7	14.6	43.8	38.2	38.9	40.8	38.0	39.5	
Progression Factor	1.00	1.00	1.00	1.28	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.7	1.9	0.3	0.2	1.6	0.1	11.4	0.1	0.1	0.7	0.0	0.2	
Delay (s)	52.0	16.2	11.8	51.6	11.6	14.7	55.2	38.2	38.9	41.5	38.1	39.8	
Level of Service	D	B	B	D	B	B	E	D	D	D	D	D	
Approach Delay (s)		26.1			15.3			48.6			40.1		
Approach LOS		C			B			D			D		
Intersection Summary													
HCM 2000 Control Delay			28.7									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.64										
Actuated Cycle Length (s)			110.0									Sum of lost time (s)	11.0
Intersection Capacity Utilization			63.8%									ICU Level of Service	B
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗	↖	↖	↗		↖	↗	↖
Traffic Volume (vph)	405	1010	105	5	1065	105	250	50	2	145	30	825
Future Volume (vph)	405	1010	105	5	1065	105	250	50	2	145	30	825
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0	5.4	4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4476		1629	4680	1437	1473	1543		1627	1714	1438
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4476		1629	4680	1437	1142	1543		1235	1714	1438
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	426	1063	111	5	1121	111	263	53	2	153	32	868
RTOR Reduction (vph)	0	12	0	0	0	84	0	1	0	0	0	368
Lane Group Flow (vph)	426	1162	0	5	1121	27	263	54	0	153	32	500
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	29.1	53.3		0.8	24.1	24.1	32.9	32.9		32.6	32.6	32.6
Effective Green, g (s)	29.6	53.8		2.2	25.5	24.1	32.9	33.4		32.6	33.4	33.4
Actuated g/C Ratio	0.30	0.54		0.02	0.26	0.24	0.33	0.33		0.33	0.33	0.33
Clearance Time (s)	4.0	4.5		4.0	5.4	5.4	4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	468	2408		35	1193	346	375	515		402	572	480
v/s Ratio Prot	c0.27	0.26		0.00	c0.24			0.03			0.02	
v/s Ratio Perm						0.02	0.23			0.12		c0.35
v/c Ratio	0.91	0.48		0.14	0.94	0.08	0.70	0.10		0.38	0.06	1.04
Uniform Delay, d1	33.9	14.4		48.0	36.5	29.4	29.3	23.0		25.9	22.6	33.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	21.7	0.7		1.4	15.1	0.4	5.4	0.1		0.4	0.0	52.6
Delay (s)	55.6	15.1		49.3	51.6	29.8	34.7	23.0		26.4	22.6	85.9
Level of Service	E	B		D	D	C	C	C		C	C	F
Approach Delay (s)		25.9			49.6			32.7			75.3	
Approach LOS		C			D			C			E	

Intersection Summary

HCM 2000 Control Delay	45.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Airway Drive/Peace Ln & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	150	1125	115	150	1180	45	130	2	225	75	1	165
Future Volume (vph)	150	1125	115	150	1180	45	130	2	225	75	1	165
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.8	3.4	4.8	4.0	3.4	4.8	4.8	4.0	4.8	4.8	4.0	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1748	1485	1660	3320	1485	1660	1748	1485	1660	1748	1485
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.76	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	1660	1748	1485	1660	3320	1485	1323	1748	1485	1322	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	158	1184	121	158	1242	47	137	2	237	79	1	174
RTOR Reduction (vph)	0	0	23	0	0	17	0	0	213	0	0	156
Lane Group Flow (vph)	158	1184	98	158	1242	30	137	2	24	79	1	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8		8	4		4
Actuated Green, G (s)	14.6	74.2	74.2	11.0	69.8	69.8	11.2	11.2	11.2	11.2	11.2	11.2
Effective Green, g (s)	14.6	75.6	74.2	11.0	71.2	69.8	11.2	12.0	11.2	11.2	12.0	11.2
Actuated g/C Ratio	0.13	0.69	0.67	0.10	0.65	0.63	0.10	0.11	0.10	0.10	0.11	0.10
Clearance Time (s)	4.8	4.8	4.8	4.0	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	220	1201	1001	166	2148	942	134	190	151	134	190	151
v/s Ratio Prot	0.10	c0.68		c0.10	0.37			0.00			0.00	
v/s Ratio Perm			0.07			0.02	c0.10		0.02	0.06		0.01
v/c Ratio	0.72	0.99	0.10	0.95	0.58	0.03	1.02	0.01	0.16	0.59	0.01	0.12
Uniform Delay, d1	45.7	16.7	6.2	49.2	10.9	7.5	49.4	43.7	45.1	47.2	43.7	44.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.0	22.4	0.0	55.4	1.1	0.1	83.8	0.1	2.3	5.4	0.0	0.3
Delay (s)	55.7	39.1	6.3	104.7	12.1	7.6	133.2	43.8	47.4	52.6	43.7	45.2
Level of Service	E	D	A	F	B	A	F	D	D	D	D	D
Approach Delay (s)		38.1			22.0			78.6			47.5	
Approach LOS		D			C			E			D	

Intersection Summary

HCM 2000 Control Delay	36.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖↗	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	170	150	350	2	75	5	285	775	145	10	835	105
Future Volume (vph)	170	150	350	2	75	5	285	775	145	10	835	105
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1643	1731	1460	1598	1666		3190	3288	1435	1642	3288	1452
Flt Permitted	0.70	1.00	1.00	0.28	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1215	1731	1460	477	1666		3190	3288	1435	1642	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	158	368	2	79	5	300	816	153	11	879	111
RTOR Reduction (vph)	0	0	86	0	3	0	0	0	59	0	0	59
Lane Group Flow (vph)	179	158	282	2	81	0	300	816	94	11	879	52
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6					8			4
Actuated Green, G (s)	24.6	23.2	40.0	14.9	14.9		16.8	66.4	66.4	0.8	50.4	50.4
Effective Green, g (s)	24.6	24.6	42.8	14.9	16.3		16.8	67.8	67.8	0.8	51.8	51.8
Actuated g/C Ratio	0.22	0.22	0.39	0.14	0.15		0.15	0.62	0.62	0.01	0.47	0.47
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	307	387	568	72	246		487	2026	884	11	1548	683
v/s Ratio Prot	c0.05	0.09	0.08	0.00	c0.05		c0.09	0.25		0.01	c0.27	
v/s Ratio Perm	c0.08		0.11	0.00					0.07			0.04
v/c Ratio	0.58	0.41	0.50	0.03	0.33		0.62	0.40	0.11	1.00	0.57	0.08
Uniform Delay, d1	38.9	36.5	25.5	41.5	42.0		43.6	10.8	8.7	54.6	21.0	16.0
Progression Factor	0.72	0.69	1.18	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.5	0.6	0.1	0.6		2.3	0.2	0.1	271.4	1.5	0.2
Delay (s)	30.1	25.8	30.7	41.6	42.5		45.9	11.0	8.8	326.0	22.5	16.2
Level of Service	C	C	C	D	D		D	B	A	F	C	B
Approach Delay (s)		29.4			42.5			19.0			25.2	
Approach LOS		C			D			B			C	

Intersection Summary
























HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/17/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	127	212	1	484	488	475	2	647	728	405	791	287	
Future Volume (vph)	127	212	1	484	488	475	2	647	728	405	791	287	
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	*0.98	0.88	0.97	*0.98		
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99		
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1598	3194		3130	1698	1421	1628	3360	2502	3190	3234		
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.15	1.00	1.00	0.19	1.00		
Satd. Flow (perm)	1598	3194		3130	1698	1421	264	3360	2502	624	3234		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	134	223	1	509	514	500	2	681	766	426	833	302	
RTOR Reduction (vph)	0	0	0	0	0	147	0	0	544	0	38	0	
Lane Group Flow (vph)	134	224	0	509	514	353	2	681	222	426	1097	0	
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2	
Confl. Bikes (#/hr)			2			2			2			2	
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		
Protected Phases	5	2		1	6		3	8		7	4		
Permitted Phases						6	8		8	4			
Actuated Green, G (s)	9.6	13.4		27.3	30.5	30.5	31.1	26.0	26.0	39.8	30.7		
Effective Green, g (s)	9.6	14.2		27.3	31.9	30.5	31.1	27.4	27.4	39.8	32.1		
Actuated g/C Ratio	0.10	0.15		0.29	0.34	0.32	0.33	0.29	0.29	0.42	0.34		
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0		
Lane Grp Cap (vph)	161	478		902	571	457	160	972	723	527	1096		
v/s Ratio Prot	c0.08	0.07		0.16	c0.30		0.00	0.20		c0.08	c0.34		
v/s Ratio Perm						0.25	0.00		0.09	0.26			
v/c Ratio	0.83	0.47		0.56	0.90	0.77	0.01	0.70	0.31	0.81	1.00		
Uniform Delay, d1	41.8	36.8		28.6	29.9	29.0	23.7	30.0	26.2	20.4	31.3		
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	28.7	0.5		0.7	17.3	7.6	0.0	2.5	0.3	8.6	27.3		
Delay (s)	70.5	37.3		29.3	47.1	36.6	23.7	32.5	26.6	29.0	58.6		
Level of Service	E	D		C	D	D	C	C	C	C	E		
Approach Delay (s)		49.7			37.7			29.3			50.5		
Approach LOS		D			D			C			D		
Intersection Summary													
HCM 2000 Control Delay			40.2									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.95										
Actuated Cycle Length (s)			94.7									Sum of lost time (s)	16.0
Intersection Capacity Utilization			84.0%									ICU Level of Service	E
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖	↕	↖	↖	↕↗		↖	↕	↖
Traffic Volume (vph)	470	425	260	1	655	335	80	475	2	310	575	440
Future Volume (vph)	470	425	260	1	655	335	80	475	2	310	575	440
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1356	1629	3257	1435	1598	3194		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.23	1.00		0.32	1.00	1.00
Satd. Flow (perm)	3016	3207	1356	1629	3257	1435	380	3194		529	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	495	447	274	1	689	353	84	500	2	326	605	463
RTOR Reduction (vph)	0	0	179	0	0	249	0	0	0	0	0	193
Lane Group Flow (vph)	495	447	95	1	689	104	84	502	0	326	605	270
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	18.0	43.9	43.9	3.2	29.1	29.1	52.0	43.4		68.1	55.5	55.5
Effective Green, g (s)	18.0	45.3	45.3	3.2	30.5	30.5	52.0	44.8		68.1	56.9	56.9
Actuated g/C Ratio	0.14	0.35	0.35	0.02	0.23	0.23	0.40	0.34		0.52	0.44	0.44
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	417	1117	472	40	764	336	232	1100		440	716	600
v/s Ratio Prot	c0.16	0.14		0.00	c0.21		0.02	0.16		c0.12	c0.37	
v/s Ratio Perm			0.07			0.07	0.12			0.27		0.20
v/c Ratio	1.19	0.40	0.20	0.03	0.90	0.31	0.36	0.46		0.74	0.84	0.45
Uniform Delay, d1	56.0	32.1	29.7	61.9	48.3	41.1	26.6	33.1		20.1	32.6	25.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	105.9	1.1	1.0	0.2	14.1	0.7	0.7	0.2		6.3	8.9	0.4
Delay (s)	161.9	33.1	30.6	62.1	62.4	41.8	27.3	33.3		26.4	41.5	26.0
Level of Service	F	C	C	E	E	D	C	C		C	D	C
Approach Delay (s)		85.0			55.4			32.5			32.8	
Approach LOS		F			E			C			C	

Intersection Summary

HCM 2000 Control Delay	53.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-35: Synchro Unsignalized Intersection Capacity Reports Scenario 2 Tier 2 Roundabout (S2T2R)

HCM 2010 Roundabout
173: Bypass NB & Vilas Road

03/27/2018

Intersection							
Intersection Delay, s/veh	49.4						
Intersection LOS	E						
Approach	EB		WB		NB		SB
Entry Lanes	2		2		2		0
Conflicting Circle Lanes	2		2		2		2
Adj Approach Flow, veh/h	1906		979		208		0
Demand Flow Rate, veh/h	2096		1077		249		0
Vehicles Circulating, veh/h	0		1005		2096		900
Vehicles Exiting, veh/h	900		1340		0		1182
Follow-Up Headway, s	3.186		3.186		3.186		3.186
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	35.6		66.9		92.6		0.0
Approach LOS	E		F		F		-
Lane	Left		Right		Left		Right
Designated Moves	LT TR		LT TR		LT TR		TR
Assumed Moves	LT TR		LT TR		LT R		
RT Channelized							
Lane Util	0.470	0.530	0.470	0.530	0.012	0.988	
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113	
Entry Flow, veh/h	985	1111	506	571	3	246	
Cap Entry Lane, veh/h	1130	1130	532	559	235	261	
Entry HV Adj Factor	0.909	0.909	0.910	0.909	0.944	0.833	
Flow Entry, veh/h	896	1010	460	519	3	205	
Cap Entry, veh/h	1027	1027	484	508	222	217	
V/C Ratio	0.872	0.983	0.952	1.021	0.013	0.944	
Control Delay, s/veh	26.0	44.2	58.8	74.1	16.5	93.6	
LOS	D	E	F	F	C	F	
95th %tile Queue, veh	12	18	12	15	0	8	

Intersection								
Intersection Delay, s/veh	246.5							
Intersection LOS	F							
Approach	EB		WB		NB		SB	
Entry Lanes	2		2		0		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	1748		816		0		1291	
Demand Flow Rate, veh/h	1923		897		0		1549	
Vehicles Circulating, veh/h	355		0		2114		897	
Vehicles Exiting, veh/h	752		2114		164		0	
Follow-Up Headway, s	3.186		3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	86.8		7.8		0.0		613.6	
Approach LOS	F		A		-		F	
Lane	Left	Right	Left	Right	Left	Right	Bypass	
Designated Moves	LT	TR	LT	TR	LT	TR	R	
Assumed Moves	LT	TR	LT	TR	L	TR	R	
RT Channelized								Yield
Lane Util	0.470	0.530	0.470	0.530	0.995	0.005		
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113		
Entry Flow, veh/h	904	1019	422	475	209	1	1339	
Cap Entry Lane, veh/h	866	881	1130	1130	577	603	533	
Entry HV Adj Factor	0.909	0.909	0.908	0.910	0.833	0.833	0.833	
Flow Entry, veh/h	821	926	383	432	174	1	1116	
Cap Entry, veh/h	787	801	1026	1028	480	503	444	
V/C Ratio	1.044	1.156	0.373	0.420	0.362	0.002	2.514	
Control Delay, s/veh	66.9	104.4	7.4	8.1	13.5	7.2	707.7	
LOS	F	F	A	A	B	A	F	
95th %tile Queue, veh	20	28	2	2	2	0	89	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	0	940	890	0
Future Vol, veh/h	0	25	0	940	890	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	26	0	989	937	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1434	470	939	0	-	0
Stage 1	939	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	127	545	738	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	544	738	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	583	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	738	-	544	-	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	0	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	10	360	2	265	95	65	2	2	35	60	80	2
Future Vol, veh/h	10	360	2	265	95	65	2	2	35	60	80	2
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	-	-	-	-	-	150	-	-	-	150	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	379	2	279	100	68	2	2	37	63	84	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	100	0	0	381	0	0	1102	1059	380	1079	1060	100
Stage 1	-	-	-	-	-	-	401	401	-	658	658	-
Stage 2	-	-	-	-	-	-	701	658	-	421	402	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1486	-	-	1172	-	-	188	223	665	195	223	953
Stage 1	-	-	-	-	-	-	624	599	-	452	460	-
Stage 2	-	-	-	-	-	-	428	460	-	608	599	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1486	-	-	1172	-	-	90	162	665	144	162	953
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	162	-	144	162	-
Stage 1	-	-	-	-	-	-	618	594	-	448	338	-
Stage 2	-	-	-	-	-	-	236	338	-	567	594	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			5.6			13.9			48.4		
HCM LOS							B			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	447	1486	-	-	1172	-	-	144	165
HCM Lane V/C Ratio	0.092	0.007	-	-	0.238	-	-	0.439	0.523
HCM Control Delay (s)	13.9	7.4	0	-	9	0	-	48.2	48.6
HCM Lane LOS	B	A	A	-	A	A	-	E	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0.9	-	-	2	2.6

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	0	0	940	100	0	915
Future Vol, veh/h	0	0	940	100	0	915
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	989	105	0	963

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	549	0	0	1097
Stage 1	1044	-	-	-	-
Stage 2	482	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	485	-	-	644
Stage 1	305	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	484	-	-	644
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Figure H-36: Synchro Signalized Intersection Capacity Reports Scenario 2 Tier 2 Roundabout (S2T2R)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/17/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	290	685	165	40	535	45	180	15	95	65	10	220	
Future Volume (vph)	290	685	165	40	535	45	180	15	95	65	10	220	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0	5.4	4.5	4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00	
Satd. Flow (prot)	1660	3386	1500	1710	3320	1485	1710	1748	1530		1675	1485	
Flt Permitted	0.38	1.00	1.00	0.31	1.00	1.00	0.71	1.00	1.00		0.77	1.00	
Satd. Flow (perm)	658	3386	1500	552	3320	1485	1270	1748	1530		1342	1485	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	305	721	174	42	563	47	189	16	100	68	11	232	
RTOR Reduction (vph)	0	0	88	0	0	32	0	0	78	0	0	180	
Lane Group Flow (vph)	305	721	86	42	563	15	189	16	22	0	79	52	
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	
Protected Phases	5	2		1	6			8			4		
Permitted Phases	2		2	6		6	8		8	4		4	
Actuated Green, G (s)	38.1	29.8	29.8	22.6	19.7	19.7	13.4	13.4	13.4		13.4	13.4	
Effective Green, g (s)	38.1	31.2	29.8	22.6	21.1	19.7	13.4	13.9	13.4		13.9	13.4	
Actuated g/C Ratio	0.64	0.52	0.50	0.38	0.35	0.33	0.22	0.23	0.22		0.23	0.22	
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	634	1760	745	263	1167	487	283	404	341		310	331	
v/s Ratio Prot	c0.10	0.21		0.01	0.17			0.01					
v/s Ratio Perm	c0.20		0.06	0.05		0.01	c0.15		0.01		0.06	0.03	
v/c Ratio	0.48	0.41	0.12	0.16	0.48	0.03	0.67	0.04	0.07		0.25	0.16	
Uniform Delay, d1	9.0	8.8	8.1	15.0	15.2	13.7	21.3	17.9	18.4		18.8	18.8	
Progression Factor	1.00	1.00	1.00	0.46	0.69	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.7	0.3	0.2	1.2	0.1	6.4	0.1	0.1		0.6	0.3	
Delay (s)	9.4	9.5	8.4	7.0	11.7	13.8	27.7	17.9	18.5		19.4	19.1	
Level of Service	A	A	A	A	B	B	C	B	B		B	B	
Approach Delay (s)		9.3			11.5			24.2			19.1		
Approach LOS		A			B			C			B		
Intersection Summary													
HCM 2000 Control Delay			13.0									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.55										
Actuated Cycle Length (s)			60.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			59.8%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	↗
Traffic Volume (vph)	415	1050	115	1	1080	100	250	50	2	130	30	980
Future Volume (vph)	415	1050	115	1	1080	100	250	50	2	130	30	980
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4472		1629	4611		1473	1543		1627	1714	1457
Flt Permitted	0.95	1.00		0.95	1.00		0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4472		1629	4611		1141	1543		1235	1714	1457
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	437	1105	121	1	1137	105	263	53	2	137	32	1032
RTOR Reduction (vph)	0	11	0	0	9	0	0	1	0	0	0	356
Lane Group Flow (vph)	437	1215	0	1	1233	0	263	54	0	137	32	676
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Prot
Protected Phases	5	2		1	6			8			4	4
Permitted Phases							8			4		
Actuated Green, G (s)	30.0	56.0		4.0	29.1		47.0	47.0		46.7	46.7	46.7
Effective Green, g (s)	30.5	56.5		5.4	30.5		47.0	47.5		46.7	47.5	47.5
Actuated g/C Ratio	0.25	0.47		0.05	0.25		0.39	0.40		0.39	0.40	0.40
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	402	2105		73	1171		446	610		480	678	576
v/s Ratio Prot	c0.28	0.27		0.00	c0.27			0.03			0.02	c0.46
v/s Ratio Perm							0.23			0.11		
v/c Ratio	1.09	0.58		0.01	1.05		0.59	0.09		0.29	0.05	1.17
Uniform Delay, d1	44.8	23.1		54.8	44.8		28.9	22.7		25.2	22.3	36.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	70.3	0.3		0.1	41.4		1.7	0.0		0.2	0.0	95.1
Delay (s)	115.1	23.4		54.8	86.2		30.5	22.7		25.4	22.3	131.4
Level of Service	F	C		D	F		C	C		C	C	F
Approach Delay (s)		47.5			86.2			29.2			116.4	
Approach LOS		D			F			C			F	

Intersection Summary			
HCM 2000 Control Delay	75.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	113.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr/Peace Ln & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	140	1375	80	160	1540	85	120	2	230	120	1	160
Future Volume (vph)	140	1375	80	160	1540	85	120	2	230	120	1	160
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0		4.5	4.0		4.5	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1660	3293		1660	3294		1660	1488		1660	1487	
Flt Permitted	0.12	1.00		0.12	1.00		0.56	1.00		0.40	1.00	
Satd. Flow (perm)	206	3293		215	3294		979	1488		696	1487	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	1447	84	168	1621	89	126	2	242	126	1	168
RTOR Reduction (vph)	0	5	0	0	5	0	0	191	0	0	88	0
Lane Group Flow (vph)	147	1526	0	168	1705	0	126	53	0	126	81	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	39.0	37.6		40.6	40.6		15.3	15.3		15.3	15.3	
Effective Green, g (s)	39.0	39.0		40.6	42.0		15.3	15.8		15.3	15.8	
Actuated g/C Ratio	0.52	0.52		0.54	0.56		0.20	0.21		0.20	0.21	
Clearance Time (s)	4.0	5.4		4.0	5.4		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	206	1714		272	1847		199	313		142	313	
v/s Ratio Prot	0.05	c0.46		0.07	c0.52			0.04			0.05	
v/s Ratio Perm	0.32			0.27			0.13			c0.18		
v/c Ratio	0.71	0.89		0.62	0.92		0.63	0.17		0.89	0.26	
Uniform Delay, d1	25.0	16.0		14.7	15.0		27.2	24.2		29.0	24.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.4	6.2		3.5	8.2		5.6	0.2		43.3	0.3	
Delay (s)	35.4	22.3		18.3	23.2		32.9	24.4		72.3	25.0	
Level of Service	D	C		B	C		C	C		E	C	
Approach Delay (s)		23.4			22.8			27.3			45.2	
Approach LOS		C			C			C			D	

Intersection Summary

HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	74.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔		↔↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	170	200	470	5	85	5	435	720	160	10	800	100
Future Volume (vph)	170	200	470	5	85	5	435	720	160	10	800	100
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1461	1557	1668		3190	3288	1435	1642	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1461	1557	1668		3190	3288	1435	1642	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	211	495	5	89	5	458	758	168	11	842	105
RTOR Reduction (vph)	0	0	64	0	3	0	0	0	67	0	0	66
Lane Group Flow (vph)	179	211	431	5	91	0	458	758	101	11	842	39
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7		4
Permitted Phases			2						8			4
Actuated Green, G (s)	15.6	30.6	57.0	0.8	15.8		26.4	69.0	69.0	0.8	43.4	43.4
Effective Green, g (s)	15.6	32.0	59.8	0.8	17.2		26.4	70.4	70.4	0.8	44.8	44.8
Actuated g/C Ratio	0.13	0.27	0.50	0.01	0.14		0.22	0.59	0.59	0.01	0.37	0.37
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	414	461	728	10	239		701	1928	841	10	1227	542
v/s Ratio Prot	0.06	0.12	c0.14	0.00	c0.05		c0.14	0.23		0.01	c0.26	
v/s Ratio Perm			0.16						0.07			0.03
v/c Ratio	0.43	0.46	0.59	0.50	0.38		0.65	0.39	0.12	1.10	0.69	0.07
Uniform Delay, d1	48.1	36.8	21.4	59.4	46.6		42.6	13.3	11.0	59.6	31.7	24.2
Progression Factor	0.97	0.97	1.08	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.5	1.2	25.8	0.7		2.2	0.2	0.1	321.8	3.1	0.3
Delay (s)	47.2	36.0	24.4	85.2	47.3		44.8	13.6	11.1	381.4	34.8	24.5
Level of Service	D	D	C	F	D		D	B	B	F	C	C
Approach Delay (s)		31.8			49.2			23.6			37.7	
Approach LOS		C			D			C			D	

Intersection Summary
























HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/17/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	114	331	2	633	528	580	5	592	803	385	752	302	
Future Volume (vph)	114	331	2	633	528	580	5	592	803	385	752	302	
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	4.0	4.0		4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	0.95		0.97	1.00	1.00	1.00	*0.98	0.88	1.00	*0.98		
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00		
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1598	3193		3130	1698	1420	1629	3360	2498	1644	3231		
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	1598	3193		3130	1698	1420	1629	3360	2498	1644	3231		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	120	348	2	666	556	611	5	623	845	405	792	318	
RTOR Reduction (vph)	0	0	0	0	0	219	0	0	572	0	32	0	
Lane Group Flow (vph)	120	350	0	666	556	392	5	623	273	405	1078	0	
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2	
Confl. Bikes (#/hr)			2			2			2			2	
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA		
Protected Phases	5	2		1	6		3	8		7	4		
Permitted Phases						6			8				
Actuated Green, G (s)	10.8	17.6		36.4	42.6	42.6	1.1	29.0	29.0	30.0	57.9		
Effective Green, g (s)	10.8	18.4		36.4	44.0	42.6	1.1	30.4	30.4	30.0	59.3		
Actuated g/C Ratio	0.08	0.14		0.28	0.34	0.32	0.01	0.23	0.23	0.23	0.45		
Clearance Time (s)	4.0	4.8		4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0		
Lane Grp Cap (vph)	131	447		868	569	461	13	778	578	375	1460		
v/s Ratio Prot	c0.08	0.11		0.21	c0.33		0.00	c0.19		c0.25	0.33		
v/s Ratio Perm						0.28			0.11				
v/c Ratio	0.92	0.78		0.77	0.98	0.85	0.38	0.80	0.47	1.08	0.74		
Uniform Delay, d1	59.7	54.5		43.5	43.1	41.3	64.7	47.5	43.5	50.6	29.6		
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	53.3	8.4		3.9	31.6	13.8	13.2	6.3	0.8	69.5	2.1		
Delay (s)	113.0	62.9		47.4	74.7	55.2	77.9	53.8	44.3	120.1	31.7		
Level of Service	F	E		D	E	E	E	D	D	F	C		
Approach Delay (s)		75.7			58.3			48.4			55.3		
Approach LOS		E			E			D			E		
Intersection Summary													
HCM 2000 Control Delay			56.2									HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.95										
Actuated Cycle Length (s)			131.2									Sum of lost time (s)	16.0
Intersection Capacity Utilization			89.2%									ICU Level of Service	E
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖	↕	↖	↖	↕↗		↖	↕	↖
Traffic Volume (vph)	505	435	245	1	630	335	55	505	1	335	615	495
Future Volume (vph)	505	435	245	1	630	335	55	505	1	335	615	495
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1357	1629	3257	1435	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.14	1.00		0.23	1.00	1.00
Satd. Flow (perm)	3016	3207	1357	1629	3257	1435	237	3195		374	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	532	458	258	1	663	353	58	532	1	353	647	521
RTOR Reduction (vph)	0	0	156	0	0	246	0	0	0	0	0	223
Lane Group Flow (vph)	532	458	102	1	663	107	58	533	0	353	647	298
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	17.2	44.8	44.8	2.8	30.4	30.4	34.3	28.4		54.4	44.5	44.5
Effective Green, g (s)	17.2	46.2	46.2	2.8	31.8	31.8	34.3	29.8		54.4	45.9	45.9
Actuated g/C Ratio	0.15	0.40	0.40	0.02	0.27	0.27	0.29	0.26		0.47	0.39	0.39
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	444	1268	536	39	886	390	138	815		396	642	538
v/s Ratio Prot	c0.18	0.14		0.00	c0.20		0.02	0.17		c0.17	c0.40	
v/s Ratio Perm			0.08			0.07	0.10			0.25		0.22
v/c Ratio	1.20	0.36	0.19	0.03	0.75	0.27	0.42	0.65		0.89	1.01	0.55
Uniform Delay, d1	49.8	24.9	23.1	55.7	38.8	33.4	32.0	38.9		23.7	35.5	27.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	109.2	0.2	0.2	0.2	3.7	0.5	1.5	1.7		21.3	37.5	1.0
Delay (s)	159.0	25.1	23.3	55.9	42.6	33.9	33.5	40.6		45.0	72.9	28.5
Level of Service	F	C	C	E	D	C	C	D		D	E	C
Approach Delay (s)		81.8			39.6			39.9			51.2	
Approach LOS		F			D			D			D	

Intersection Summary

HCM 2000 Control Delay	55.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	116.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Figure H-37: Synchro Unsignalized Intersection Capacity Reports Scenario 3 Tier 2 Roundabout (S3T2R)

HCM 2010 Roundabout
173: Bypass NB & Vilas Road

03/27/2018

Intersection								
Intersection Delay, s/veh	16.5							
Intersection LOS	C							
Approach	EB		WB		NB		SB	
Entry Lanes	2		2		2		0	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	1421		747		180		0	
Demand Flow Rate, veh/h	1563		822		216		0	
Vehicles Circulating, veh/h	0		882		1563		673	
Vehicles Exiting, veh/h	673		897		0		869	
Follow-Up Headway, s	3.186		3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	15.3		16.8		25.6		0.0	
Approach LOS	C		C		D		-	
Lane	Left	Right	Left	Right	Bypass	Left	Right	
Designated Moves	LT	TR	LT	TR	R	LT	TR	
Assumed Moves	L	TR	LT	TR	R	LT	R	
RT Channelized					Yield			
Lane Util	0.555	0.445	0.470	0.530		0.065	0.935	
Critical Headway, s	4.293	4.113	4.293	4.113		4.293	4.113	
Entry Flow, veh/h	868	695	310	350	162	14	202	
Cap Entry Lane, veh/h	1130	1130	583	609	474	350	378	
Entry HV Adj Factor	0.909	0.909	0.910	0.909	0.909	0.845	0.832	
Flow Entry, veh/h	789	632	282	318	147	12	168	
Cap Entry, veh/h	1027	1027	530	554	431	296	315	
V/C Ratio	0.768	0.615	0.532	0.574	0.341	0.040	0.534	
Control Delay, s/veh	17.9	12.0	16.9	17.8	14.3	12.9	26.5	
LOS	C	B	C	C	B	B	D	
95th %tile Queue, veh	8	4	3	4	1	0	3	

Intersection									
Intersection Delay, s/veh	27.1								
Intersection LOS	D								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		0		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	1270		606		0		701		
Demand Flow Rate, veh/h	1397		666		0		841		
Vehicles Circulating, veh/h	295		0		1585		666		
Vehicles Exiting, veh/h	562		1585		107		0		
Follow-Up Headway, s	3.186		3.186		3.186		3.186		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	21.2		6.4		0.0		55.8		
Approach LOS	C		A		-		F		
Lane	Left	Right	Left	Right	Left	Right	Bypass		
Designated Moves	LT	TR	LT	TR	LT	TR	R		
Assumed Moves	LT	TR	LT	TR	L	TR	R		
RT Channelized								Yield	
Lane Util	0.470	0.530	0.470	0.530	0.995	0.005			
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113			
Entry Flow, veh/h	657	740	313	353	190	1	650		
Cap Entry Lane, veh/h	906	919	1130	1130	686	709	644		
Entry HV Adj Factor	0.909	0.910	0.910	0.910	0.832	0.833	0.833		
Flow Entry, veh/h	597	673	285	321	158	1	542		
Cap Entry, veh/h	823	836	1028	1028	570	591	537		
V/C Ratio	0.725	0.805	0.277	0.312	0.277	0.001	1.010		
Control Delay, s/veh	18.6	23.5	6.2	6.6	10.1	6.1	69.1		
LOS	C	C	A	A	B	A	F		
95th %tile Queue, veh	6	9	1	1	1	0	15		

Intersection	
Intersection Delay, s/veh	25.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↔		↖	↗	↖
Traffic Vol, veh/h	95	405	2	210	180	40	2	5	20	30	125	2
Future Vol, veh/h	95	405	2	210	180	40	2	5	20	30	125	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	100	426	2	221	189	42	2	5	21	32	132	2
Number of Lanes	1	1	0	0	1	1	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	2	2
HCM Control Delay	26	29.5	11.2	12.6
HCM LOS	D	D	B	B

























Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	7%	100%	0%	54%	0%	100%	0%	0%
Vol Thru, %	19%	0%	100%	46%	0%	0%	100%	0%
Vol Right, %	74%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	95	407	390	40	30	125	2
LT Vol	2	95	0	210	0	30	0	0
Through Vol	5	0	405	180	0	0	125	0
RT Vol	20	0	2	0	40	0	0	2
Lane Flow Rate	28	100	428	411	42	32	132	2
Geometry Grp	8	8	8	8	8	7	7	7
Degree of Util (X)	0.063	0.197	0.783	0.793	0.07	0.069	0.269	0.004
Departure Headway (Hd)	7.955	7.089	6.58	6.956	5.974	7.883	7.371	6.655
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	453	503	548	517	595	452	484	533
Service Time	5.655	4.874	4.364	4.742	3.76	5.68	5.168	4.451
HCM Lane V/C Ratio	0.062	0.199	0.781	0.795	0.071	0.071	0.273	0.004
HCM Control Delay	11.2	11.6	29.3	31.6	9.2	11.3	12.9	9.5
HCM Lane LOS	B	B	D	D	A	B	B	A
HCM 95th-tile Q	0.2	0.7	7.2	7.4	0.2	0.2	1.1	0

Figure H-38: Synchro Signalized Intersection Capacity Reports Scenario 3 Tier 2 Roundabout (S3T2R)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/17/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	445	140	75	395	85	155	15	85	90	15	155
Future Volume (vph)	180	445	140	75	395	85	155	15	85	90	15	155
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0	5.4	5.4	4.0	5.4	4.5	4.0	4.5	4.5	4.0	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1782	1500	1710	1748	1485	1710	1748	1530	1660	1748	1485
Flt Permitted	0.47	1.00	1.00	0.43	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	820	1782	1500	771	1748	1485	1345	1748	1530	1305	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	189	468	147	79	416	89	163	16	89	95	16	163
RTOR Reduction (vph)	0	0	65	0	0	39	0	0	66	0	0	120
Lane Group Flow (vph)	189	468	82	79	416	50	163	16	23	95	16	43
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	30.6	30.6	30.6	30.6	30.6	30.6	14.5	14.5	14.5	14.5	14.5	14.5
Effective Green, g (s)	30.6	32.0	30.6	30.6	32.0	30.6	14.5	15.0	14.5	14.5	15.0	14.5
Actuated g/C Ratio	0.56	0.58	0.56	0.56	0.58	0.56	0.26	0.27	0.26	0.26	0.27	0.26
Clearance Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	4.5	4.5	4.5	4.5	4.5	4.5
Lane Grp Cap (vph)	456	1036	834	428	1017	826	354	476	403	344	476	391
v/s Ratio Prot		c0.26			0.24			0.01			0.01	
v/s Ratio Perm	0.23		0.05	0.10		0.03	c0.12		0.02	0.07		0.03
v/c Ratio	0.41	0.45	0.10	0.18	0.41	0.06	0.46	0.03	0.06	0.28	0.03	0.11
Uniform Delay, d1	7.0	6.5	5.7	6.0	6.3	5.6	17.0	14.7	15.1	16.1	14.7	15.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	1.4	0.2	0.9	1.2	0.1	4.3	0.1	0.3	2.0	0.1	0.6
Delay (s)	9.8	7.9	6.0	7.0	7.5	5.7	21.2	14.8	15.4	18.1	14.8	15.9
Level of Service	A	A	A	A	A	A	C	B	B	B	B	B
Approach Delay (s)		8.0			7.2			18.9			16.6	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			10.5				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			55.0				Sum of lost time (s)				8.0	
Intersection Capacity Utilization			59.4%				ICU Level of Service				B	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑		↖	↑	↗
Traffic Volume (vph)	475	830	95	5	935	115	250	55	1	140	30	890
Future Volume (vph)	475	830	95	5	935	115	250	55	1	140	30	890
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4469		1629	4591		1472	1547		1627	1714	1457
Flt Permitted	0.95	1.00		0.95	1.00		0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4469		1629	4591		1141	1547		1230	1714	1457
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	500	874	100	5	984	121	263	58	1	147	32	937
RTOR Reduction (vph)	0	10	0	0	12	0	0	1	0	0	0	411
Lane Group Flow (vph)	500	964	0	5	1093	0	263	58	0	147	32	526
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Prot
Protected Phases	5	2		1	6			8			4	4
Permitted Phases							8			4		
Actuated Green, G (s)	42.6	71.7		0.8	29.0		44.5	44.5		44.2	44.2	44.2
Effective Green, g (s)	43.1	72.2		2.2	30.4		44.5	45.0		44.2	45.0	45.0
Actuated g/C Ratio	0.33	0.56		0.02	0.23		0.34	0.35		0.34	0.35	0.35
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	524	2482		27	1073		390	535		418	593	504
v/s Ratio Prot	c0.32	0.22		0.00	c0.24			0.04			0.02	c0.36
v/s Ratio Perm							0.23			0.12		
v/c Ratio	0.95	0.39		0.19	1.02		0.67	0.11		0.35	0.05	1.04
Uniform Delay, d1	42.5	16.4		63.0	49.8		36.6	28.9		32.2	28.3	42.5
Progression Factor	1.00	1.00		1.22	0.48		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	27.9	0.5		2.0	29.8		4.1	0.1		0.4	0.0	52.2
Delay (s)	70.4	16.8		79.0	53.9		40.7	28.9		32.5	28.3	94.7
Level of Service	E	B		E	D		D	C		C	C	F
Approach Delay (s)		35.0			54.0			38.5			84.6	
Approach LOS		D			D			D			F	

Intersection Summary

HCM 2000 Control Delay	54.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	106.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr/Peace LN & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	900	135	100	960	20	245	2	190	100	1	60
Future Volume (vph)	120	900	135	100	960	20	245	2	190	100	1	60
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	5.4	4.0	4.0		4.0	4.0	5.4	4.0	4.0	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	1748	1485	1660	1742		1660	1748	1485	1660	1748	1485
Flt Permitted	0.06	1.00	1.00	0.12	1.00		0.00	1.00	1.00	0.00	1.00	1.00
Satd. Flow (perm)	99	1748	1485	213	1742		0	1748	1485	0	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	947	142	105	1011	21	258	2	200	105	1	63
RTOR Reduction (vph)	0	0	38	0	0	0	0	0	190	0	0	61
Lane Group Flow (vph)	126	947	104	105	1032	0	258	2	10	105	1	2
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	85.8	77.1	77.1	83.0	75.7		19.0	6.0	6.0	16.1	3.1	3.1
Effective Green, g (s)	85.8	78.5	77.1	83.0	77.1		19.0	7.4	6.0	16.1	4.5	3.1
Actuated g/C Ratio	0.68	0.63	0.62	0.66	0.62		0.15	0.06	0.05	0.13	0.04	0.02
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	176	1095	913	225	1071		251	103	71	213	62	36
v/s Ratio Prot	c0.05	0.54		0.03	c0.59		c0.16	0.00		c0.06	0.00	
v/s Ratio Perm	0.44		0.07	0.28					0.01			0.00
v/c Ratio	0.72	0.86	0.11	0.47	0.96		1.03	0.02	0.13	0.49	0.02	0.04
Uniform Delay, d1	32.6	19.1	10.0	18.3	22.8		53.1	55.5	57.2	50.8	58.3	59.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.1	7.5	0.1	1.1	20.0		64.2	0.1	0.6	1.3	0.1	0.4
Delay (s)	44.7	26.6	10.0	19.4	42.7		117.4	55.6	57.8	52.1	58.3	60.0
Level of Service	D	C	B	B	D		F	E	E	D	E	E
Approach Delay (s)		26.5			40.6			91.2			55.1	
Approach LOS		C			D			F			E	

Intersection Summary

HCM 2000 Control Delay	43.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	125.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔		↔↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	135	245	240	2	160	20	225	775	235	20	825	165
Future Volume (vph)	135	245	240	2	160	20	225	775	235	20	825	165
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	0.98	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1458	1572	1652		3190	3288	1437	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1458	1572	1652		3190	3288	1437	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	142	258	253	2	168	21	237	816	247	21	868	174
RTOR Reduction (vph)	0	0	85	0	5	0	0	0	120	0	0	97
Lane Group Flow (vph)	142	258	168	2	184	0	237	816	127	21	868	77
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7		4
Permitted Phases			2						8			4
Actuated Green, G (s)	8.9	24.5	32.9	0.6	16.2		8.4	36.5	36.5	2.3	30.4	30.4
Effective Green, g (s)	8.9	25.9	35.7	0.6	17.6		8.4	37.9	37.9	2.3	31.8	31.8
Actuated g/C Ratio	0.11	0.31	0.43	0.01	0.21		0.10	0.46	0.46	0.03	0.38	0.38
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	343	542	629	11	351		324	1506	658	45	1264	558
v/s Ratio Prot	0.04	c0.15	0.03	0.00	c0.11		c0.07	0.25		0.01	c0.26	
v/s Ratio Perm			0.08						0.09			0.05
v/c Ratio	0.41	0.48	0.27	0.18	0.53		0.73	0.54	0.19	0.47	0.69	0.14
Uniform Delay, d1	34.5	22.9	15.1	40.8	28.8		36.1	16.1	13.3	39.6	21.3	16.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.5	0.2	5.7	1.1		8.2	0.6	0.3	5.5	1.9	0.2
Delay (s)	35.1	23.4	15.3	46.5	29.9		44.3	16.8	13.6	45.1	23.2	16.8
Level of Service	D	C	B	D	C		D	B	B	D	C	B
Approach Delay (s)		22.8			30.1			21.2			22.5	
Approach LOS		C			C			C			C	

Intersection Summary

HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	82.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖↗	↑	↗	↖	↑↑	↗↖	↖	↑↗	
Traffic Volume (vph)	140	345	3	365	480	345	10	585	565	260	795	335
Future Volume (vph)	140	345	3	365	480	345	10	585	565	260	795	335
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	5.4	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	*0.98	0.88	1.00	*0.98	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	1682	1409	3130	1698	1421	1628	3360	2501	1644	3216	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.17	1.00	1.00	0.18	1.00	
Satd. Flow (perm)	1598	1682	1409	3130	1698	1421	290	3360	2501	313	3216	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	363	3	384	505	363	11	616	595	274	837	353
RTOR Reduction (vph)	0	0	2	0	0	187	0	0	424	0	45	0
Lane Group Flow (vph)	147	363	1	384	505	176	11	616	171	274	1145	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		
Actuated Green, G (s)	10.4	22.7	22.7	17.3	29.0	29.0	27.7	26.7	26.7	38.8	38.8	
Effective Green, g (s)	10.4	23.5	23.5	17.3	30.4	29.0	27.7	28.1	28.1	38.8	40.2	
Actuated g/C Ratio	0.11	0.24	0.24	0.18	0.31	0.30	0.28	0.29	0.29	0.40	0.41	
Clearance Time (s)	4.0	4.8	4.8	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	169	403	337	552	526	420	95	963	717	301	1319	
v/s Ratio Prot	0.09	c0.22		0.12	c0.30		0.00	c0.18		0.12	c0.36	
v/s Ratio Perm			0.00			0.12	0.03		0.07	0.24		
v/c Ratio	0.87	0.90	0.00	0.70	0.96	0.42	0.12	0.64	0.24	0.91	0.87	
Uniform Delay, d1	43.1	36.1	28.3	37.9	33.2	27.7	32.4	30.5	26.8	23.2	26.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	34.4	22.6	0.0	3.5	29.3	0.5	0.4	1.6	0.2	29.9	6.5	
Delay (s)	77.6	58.7	28.3	41.4	62.5	28.2	32.8	32.1	27.0	53.1	33.0	
Level of Service	E	E	C	D	E	C	C	C	C	D	C	
Approach Delay (s)		63.9			46.1			29.6			36.7	
Approach LOS		E			D			C			D	

Intersection Summary

HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	98.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↔		↔	↑	↔
Traffic Volume (vph)	315	440	210	1	715	355	70	485	1	315	625	270
Future Volume (vph)	315	440	210	1	715	355	70	485	1	315	625	270
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1356	1629	4680	1435	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.25	1.00		0.35	1.00	1.00
Satd. Flow (perm)	3016	3207	1356	1629	4680	1435	419	3195		568	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	332	463	221	1	753	374	74	511	1	332	658	284
RTOR Reduction (vph)	0	0	151	0	0	293	0	0	0	0	0	103
Lane Group Flow (vph)	332	463	70	1	753	81	74	512	0	332	658	181
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	13.9	39.5	39.5	1.1	26.7	26.7	57.5	50.7		74.6	63.8	63.8
Effective Green, g (s)	13.9	40.9	40.9	1.1	28.1	28.1	57.5	52.1		74.6	65.2	65.2
Actuated g/C Ratio	0.11	0.31	0.31	0.01	0.22	0.22	0.44	0.40		0.57	0.50	0.50
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	322	1008	426	13	1011	310	246	1280		476	820	687
v/s Ratio Prot	c0.11	0.14		0.00	c0.16		0.02	0.16		c0.11	c0.40	
v/s Ratio Perm			0.05			0.06	0.12			0.29		0.13
v/c Ratio	1.03	0.46	0.16	0.08	0.74	0.26	0.30	0.40		0.70	0.80	0.26
Uniform Delay, d1	58.0	35.7	32.2	63.9	47.6	42.3	23.0	27.8		16.3	27.0	18.6
Progression Factor	0.87	0.93	3.56	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	57.0	1.4	0.8	1.8	3.2	0.6	0.5	0.1		4.1	5.5	0.2
Delay (s)	107.4	34.5	115.4	65.8	50.8	42.9	23.5	27.9		20.4	32.6	18.8
Level of Service	F	C	F	E	D	D	C	C		C	C	B
Approach Delay (s)		75.9			48.2			27.4			26.3	
Approach LOS		E			D			C			C	

Intersection Summary		
HCM 2000 Control Delay	45.2	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.82	D
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	76.5%	16.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		D

Figure H-39: Synchro Unsignalized Intersection Capacity Reports Scenario 5 Tier 2 Roundabout (S5T2R)

HCM 2010 Roundabout
173: Bypass NB & Vilas Road

03/27/2018

Intersection							
Intersection Delay, s/veh	31.5						
Intersection LOS	D						
Approach	EB		WB		NB		SB
Entry Lanes	2		2		2		0
Conflicting Circle Lanes	2		2		2		2
Adj Approach Flow, veh/h	1679		937		191		0
Demand Flow Rate, veh/h	1847		1031		229		0
Vehicles Circulating, veh/h	0		946		1847		911
Vehicles Exiting, veh/h	911		1130		0		1066
Follow-Up Headway, s	3.186		3.186		3.186		3.186
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	21.1		48.1		42.1		0.0
Approach LOS	C		E		E		-
Lane	Left		Right		Left		Right
Designated Moves	LT		TR		LT		R
Assumed Moves	L		TR		LT		R
RT Channelized							
Lane Util	0.505	0.495	0.470	0.530	0.061	0.939	
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113	
Entry Flow, veh/h	932	915	485	546	14	215	
Cap Entry Lane, veh/h	1130	1130	556	583	283	310	
Entry HV Adj Factor	0.909	0.909	0.908	0.910	0.845	0.833	
Flow Entry, veh/h	847	832	441	497	12	179	
Cap Entry, veh/h	1027	1027	505	530	239	258	
V/C Ratio	0.825	0.810	0.873	0.937	0.050	0.693	
Control Delay, s/veh	21.6	20.5	43.0	52.6	16.1	43.9	
LOS	C		C		E		E
95th %tile Queue, veh	10	9	9	12	0	5	

Intersection								
Intersection Delay, s/veh	75.7							
Intersection LOS	F							
Approach	EB		WB		NB		SB	
Entry Lanes	2		2		0		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	1525		826		0		806	
Demand Flow Rate, veh/h	1677		909		0		967	
Vehicles Circulating, veh/h	330		0		1863		909	
Vehicles Exiting, veh/h	770		1863		144		0	
Follow-Up Headway, s	3.186		3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	43.3		7.9		0.0		206.5	
Approach LOS	E		A		-		F	
Lane	Left	Right	Left	Right	Left	Right	Bypass	
Designated Moves	LT	TR	LT	TR	LT	TR	R	
Assumed Moves	LT	TR	LT	TR	L	TR	R	
RT Channelized								Yield
Lane Util	0.470	0.530	0.470	0.530	0.995	0.005		
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113		
Entry Flow, veh/h	788	889	427	482	190	1	776	
Cap Entry Lane, veh/h	882	897	1130	1130	571	598	523	
Entry HV Adj Factor	0.910	0.909	0.909	0.908	0.832	0.833	0.833	
Flow Entry, veh/h	717	808	388	438	158	1	647	
Cap Entry, veh/h	802	815	1027	1026	475	498	436	
V/C Ratio	0.893	0.991	0.378	0.427	0.332	0.002	1.484	
Control Delay, s/veh	33.7	51.8	7.5	8.2	13.0	7.2	254.0	
LOS	D	F	A	A	B	A	F	
95th %tile Queue, veh	12	17	2	2	1	0	34	

Intersection	
Intersection Delay, s/veh	34
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗		↖	↗		↕		↖	↗	
Traffic Vol, veh/h	95	450	2	165	245	35	1	1	20	30	130	2
Future Vol, veh/h	95	450	2	165	245	35	1	1	20	30	130	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	100	474	2	174	258	37	1	1	21	32	137	2
Number of Lanes	1	1	1	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	3
HCM Control Delay	38	37.5	11.3	14.1
HCM LOS	E	E	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	5%	100%	0%	0%	40%	0%	100%	0%
Vol Thru, %	5%	0%	100%	0%	60%	0%	0%	98%
Vol Right, %	91%	0%	0%	100%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	95	450	2	410	35	30	132
LT Vol	1	95	0	0	165	0	30	0
Through Vol	1	0	450	0	245	0	0	130
RT Vol	20	0	0	2	0	35	0	2
Lane Flow Rate	23	100	474	2	432	37	32	139
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.052	0.203	0.896	0.004	0.86	0.064	0.076	0.312
Departure Headway (Hd)	8.082	7.321	6.813	6.101	7.176	6.261	8.612	8.09
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	491	531	587	505	572	416	445
Service Time	5.842	5.057	4.549	3.838	4.913	3.997	6.358	5.835
HCM Lane V/C Ratio	0.052	0.204	0.893	0.003	0.855	0.065	0.077	0.312
HCM Control Delay	11.3	11.9	43.7	8.9	39.9	9.4	12.1	14.5
HCM Lane LOS	B	B	E	A	E	A	B	B
HCM 95th-tile Q	0.2	0.8	10.3	0	9.1	0.2	0.2	1.3

Figure H-40: Synchro Signalized Intersection Capacity Reports Scenario 5 Tier 2 Roundabout (S5T2R)

HCM Signalized Intersection Capacity Analysis

1: Lear Way & Vilas Road

05/17/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	655	140	80	595	95	150	20	95	95	15	145
Future Volume (vph)	165	655	140	80	595	95	150	20	95	95	15	145
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	3386	1500	1710	3320	1485	1710	1748	1530	1660	1748	1485
Flt Permitted	0.40	1.00	1.00	0.36	1.00	1.00	0.75	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	691	3386	1500	655	3320	1485	1345	1748	1530	1300	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	174	689	147	84	626	100	158	21	100	100	16	153
RTOR Reduction (vph)	0	0	61	0	0	42	0	0	72	0	0	110
Lane Group Flow (vph)	174	689	86	84	626	58	158	21	28	100	16	43
Heavy Vehicles (%)	3%	1%	2%	0%	3%	3%	0%	3%	0%	3%	3%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	35.0	35.0	35.0	35.0	35.0	35.0	17.0	17.0	17.0	17.0	17.0	17.0
Effective Green, g (s)	35.0	35.0	35.0	35.0	35.0	35.0	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.58	0.58	0.58	0.58	0.58	0.58	0.28	0.28	0.28	0.28	0.28	0.28
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	403	1975	875	382	1936	866	381	495	433	368	495	420
v/s Ratio Prot		0.20			0.19			0.01			0.01	
v/s Ratio Perm	c0.25		0.06	0.13		0.04	c0.12		0.02	0.08		0.03
v/c Ratio	0.43	0.35	0.10	0.22	0.32	0.07	0.41	0.04	0.07	0.27	0.03	0.10
Uniform Delay, d1	7.0	6.5	5.5	6.0	6.4	5.4	17.5	15.6	15.7	16.7	15.6	15.9
Progression Factor	1.00	1.00	1.00	0.49	0.56	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.3	0.5	0.2	1.1	0.4	0.1	3.3	0.2	0.3	1.8	0.1	0.5
Delay (s)	10.3	7.0	5.7	4.0	3.9	3.9	20.8	15.8	16.0	18.5	15.7	16.4
Level of Service	B	A	A	A	A	A	C	B	B	B	B	B
Approach Delay (s)		7.4			3.9			18.7			17.1	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Hamrick Rd & E Pine St/Biddle Rd

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗↗		↖	↗↗↗		↖	↗		↖	↗	↗↗
Traffic Volume (vph)	300	1040	90	1	1060	95	245	55	2	135	35	860
Future Volume (vph)	300	1040	90	1	1060	95	245	55	2	135	35	860
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	3.5	4.0		2.6	4.0		4.5	4.0		4.8	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	0.88
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1583	4487		1629	4613		1472	1543		1627	1714	2565
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1583	4487		1629	4613		1136	1543		1229	1714	2565
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	316	1095	95	1	1116	100	258	58	2	142	37	905
RTOR Reduction (vph)	0	7	0	0	7	0	0	1	0	0	0	668
Lane Group Flow (vph)	316	1183	0	1	1209	0	258	59	0	142	37	237
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	16%	16%	16%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Prot
Protected Phases	5	2		1	6			8			4	4
Permitted Phases							8			4		
Actuated Green, G (s)	29.5	78.6		4.9	53.1		33.5	33.5		33.2	33.2	33.2
Effective Green, g (s)	30.0	79.1		6.3	54.5		33.5	34.0		33.2	34.0	34.0
Actuated g/C Ratio	0.23	0.61		0.05	0.42		0.26	0.26		0.26	0.26	0.26
Clearance Time (s)	4.0	4.5		4.0	5.4		4.5	4.5		4.8	4.8	4.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	365	2730		78	1933		292	403		313	448	670
v/s Ratio Prot	c0.20	0.26		0.00	c0.26			0.04			0.02	0.09
v/s Ratio Perm							c0.23			0.12		
v/c Ratio	0.87	0.43		0.01	0.63		0.88	0.15		0.45	0.08	0.35
Uniform Delay, d1	48.1	13.5		58.9	29.7		46.4	36.9		40.8	36.2	39.1
Progression Factor	1.00	1.00		1.05	0.58		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.7	0.5		0.0	1.1		25.3	0.1		0.8	0.1	0.2
Delay (s)	66.7	14.0		61.9	18.3		71.7	37.0		41.5	36.3	39.3
Level of Service	E	B		E	B		E	D		D	D	D
Approach Delay (s)		25.1			18.3			65.2			39.5	
Approach LOS		C			B			E			D	

Intersection Summary

HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Airway Dr/Peace Ln & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1155	105	90	1180	50	240	2	190	105	1	180
Future Volume (vph)	110	1155	105	90	1180	50	240	2	190	105	1	180
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.4	4.0	5.4	5.4	4.0		4.5	4.0	4.5	4.5	4.0	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1660	3320	1485	1660	3300		1660	1748	1485	1660	1748	1485
Flt Permitted	0.15	1.00	1.00	0.17	1.00		0.63	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	259	3320	1485	295	3300		1101	1748	1485	1322	1748	1485
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	1216	111	95	1242	53	253	2	200	111	1	189
RTOR Reduction (vph)	0	0	44	0	4	0	0	0	126	0	0	83
Lane Group Flow (vph)	116	1216	67	95	1291	0	253	2	74	111	1	106
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	48.6	48.6	48.6	48.6	48.6		19.8	11.3	11.3	16.0	9.4	9.4
Effective Green, g (s)	48.6	50.0	48.6	48.6	50.0		19.8	11.8	11.3	16.0	9.9	9.4
Actuated g/C Ratio	0.60	0.62	0.60	0.60	0.62		0.24	0.15	0.14	0.20	0.12	0.12
Clearance Time (s)	5.4	5.4	5.4	5.4	5.4		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	155	2051	892	177	2039		328	254	207	289	213	172
v/s Ratio Prot		0.37			0.39		c0.08	0.00		0.03	0.00	
v/s Ratio Perm	c0.45		0.04	0.32			c0.11		0.05	0.04		0.07
v/c Ratio	0.75	0.59	0.07	0.54	0.63		0.77	0.01	0.36	0.38	0.00	0.62
Uniform Delay, d1	11.7	9.3	6.8	9.5	9.7		27.7	29.5	31.5	27.9	31.2	34.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.7	1.3	0.2	11.2	1.5		16.0	0.1	4.7	0.6	0.0	15.4
Delay (s)	39.5	10.6	6.9	20.7	11.2		43.7	29.6	36.2	28.5	31.2	49.4
Level of Service	D	B	A	C	B		D	C	D	C	C	D
Approach Delay (s)		12.6			11.9			40.4			41.7	
Approach LOS		B			B			D			D	

Intersection Summary

HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	12.5
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

20: Old Highway 62 & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔		↔↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	120	335	390	2	220	20	385	730	190	20	785	165
Future Volume (vph)	120	335	390	2	220	20	385	730	190	20	785	165
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	2.6	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	0.98	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3190	1731	1460	1565	1660		3190	3288	1435	1644	3288	1452
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3190	1731	1460	1565	1660		3190	3288	1435	1644	3288	1452
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	353	411	2	232	21	405	768	200	21	826	174
RTOR Reduction (vph)	0	0	71	0	3	0	0	0	85	0	0	80
Lane Group Flow (vph)	126	353	340	2	250	0	405	768	115	21	826	94
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7		4
Permitted Phases			2						8			4
Actuated Green, G (s)	7.4	34.3	56.1	0.8	27.7		21.8	63.4	63.4	2.7	44.3	44.3
Effective Green, g (s)	7.4	35.7	58.9	0.8	29.1		21.8	64.8	64.8	2.7	45.7	45.7
Actuated g/C Ratio	0.06	0.30	0.49	0.01	0.24		0.18	0.54	0.54	0.02	0.38	0.38
Clearance Time (s)	4.0	5.4	4.0	4.0	5.4		4.0	5.4	5.4	4.0	5.4	5.4
Vehicle Extension (s)	2.5	2.5	3.0	2.5	2.5		3.0	4.6	4.6	2.5	4.6	4.6
Lane Grp Cap (vph)	196	514	716	10	402		579	1775	774	36	1252	552
v/s Ratio Prot	c0.04	c0.20	0.09	0.00	0.15		c0.13	0.23		0.01	c0.25	
v/s Ratio Perm			0.14						0.08			0.06
v/c Ratio	0.64	0.69	0.47	0.20	0.62		0.70	0.43	0.15	0.58	0.66	0.17
Uniform Delay, d1	55.0	37.2	20.3	59.3	40.5		46.0	16.6	13.8	58.1	30.7	24.6
Progression Factor	1.00	0.96	0.93	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.0	3.3	0.5	7.1	2.6		3.7	0.3	0.2	18.4	2.7	0.7
Delay (s)	61.0	39.0	19.4	66.3	43.1		49.7	16.9	14.0	76.5	33.5	25.3
Level of Service	E	D	B	E	D		D	B	B	E	C	C
Approach Delay (s)		33.0			43.3			26.1			32.9	
Approach LOS		C			D			C			C	

Intersection Summary

HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Table Rock Road & Vilas Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵↗	↕↗		↵	↕↕	↗↗	↵	↕↗	
Traffic Volume (vph)	83	237	1	577	550	405	10	657	773	320	778	230
Future Volume (vph)	83	237	1	577	550	405	10	657	773	320	778	230
Ideal Flow (vphp)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	0.95		1.00	*0.98	0.88	1.00	*0.98	
Frbp, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.94		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1598	3194		3130	3001		1628	3360	2501	1644	3264	
Flt Permitted	0.95	1.00		0.95	1.00		0.27	1.00	1.00	0.15	1.00	
Satd. Flow (perm)	1598	3194		3130	3001		454	3360	2501	260	3264	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	249	1	607	579	426	11	692	814	337	819	242
RTOR Reduction (vph)	0	0	0	0	128	0	0	0	589	0	23	0
Lane Group Flow (vph)	87	250	0	607	877	0	11	692	225	337	1038	0
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	7.3	13.8		28.7	34.6		28.6	27.6	27.6	43.2	43.2	
Effective Green, g (s)	7.3	14.6		28.7	36.0		28.6	29.0	29.0	43.2	44.6	
Actuated g/C Ratio	0.07	0.14		0.27	0.34		0.27	0.28	0.28	0.41	0.43	
Clearance Time (s)	4.0	4.8		4.0	5.4		4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	
Lane Grp Cap (vph)	111	444		856	1029		134	928	691	326	1387	
v/s Ratio Prot	c0.05	0.08		0.19	c0.29		0.00	c0.21		c0.16	0.32	
v/s Ratio Perm							0.02		0.09	c0.26		
v/c Ratio	0.78	0.56		0.71	0.85		0.08	0.75	0.33	1.03	0.75	
Uniform Delay, d1	48.0	42.2		34.3	32.0		29.4	34.6	30.2	29.2	25.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	28.5	1.3		2.5	6.9		0.2	3.5	0.4	58.8	2.4	
Delay (s)	76.6	43.5		36.9	38.8		29.6	38.1	30.6	88.0	27.8	
Level of Service	E	D		D	D		C	D	C	F	C	
Approach Delay (s)		52.0			38.1			34.0			42.3	
Approach LOS		D			D			C			D	

Intersection Summary

HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	104.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

90: Table Rock Road & Biddle Rd/Biddle Road

05/17/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑↑	↗	↖	↑↔		↖	↑	↗
Traffic Volume (vph)	520	445	215	1	690	355	50	550	1	330	665	415
Future Volume (vph)	520	445	215	1	690	355	50	550	1	330	665	415
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	*0.98	1.00	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3016	3207	1356	1629	4680	1434	1598	3195		1554	1636	1371
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.19	1.00		0.28	1.00	1.00
Satd. Flow (perm)	3016	3207	1356	1629	4680	1434	327	3195		461	1636	1371
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	547	468	226	1	726	374	53	579	1	347	700	437
RTOR Reduction (vph)	0	0	151	0	0	297	0	0	0	0	0	149
Lane Group Flow (vph)	547	468	75	1	726	77	53	580	0	347	700	288
Confl. Peds. (#/hr)	1		1	1		1	1		2	2		1
Confl. Bikes (#/hr)			2			2			2			2
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	7%	7%	7%	10%	10%	10%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Actuated Green, G (s)	22.0	41.6	41.6	2.7	22.3	22.3	50.8	44.8		70.9	60.9	60.9
Effective Green, g (s)	22.0	43.0	43.0	2.7	23.7	23.7	50.8	46.2		70.9	62.3	62.3
Actuated g/C Ratio	0.17	0.33	0.33	0.02	0.18	0.18	0.39	0.36		0.55	0.48	0.48
Clearance Time (s)	4.0	5.4	5.4	4.0	5.4	5.4	4.0	5.4		4.0	5.4	5.4
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	510	1060	448	33	853	261	186	1135		437	784	657
v/s Ratio Prot	c0.18	0.15		0.00	c0.16		0.01	0.18		c0.13	c0.43	
v/s Ratio Perm			0.06			0.05	0.10			0.30		0.21
v/c Ratio	1.07	0.44	0.17	0.03	0.85	0.30	0.28	0.51		0.79	0.89	0.44
Uniform Delay, d1	54.0	34.1	30.8	62.4	51.4	45.9	27.2	33.0		19.5	30.8	22.3
Progression Factor	0.85	0.85	1.74	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	59.2	1.2	0.7	0.3	8.5	0.9	0.6	0.3		9.3	12.5	0.3
Delay (s)	105.0	30.2	54.3	62.6	59.9	46.8	27.8	33.3		28.8	43.3	22.6
Level of Service	F	C	D	E	E	D	C	C		C	D	C
Approach Delay (s)		67.6			55.5			32.8			33.8	
Approach LOS		E			E			C			C	

Intersection Summary

HCM 2000 Control Delay	48.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX I:

PRELIMINARY SIGNAL WARRANTS

Figure I-1: No Build/No Mitigation (NBNM) Preliminary Signal Warrant Analysis at Vilas Road and Airway Drive

Major Street:	Vilas Rd
Minor Street:	Airway Dr
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	0: JTA NO Build
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	1
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Minor

Approach Lanes:	1
------------------------	---

Major

Approach Volumes (vph):	2070
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Minor

Approach Volume (vph):	340
Right Turn Volume (vph):	140
Capacity of Shared/Exclusive Right Turn Lane¹:	330
Right Turn Discount:	281
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	200

Major Approach K factor:	8.5
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Minor Approach K factor:	9
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¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vilas Rd	Minor Street: Airway Dr
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 0: JTA NO Build

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	24353	Y
	Minor	1	1850	2222	
Case B	Major	1	9300	24353	Y
	Minor	1	950	2222	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure I-2: No Build Tier 1 (S0T1) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way

Major Street:	Vilas Rd
Minor Street:	Lear Way
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	0: JTA NO Build
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	1
------------------------	---

Minor

Approach Lanes:	1
------------------------	---

Major

Approach Volumes (vph):	1970
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Minor

Approach Volume (vph):	245
Right Turn Volume (vph):	80
Capacity of Shared/Exclusive Right Turn Lane¹:	313
Right Turn Discount:	266
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	165

Major Approach K factor:	8.5
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Minor Approach K factor:	9
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¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vilas Rd	Minor Street: Lear Way
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 0: JTA NO Build

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	23176	N
	Minor	1	1850	1833	
Case B	Major	1	9300	23176	Y
	Minor	1	950	1833	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure I-3: No Build Tier 2 (S0T2) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way

Major Street:	Vials Rd
Minor Street:	Lear Way
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	0:T2- NO Build JTA
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	1
------------------------	---

Minor

Approach Lanes:	2
------------------------	---

Major

Approach Volumes (vph):	1730
--------------------------------	------

Minor

Approach Volume (vph):	230
Right Turn Volume (vph):	90
Capacity of Shared/Exclusive Right Turn Lane¹:	351
Right Turn Discount:	298
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	140

Major Approach K factor:	8.5
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Minor Approach K factor:	9
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¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vials Rd	Minor Street: Lear Way
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 0:T2- NO Build JTA

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	20353	N
	Minor	2	2500	1556	
Case B	Major	1	9300	20353	Y
	Minor	2	1250	1556	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure I-4: Scenario 1 Tier 1 (S1T1) Preliminary Signal Warrant Analysis at Vilas Road and Airway Drive

Major Street:	Vilas Rd
Minor Street:	Airway DR
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	1:JTA Build +2Ln Vilas
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	1
------------------------	---

Minor

Approach Lanes:	1
------------------------	---

Major

Approach Volumes (vph):	2690
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Minor

Approach Volume (vph):	345
Right Turn Volume (vph):	210
Capacity of Shared/Exclusive Right Turn Lane¹:	175
Right Turn Discount:	149
Right Turn Volume included in Warrant:	61
Minor Approach Volume in Warrant:	196

Major Approach K factor:	8.5
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Minor Approach K factor:	9
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¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

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Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vilas Rd	Minor Street: Airway DR
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 1:JTA Build +2Ln Vilas

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	31647	Y
	Minor	1	1850	2181	
Case B	Major	1	9300	31647	Y
	Minor	1	950	2181	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure I-5: Scenario 1 Tier 1 (S1T1) Preliminary Signal Warrant Analysis at Vilas Road and Peace Lane

Major Street:	Vilas Rd
Minor Street:	Peace Ln
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	1:JTA Build +2Ln Vilas
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	1
------------------------	---

Minor

Approach Lanes:	1
------------------------	---

Major

Approach Volumes (vph):	2805
--------------------------------	------

Minor

Approach Volume (vph):	215
Right Turn Volume (vph):	50
Capacity of Shared/Exclusive Right Turn Lane¹:	179
Right Turn Discount:	152
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	165

Major Approach K factor:	8.5
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Minor Approach K factor:	9
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¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

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Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vilas Rd	Minor Street: Peace Ln
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 1:JTA Build +2Ln Vilas

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	33000	N
	Minor	1	1850	1833	
Case B	Major	1	9300	33000	Y
	Minor	1	950	1833	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure I-6: Scenario 1 Tier 1 (S1T1) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way

Major Street:	Vials Rd
Minor Street:	Lear Way
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	1:JTA Build +2Ln Vilas
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	1
------------------------	---

Minor

Approach Lanes:	1
------------------------	---

Major

Approach Volumes (vph):	1725
--------------------------------	------

Minor

Approach Volume (vph):	230
Right Turn Volume (vph):	130
Capacity of Shared/Exclusive Right Turn Lane¹:	367
Right Turn Discount:	312
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	100

Major Approach K factor:	8.5
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Minor Approach K factor:	9
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¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vials Rd	Minor Street: Lear Way
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 1:JTA Build +2Ln Vilas

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	20294	N
	Minor	1	1850	1111	
Case B	Major	1	9300	20294	Y
	Minor	1	950	1111	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure I-7: Scenario 1 Tier 1 (S1T1) Preliminary Signal Warrant Analysis at Vilas Road and Crater Lake Avenue

Major Street:	Vilas Rd
Minor Street:	Crater Lake Ave
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	1:JTA Build +2Ln Vilas
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	1
------------------------	---

Minor

Approach Lanes:	1
------------------------	---

Major

Approach Volumes (vph):	740
--------------------------------	-----

Minor

Approach Volume (vph):	295
Right Turn Volume (vph):	45
Capacity of Shared/Exclusive Right Turn Lane¹:	346
Right Turn Discount:	294
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	250

Major Approach K factor:	9
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Minor Approach K factor:	8.5
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¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vilas Rd	Minor Street: Crater Lake Ave
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 1:JTA Build +2Ln Vilas

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	8222	Y
	Minor	1	1850	2941	
Case B	Major	1	9300	8222	N
	Minor	1	950	2941	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure I-8: Scenario 5 Tier 1 (S5T1) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way

Major Street:	Vilas Rd
Minor Street:	Lear Way
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	5: Full Build +4Ln Vilas
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	2
------------------------	---

Minor

Approach Lanes:	1
------------------------	---

Major

Approach Volumes (vph):	2060
--------------------------------	------

Minor

Approach Volume (vph):	280
Right Turn Volume (vph):	135
Capacity of Shared/Exclusive Right Turn Lane¹:	496
Right Turn Discount:	422
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	145

Major Approach K factor:	8.5
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Minor Approach K factor:	9
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¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vilas Rd	Minor Street: Lear Way
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 5: Full Build +4Ln Vilas

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	24235	N
	Minor	1	1850	1611	
Case B	Major	2	11100	24235	Y
	Minor	1	950	1611	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure I-9: Scenario 5 Tier 1 (S5T1) Preliminary Signal Warrant Analysis at Vilas Road and Crater Lake Avenue

Major Street:	Vilas Rd
Minor Street:	Crater Lake Ave
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	5: Full Build +4Ln Vilas
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	2
------------------------	---

Minor

Approach Lanes:	2
------------------------	---

Major

Approach Volumes (vph):	1215
--------------------------------	------

Minor

Approach Volume (vph):	380
Right Turn Volume (vph):	5
Capacity of Shared/Exclusive Right Turn Lane¹:	844
Right Turn Discount:	717
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	375

Major Approach K factor:	8.5
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Minor Approach K factor:	9
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¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

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Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vilas Rd	Minor Street: Crater Lake Ave
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 5: Full Build +4Ln Vilas

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	14294	Y
	Minor	2	2500	4167	
Case B	Major	2	11100	14294	Y
	Minor	2	1250	4167	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Figure I-10: Scenario 1 Tier 2 (S1T2) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way

Major Street:	Vials Rd
Minor Street:	Lear Way
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	1T2:JTA Build +2Ln Vilas
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	1
------------------------	---

Minor

Approach Lanes:	2
------------------------	---

Major

Approach Volumes (vph):	1435
--------------------------------	------

Minor

Approach Volume (vph):	310
Right Turn Volume (vph):	230
Capacity of Shared/Exclusive Right Turn Lane¹:	334
Right Turn Discount:	284
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	80

Major Approach K factor:	8.5
---------------------------------	-----

Minor Approach K factor:	9
---------------------------------	---

¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vials Rd	Minor Street: Lear Way
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 1T2:JTA Build +2Ln Vilas

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	16882	N
	Minor	2	2500	889	
Case B	Major	1	9300	16882	N
	Minor	2	1250	889	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Analysis Procedures Manual
February 2009

This is well within the expected weekly 10% volume fluctuation. This small variation may due to rounding alone. This is considered to meet the PSW. These volumes are ADTs. On a peak hour basis this is 112 vs 105. Insignificant difference.

Figure I-11: Scenario 2 Tier 2 (S2T2) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way

Major Street:	Vials Rd
Minor Street:	Lear Way
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	2T2:JTA Build +4Ln Vilas
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	2
------------------------	---

Minor

Approach Lanes:	1
------------------------	---

Major

Approach Volumes (vph):	1760
--------------------------------	------

Minor

Approach Volume (vph):	295
Right Turn Volume (vph):	220
Capacity of Shared/Exclusive Right Turn Lane¹:	712
Right Turn Discount:	605
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	75

Major Approach K factor:	8.5
---------------------------------	-----

Minor Approach K factor:	9
---------------------------------	---

¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vials Rd	Minor Street: Lear Way
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 2T2:JTA Build +4Ln Vilas

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	20706	N
	Minor	1	1850	833	
Case B	Major	2	11100	20706	N
	Minor	1	950	833	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Analysis Procedures Manual
February 2009

This is well within the expected weekly 10% volume fluctuation. This small variation may be due to rounding alone. This is considered to meet the PSW. These volumes are ADTs. On a peak hour basis this is 86vs 75. Acceptable difference.

Figure I-12: Scenario 3 Tier 2 (S3T2) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way

Major Street:	Vilas Rd
Minor Street:	Lear Way
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	3T2:Full Build +2Ln Vilas
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	1
------------------------	---

Minor

Approach Lanes:	2
------------------------	---

Major

Approach Volumes (vph):	1320
--------------------------------	------

Minor

Approach Volume (vph):	260
Right Turn Volume (vph):	155
Capacity of Shared/Exclusive Right Turn Lane¹:	348
Right Turn Discount:	296
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	105

Major Approach K factor:	8.5
---------------------------------	-----

Minor Approach K factor:	9
---------------------------------	---

¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vilas Rd	Minor Street: Lear Way
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 3T2:Full Build +2Ln Vilas

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	Percent of standard warrants 70	Percent of standard warrants 100	Percent of standard warrants 70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	15529	N
	Minor	2	2500	1167	
Case B	Major	1	9300	15529	N
	Minor	2	1250	1167	

Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Analysis Procedures Manual
February 2009

This is well within the expected weekly 10% volume fluctuation. This small variation may be due to rounding alone. This is considered to meet the PSW. These volumes are ADTs. On a peak hour basis this is 112 vs 105. Insignificant difference.

Figure I-13: Scenario 5 Tier 2 (S5T2) Preliminary Signal Warrant Analysis at Vilas Road and Lear Way

Major Street:	Vilas Rd
Minor Street:	Lear Way
Project Name:	OR62-Vilas Rd IAMP
City/County:	Medford/Jackson
Analysis Year:	2040
Alternative:	5-T2:Full Build +4Ln Vilas
Meet 70% Warrants?:	Yes
	70%

Major

Approach Lanes:	2
------------------------	---

Minor

Approach Lanes:	2
------------------------	---

Major

Approach Volumes (vph):	1730
--------------------------------	------

Minor

Approach Volume (vph):	265
Right Turn Volume (vph):	95
Capacity of Shared/Exclusive Right Turn Lane¹:	680
Right Turn Discount:	578
Right Turn Volume included in Warrant:	0
Minor Approach Volume in Warrant:	170

Major Approach K factor:	8.5
---------------------------------	-----

Minor Approach K factor:	9
---------------------------------	---

¹ Capacity obtained from unsignalized intersection analysis

For guidance on preliminary signal warrant analysis, refer to the Analysis Procedures Manual.

Last Updated: February 2009

Oregon Department of Transportation
Transportation Development Branch
Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis¹

Major Street: Vilas Rd	Minor Street: Lear Way
Project: OR62-Vilas Rd IAMP	City/County: Medford/Jackson
Year: 2040	Alternative: 5-T2:Full Build +4Ln Vilas

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		Percent of standard warrants	
		100	70	100	70

Case A: Minimum Vehicular Traffic

1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500

Case B: Interruption of Continuous Traffic

1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250

100 percent of standard warrants

X 70 percent of standard warrants²

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	2	7400	20353	N
	Minor	2	2500	1889	
Case B	Major	2	11100	20353	Y
	Minor	2	1250	1889	

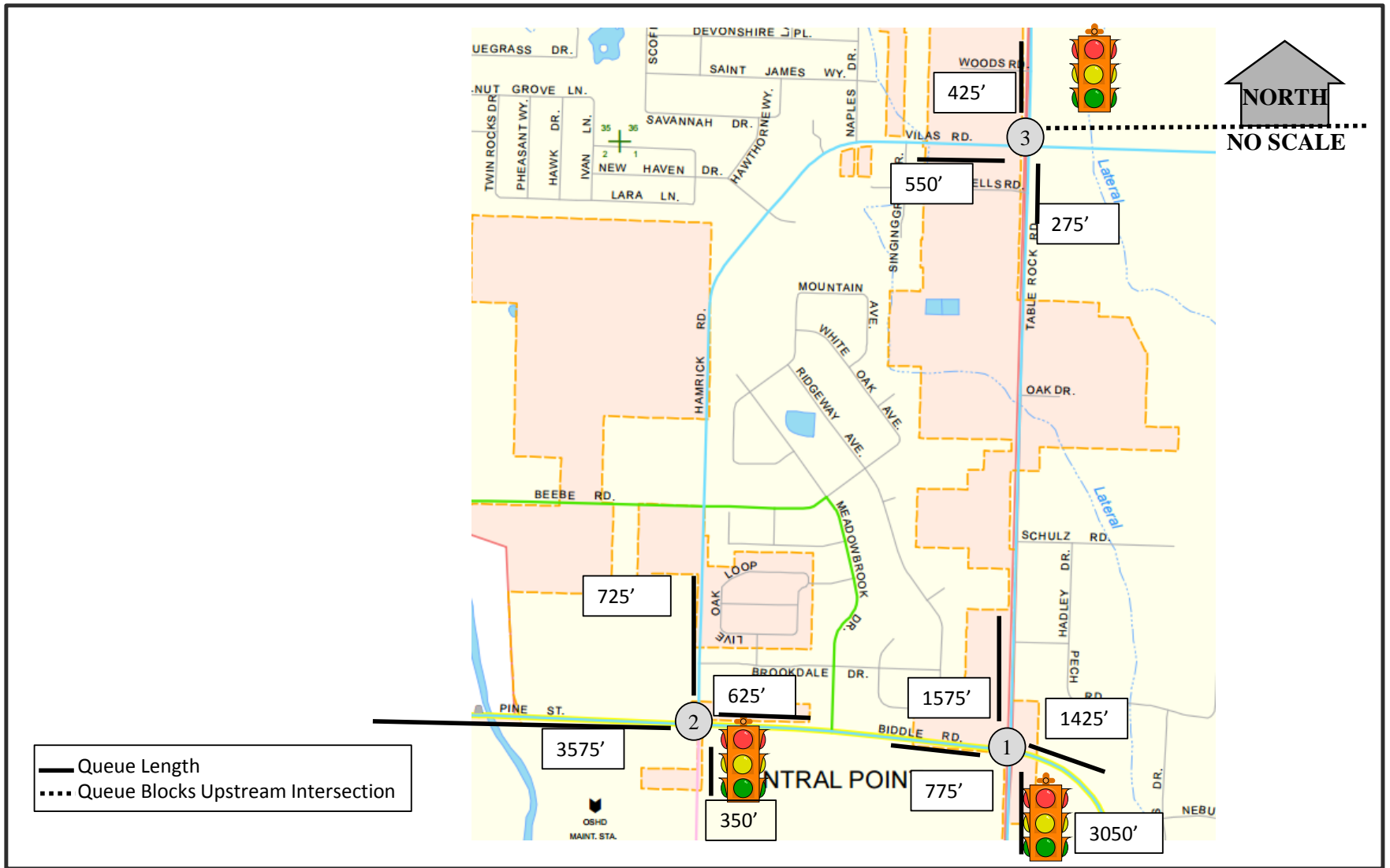
Analyst and Date:

Reviewer and Date:

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

APPENDIX J:
QUEUE LENGTH FIGURES



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 0: No Build No Mitigations

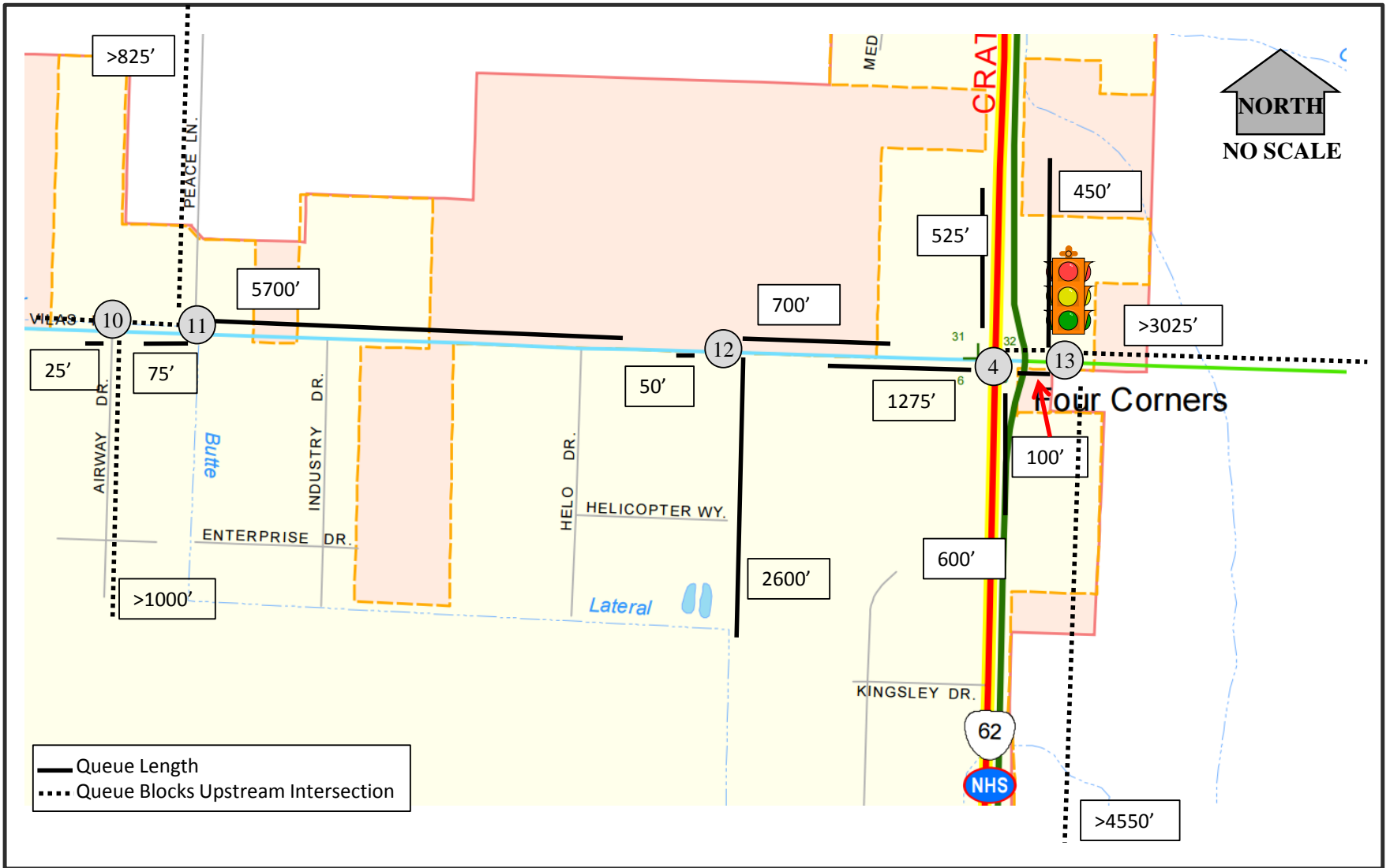
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/9/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-1



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 0: No Build No Mitigations

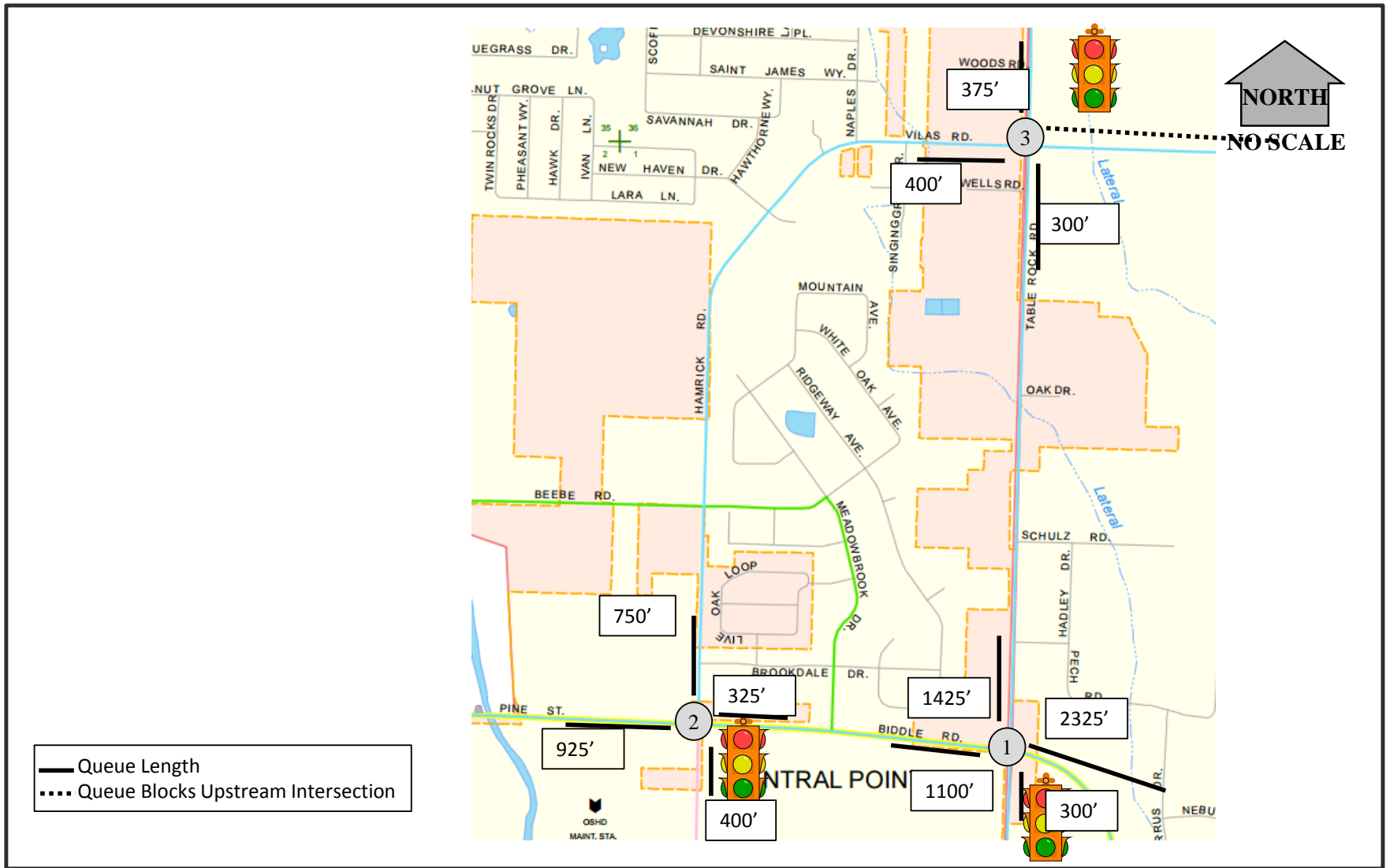
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/9/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-2



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 0: No Build, Mitigated

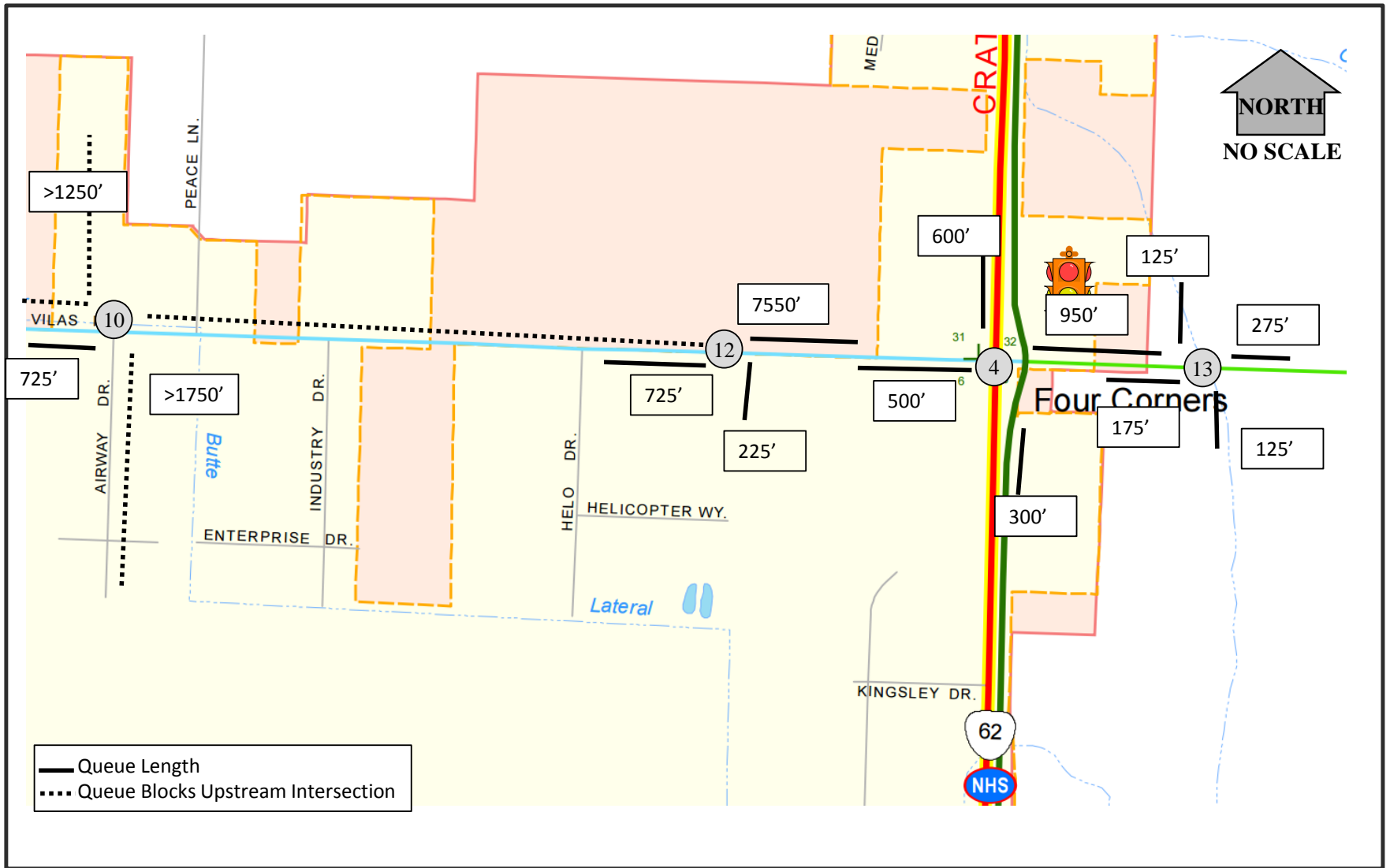
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/17/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-3



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
Scenario 0: No Build, Mitigated

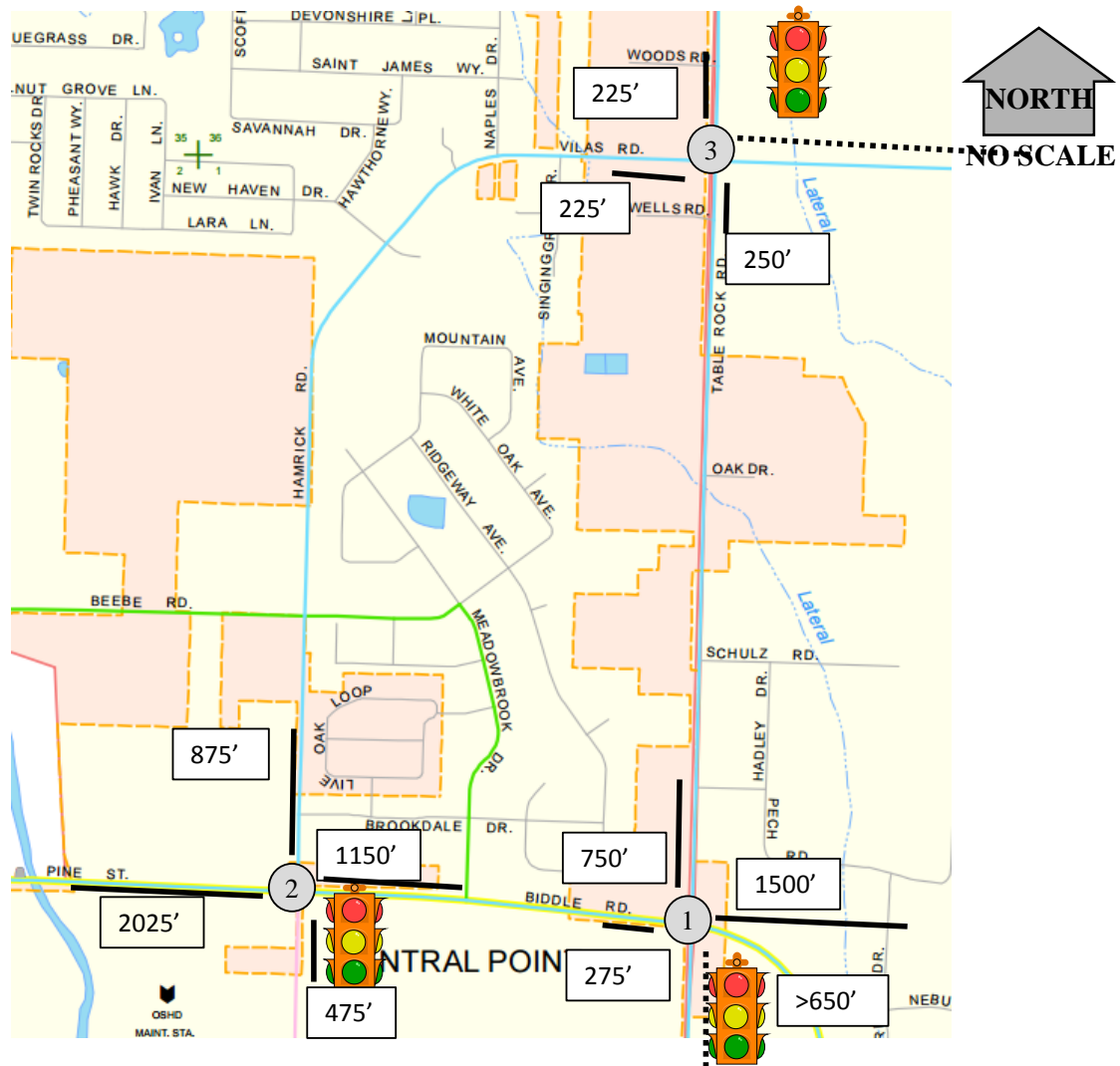
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/17/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-4



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 0 – Tier 2: No Build, Mitigated

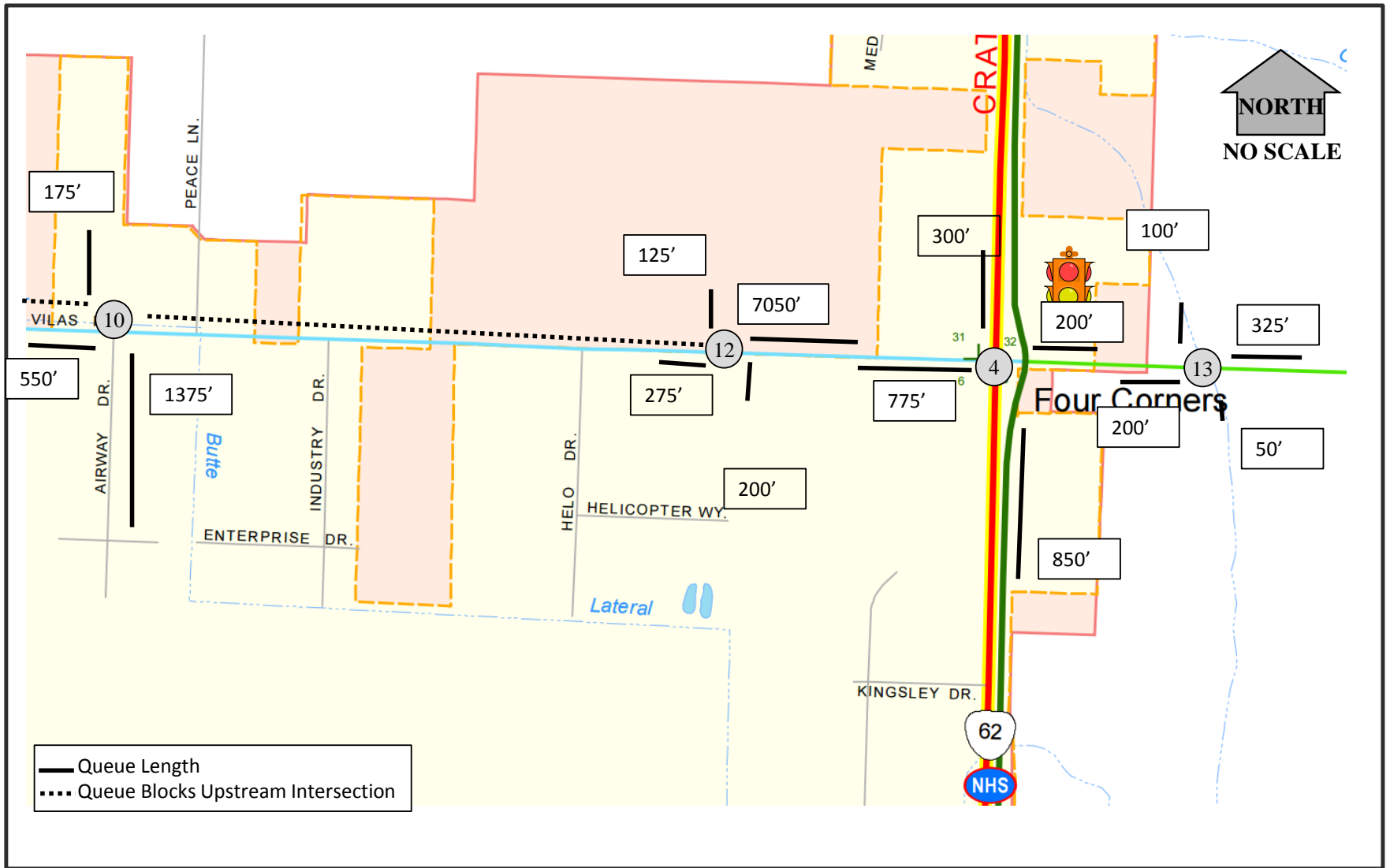
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/9/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-5



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 0 – Tier 2: No Build, Mitigated

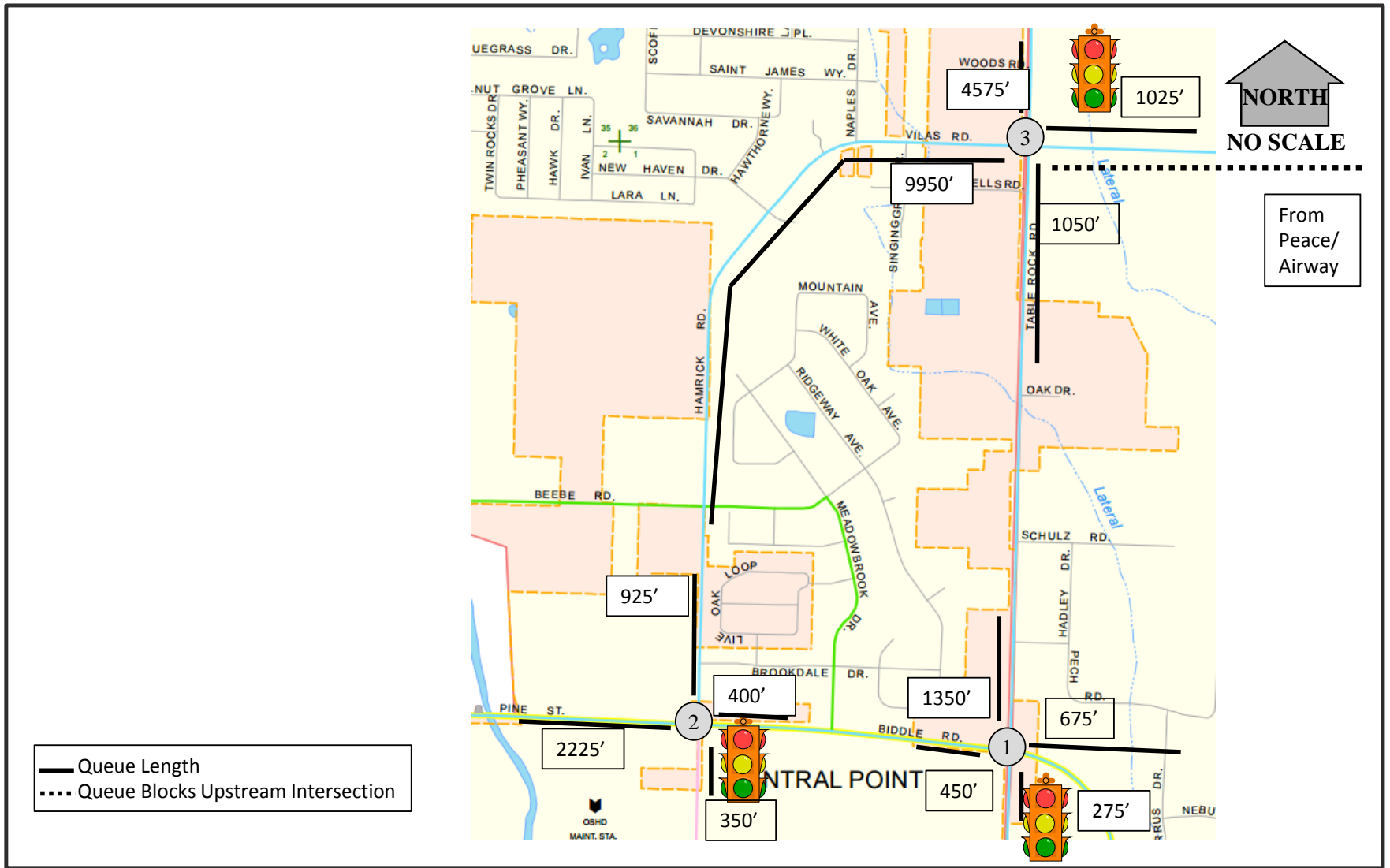
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/9/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-6



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 1: 2040 JTA Build +2 Lanes on Vilas Rd

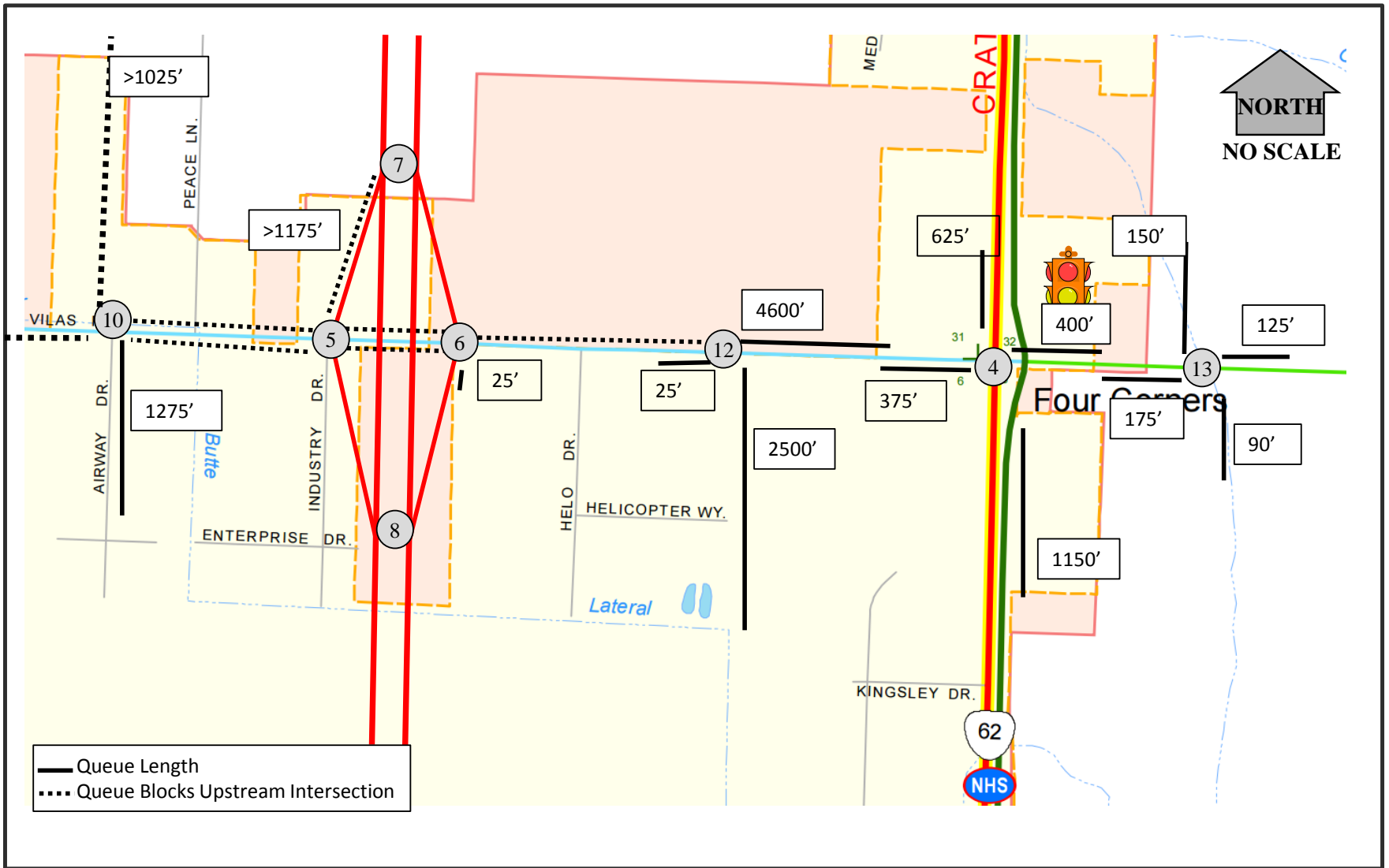
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/7/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-7



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 1: 2040 JTA Build +2 Lanes on Vilas Rd

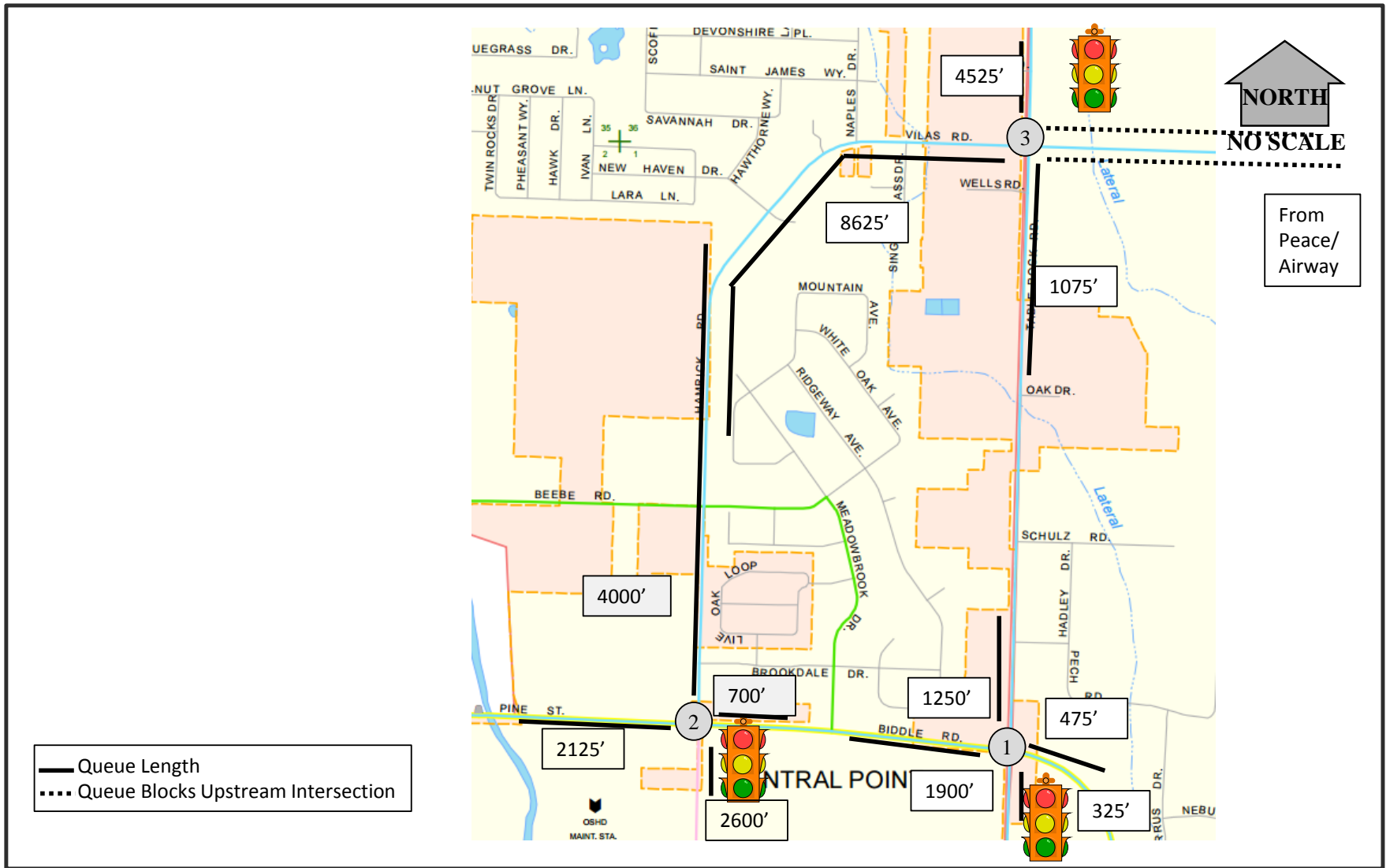
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/7/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-8



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 2: 2040 JTA Build +4 Lanes on Vilas Rd

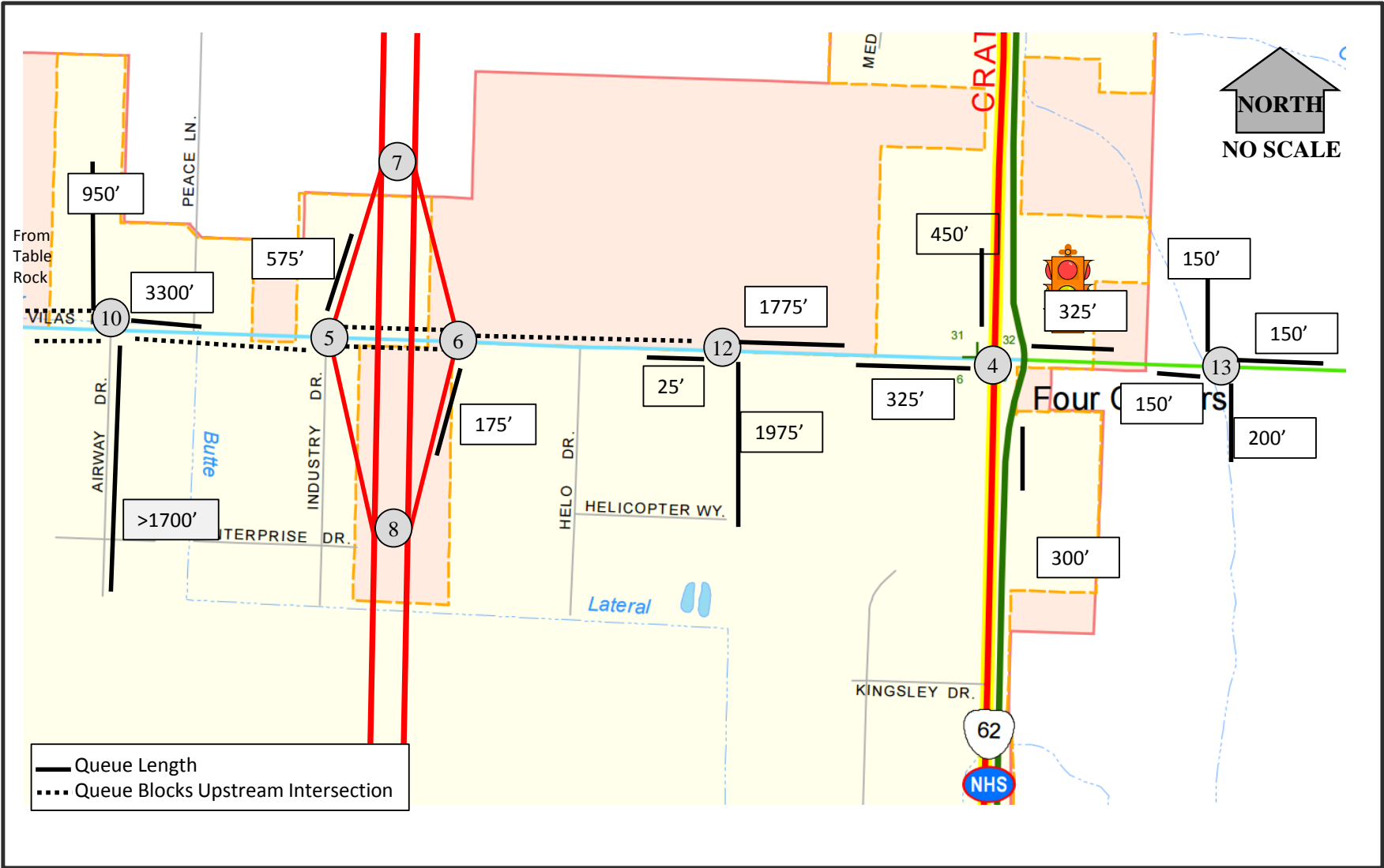
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-9



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 2: 2040 JTA Build +4 Lanes on Vilas Rd

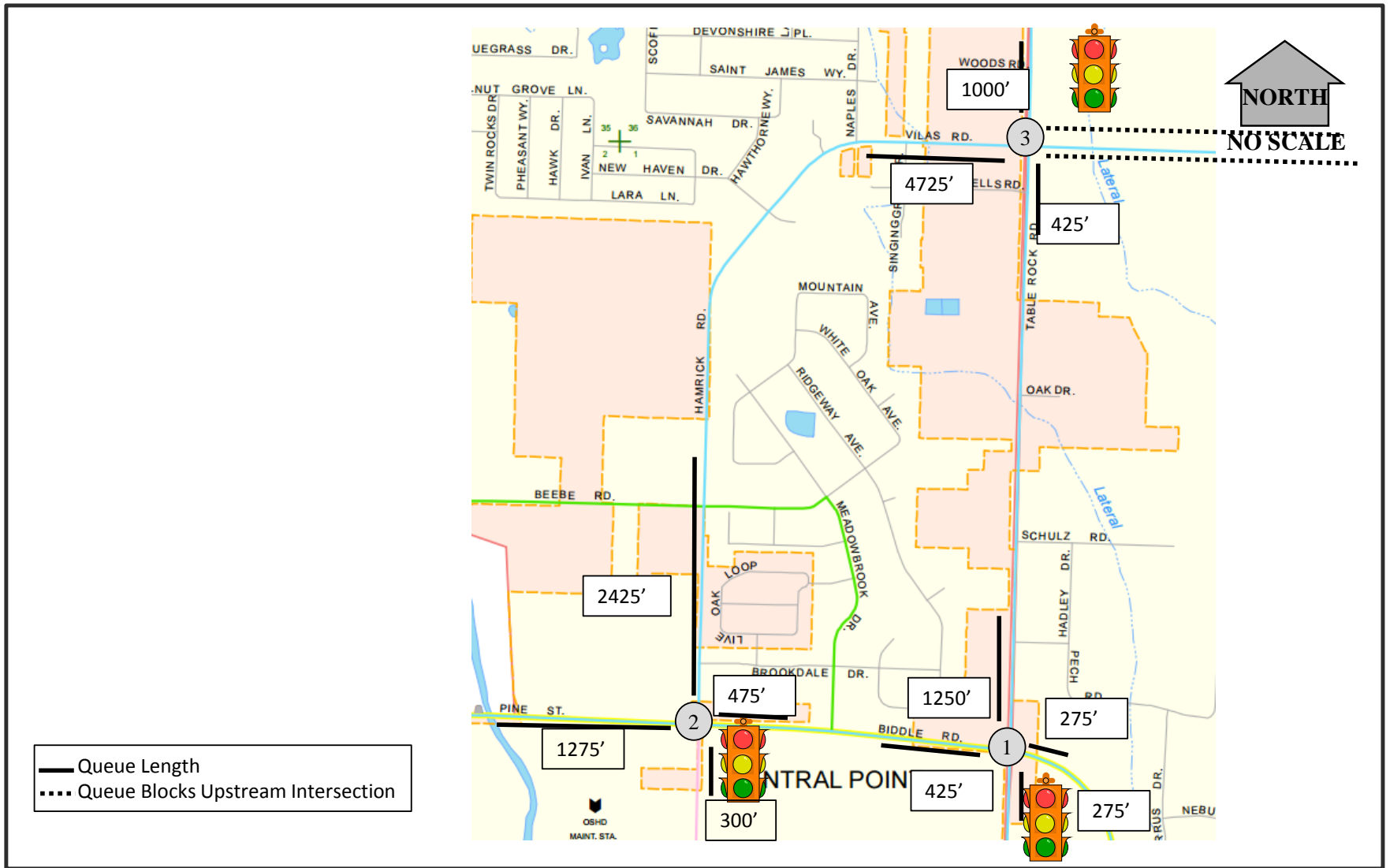
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-10



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 3: 2040 Full Build +2 Lanes on Vilas Rd

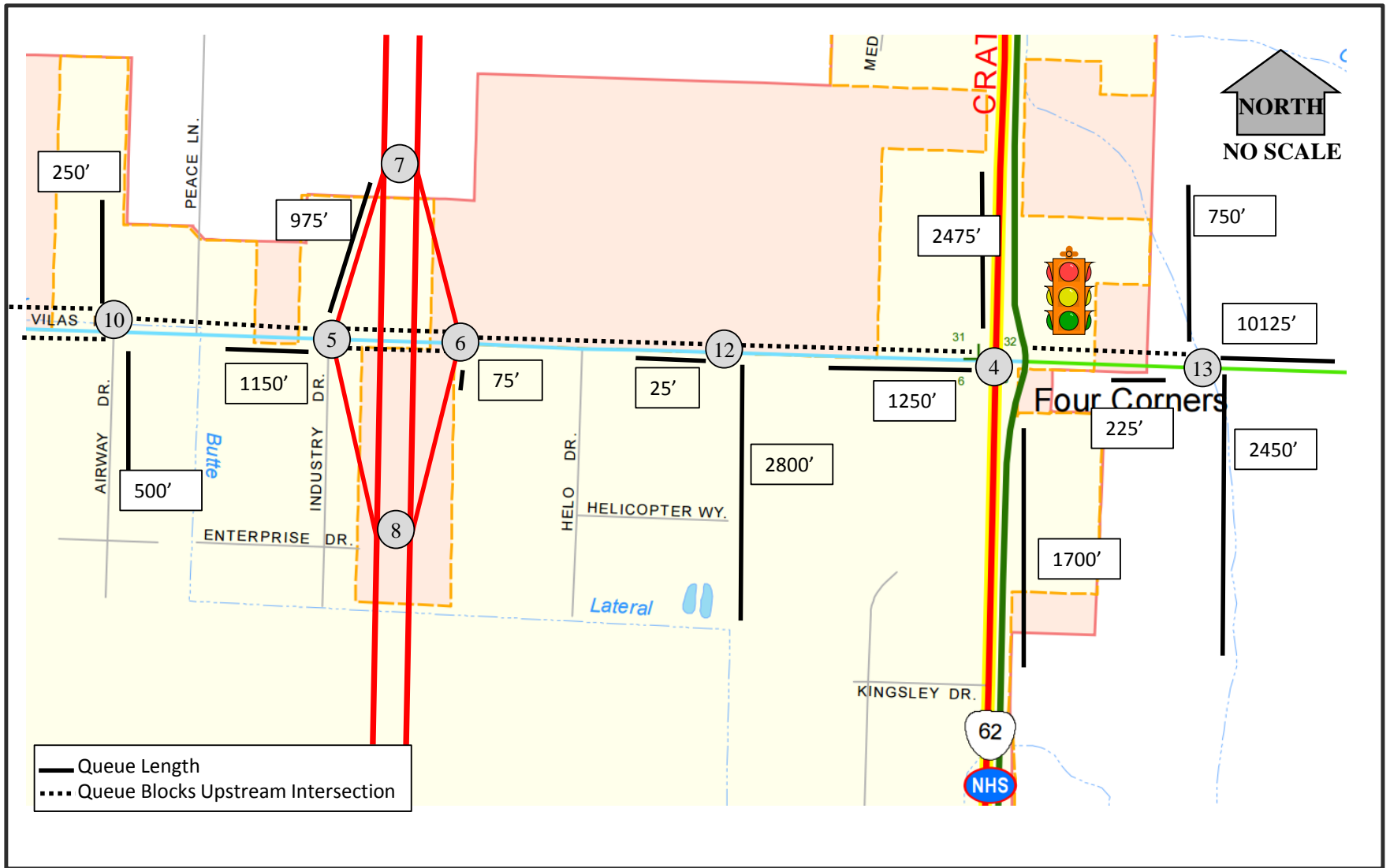
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-11



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 3: 2040 Full Build +2 Lanes on Vilas Rd

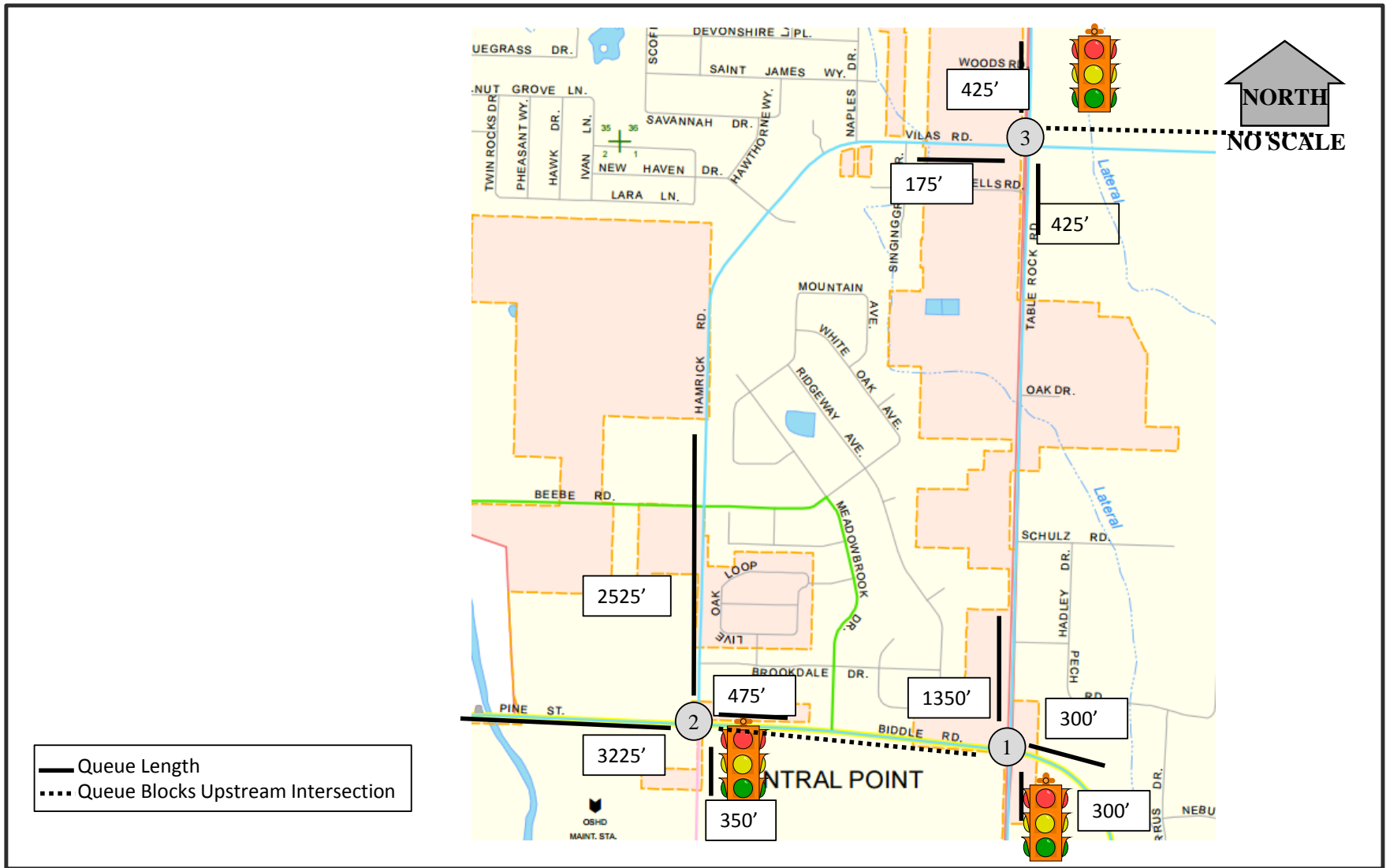
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-12



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 5: 2040 Full Build +4 Lanes on Vilas Rd

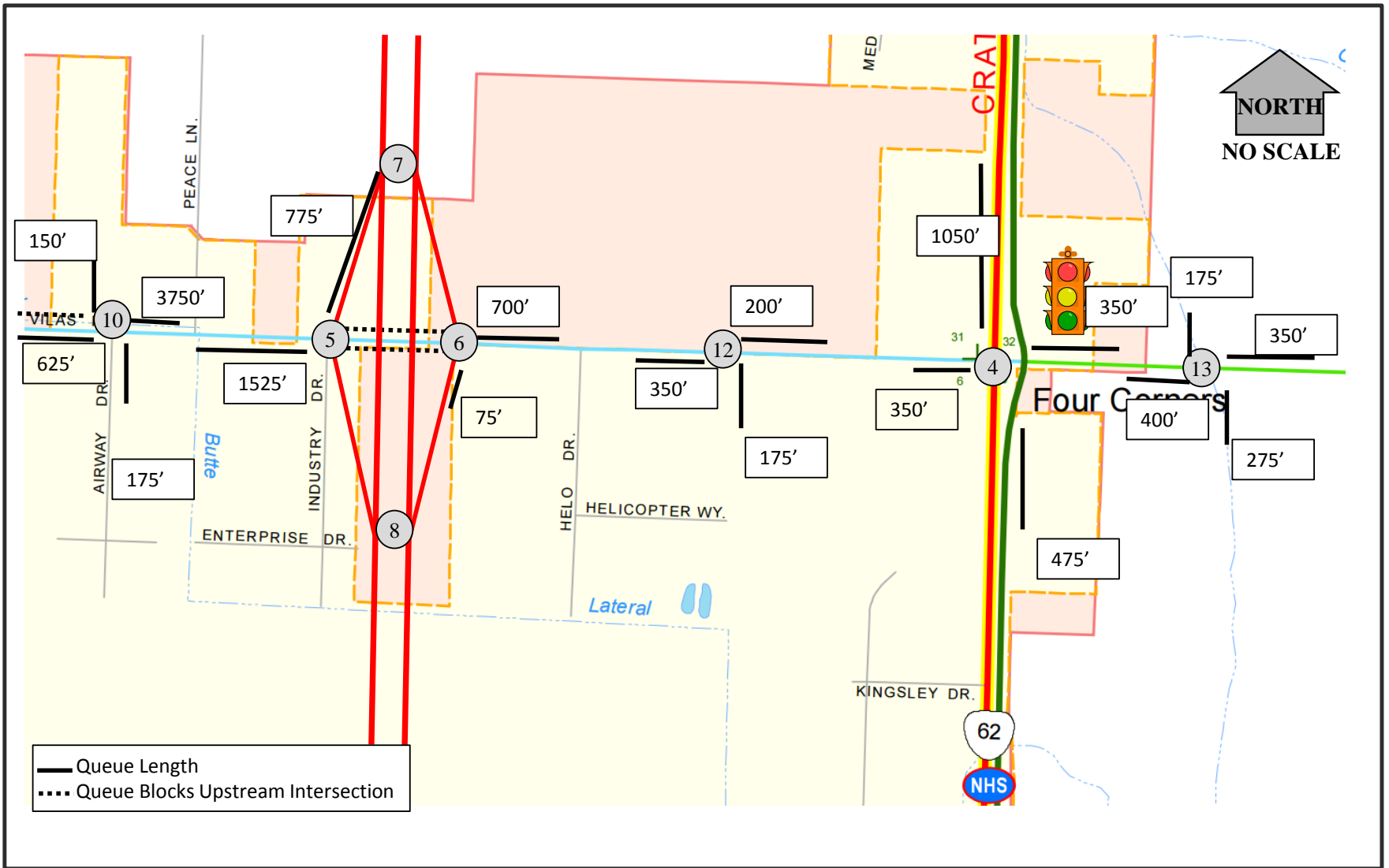
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-13



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 5: 2040 Full Build +4 Lanes on Vilas Rd

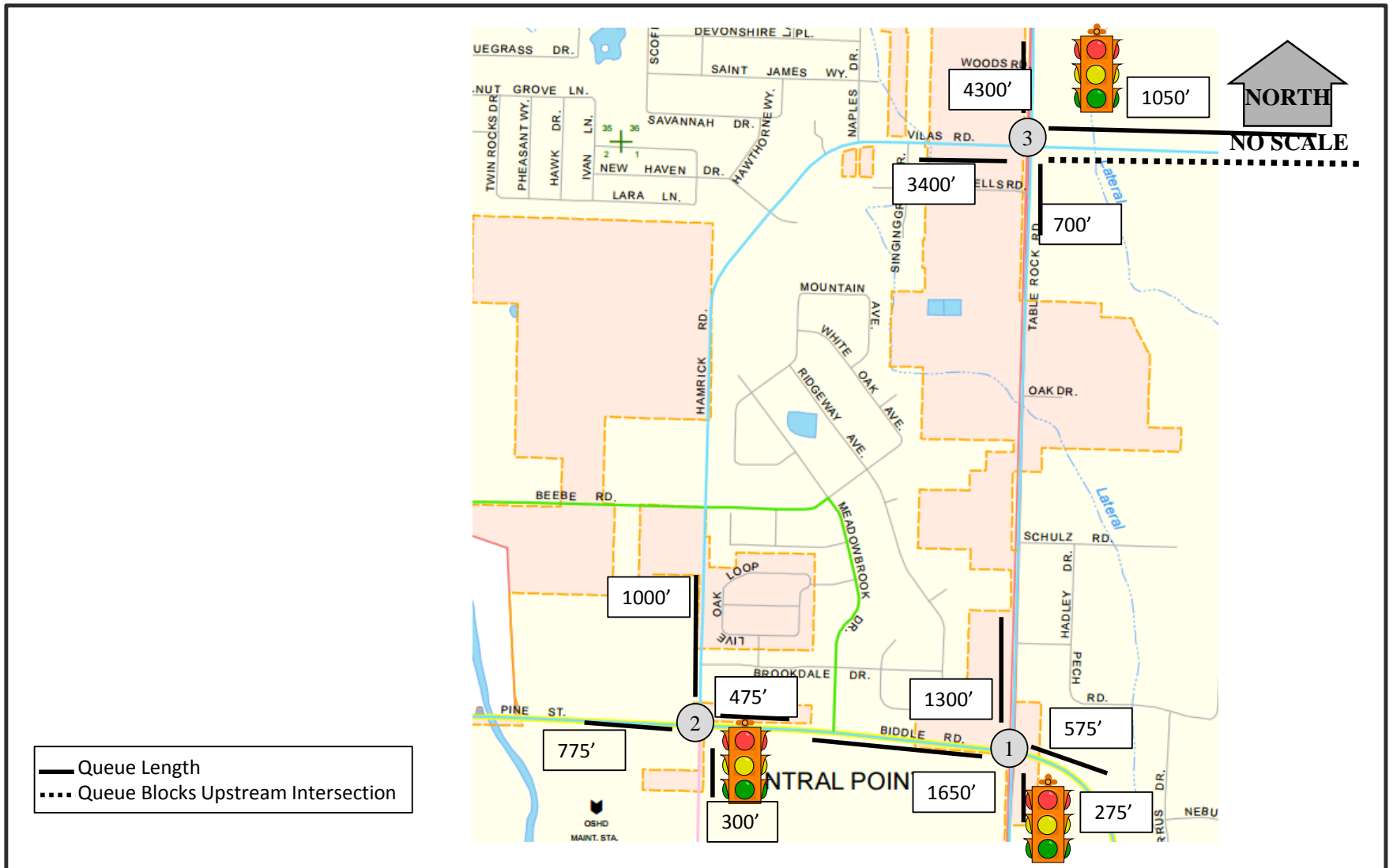
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-14



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 1- Tier 2: 2040 JTA Build +2 Lanes on Vilas Rd

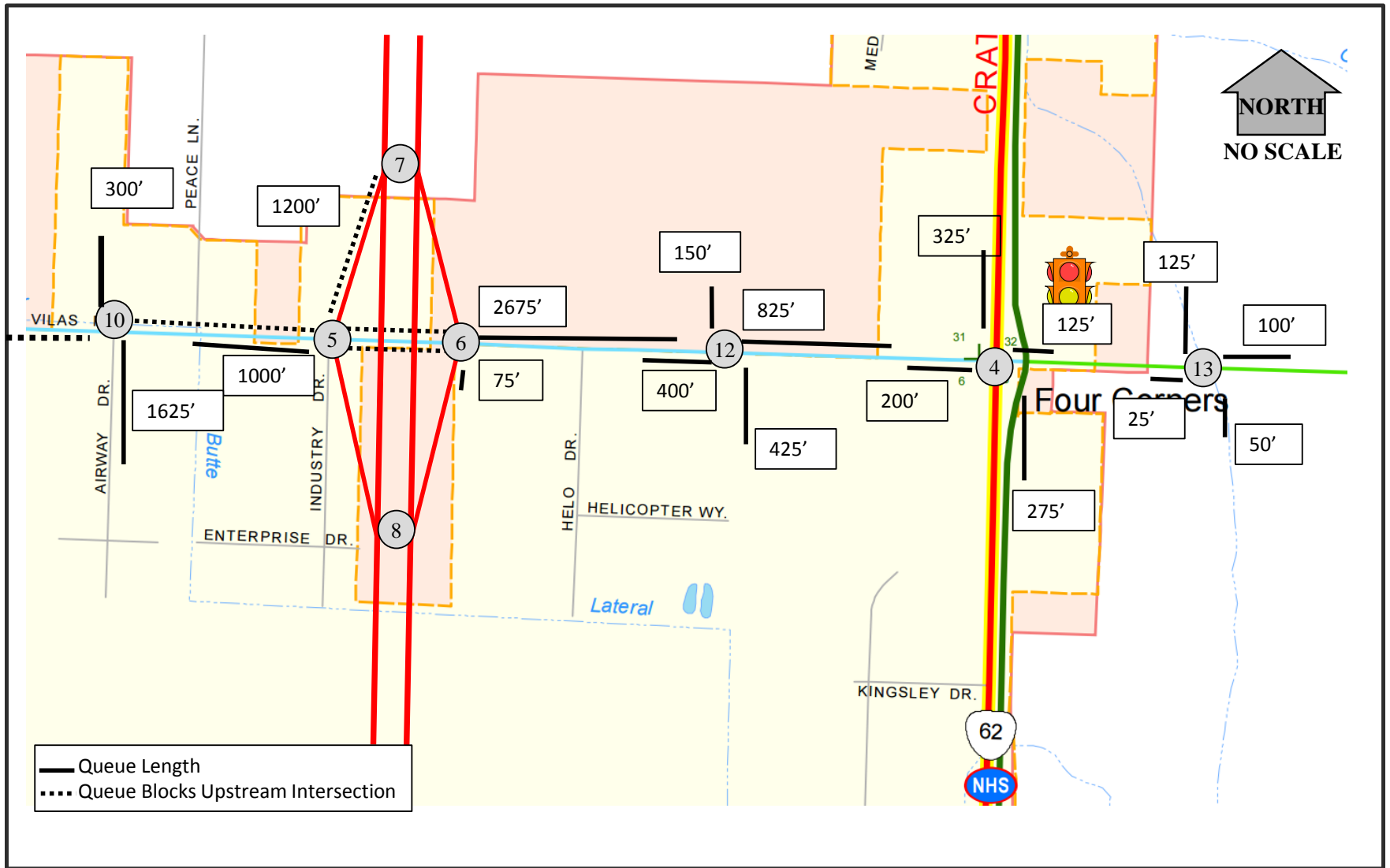
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-15



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 1- Tier 2: 2040 JTA Build +2 Lanes on Vilas Rd

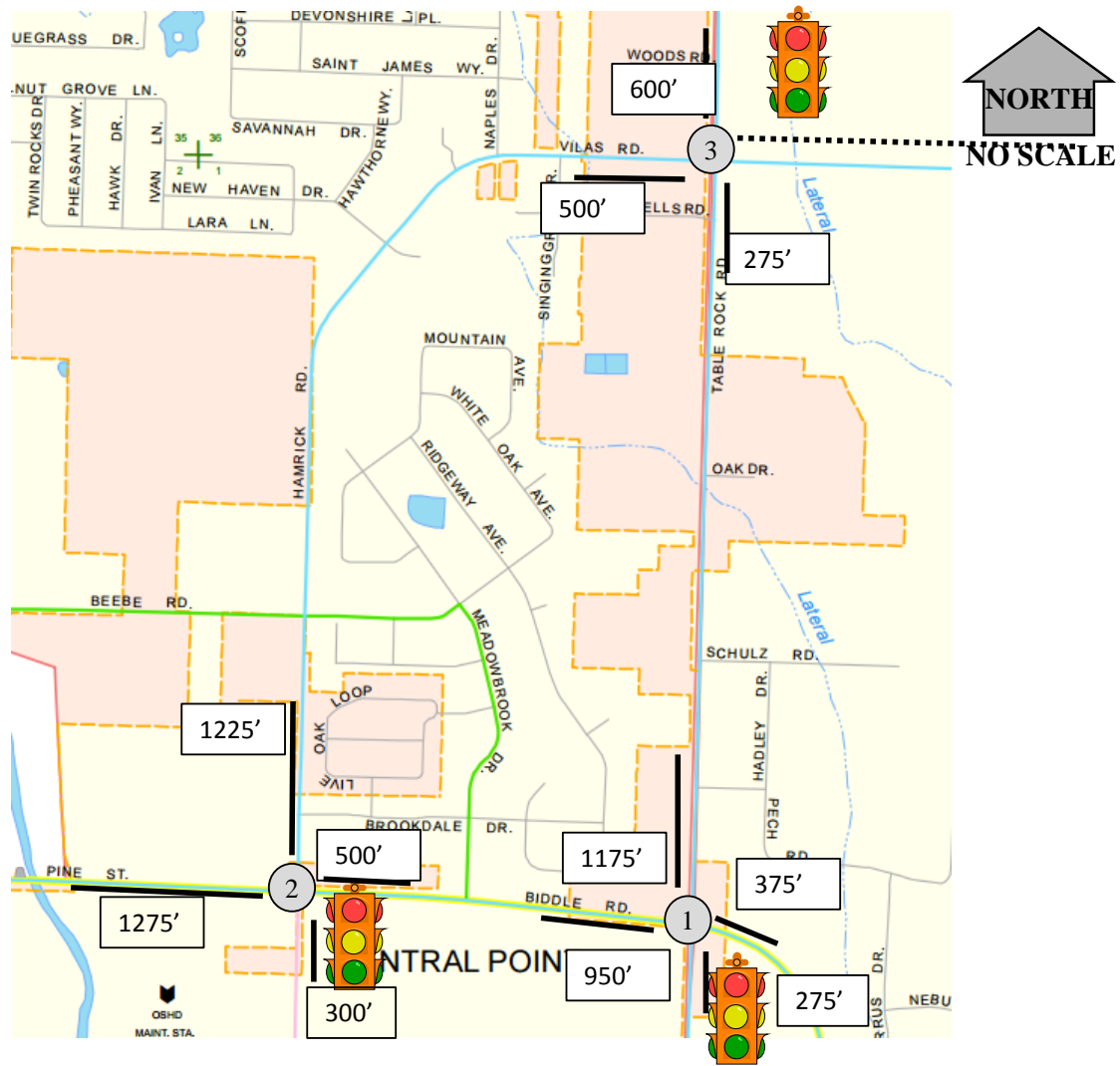
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-16



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 2 – Tier 2: 2040 JTA Build +4 Lanes on Vilas Rd

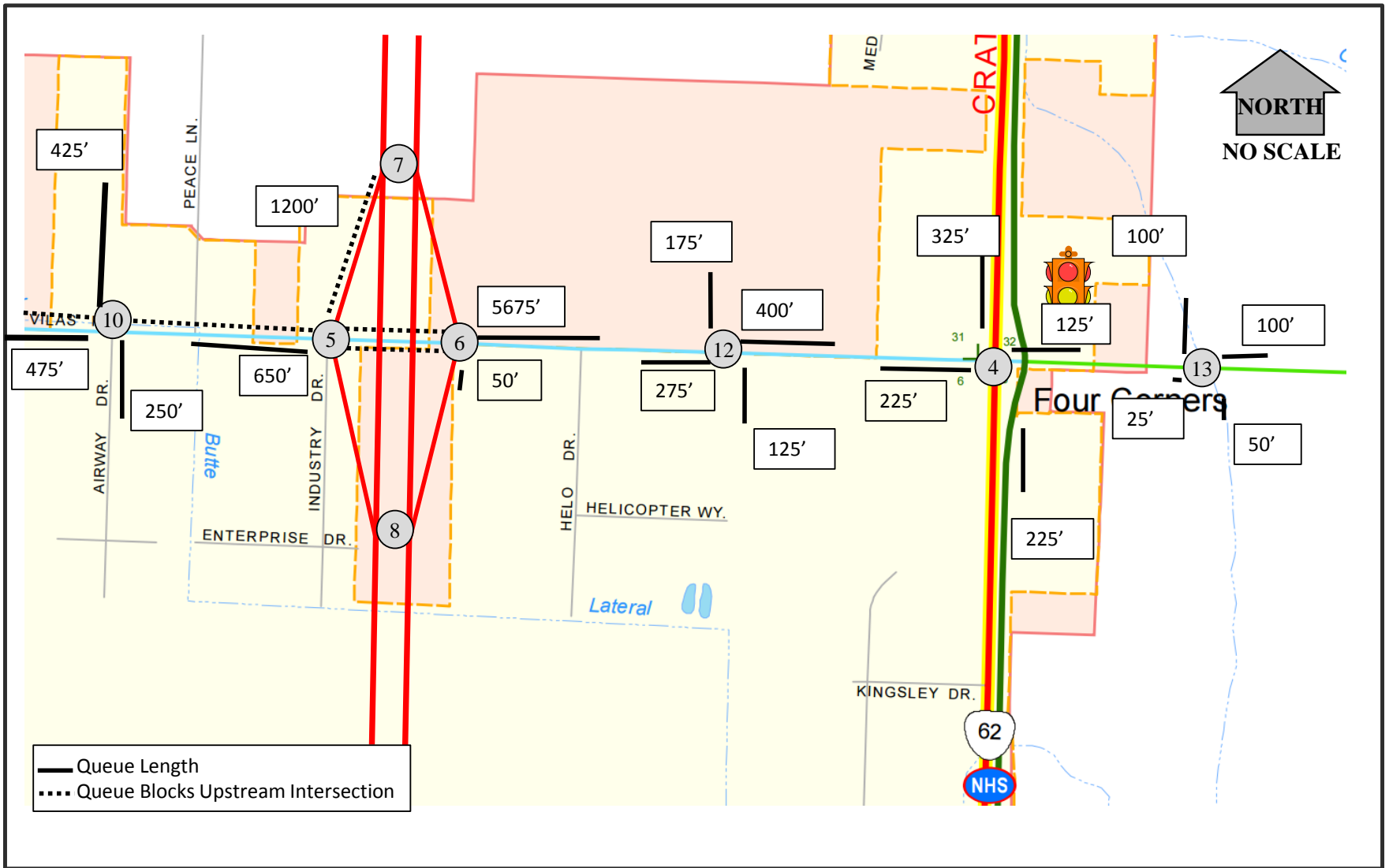
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-17



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 2 – Tier 2: 2040 JTA Build +4 Lanes on Vilas Rd

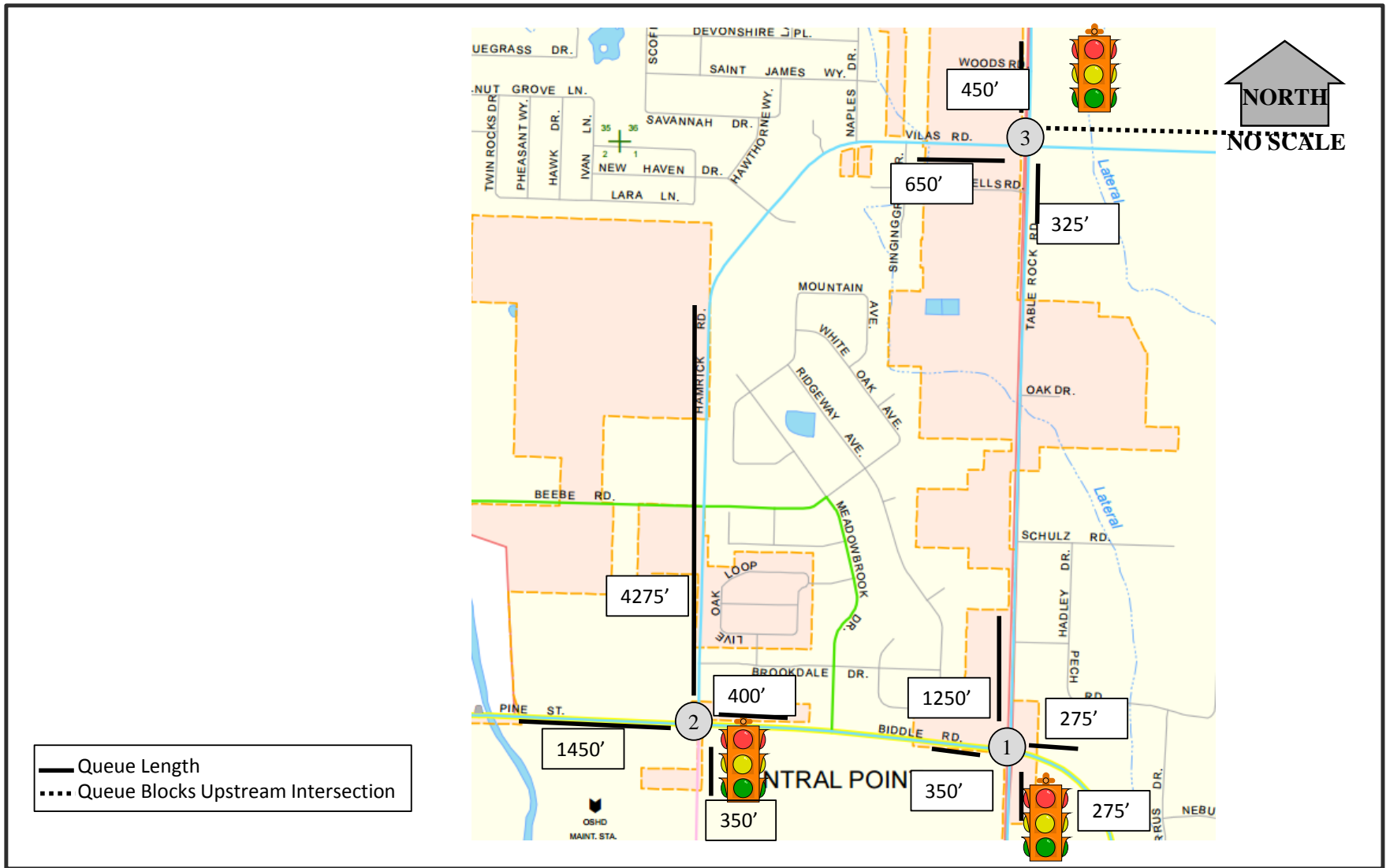
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-18



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 3 – Tier 2: 2040 Full Build +2 Lanes on Vilas Rd

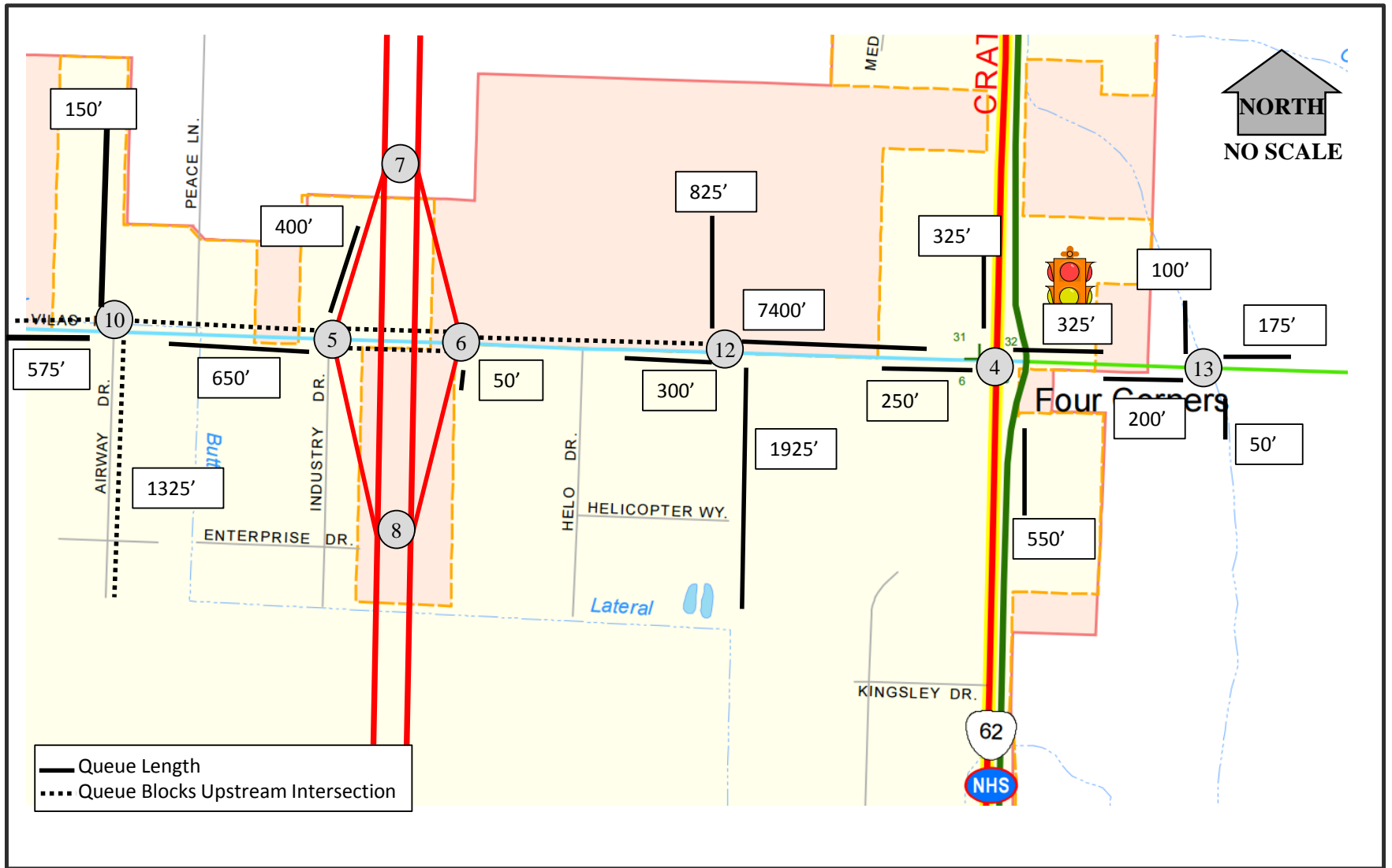
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-19



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 3 – Tier 2: 2040 Full Build +2 Lanes on Vilas Rd

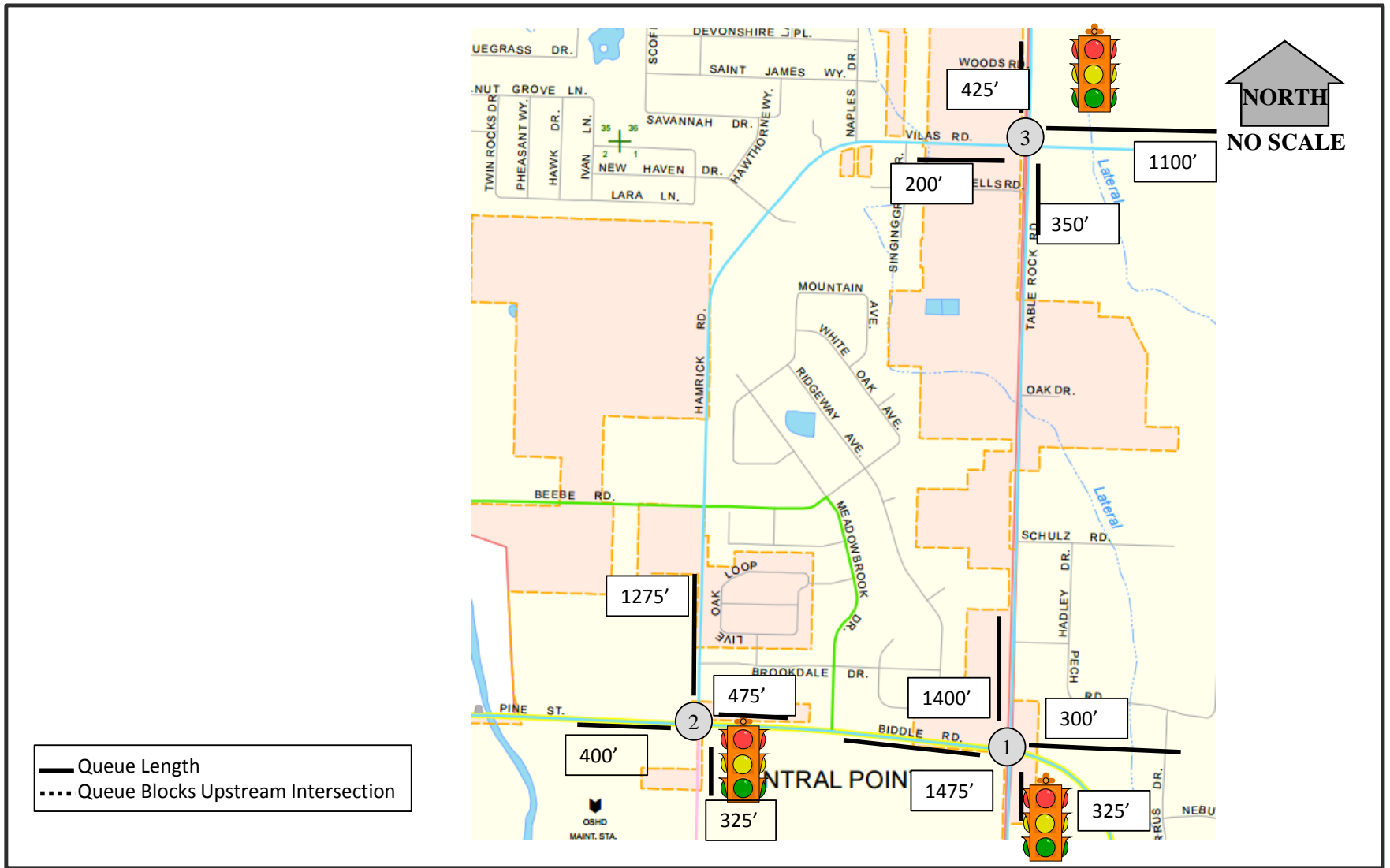
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-20



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 5 – Tier 2: 2040 Full Build +4 Lanes on Vilas Rd

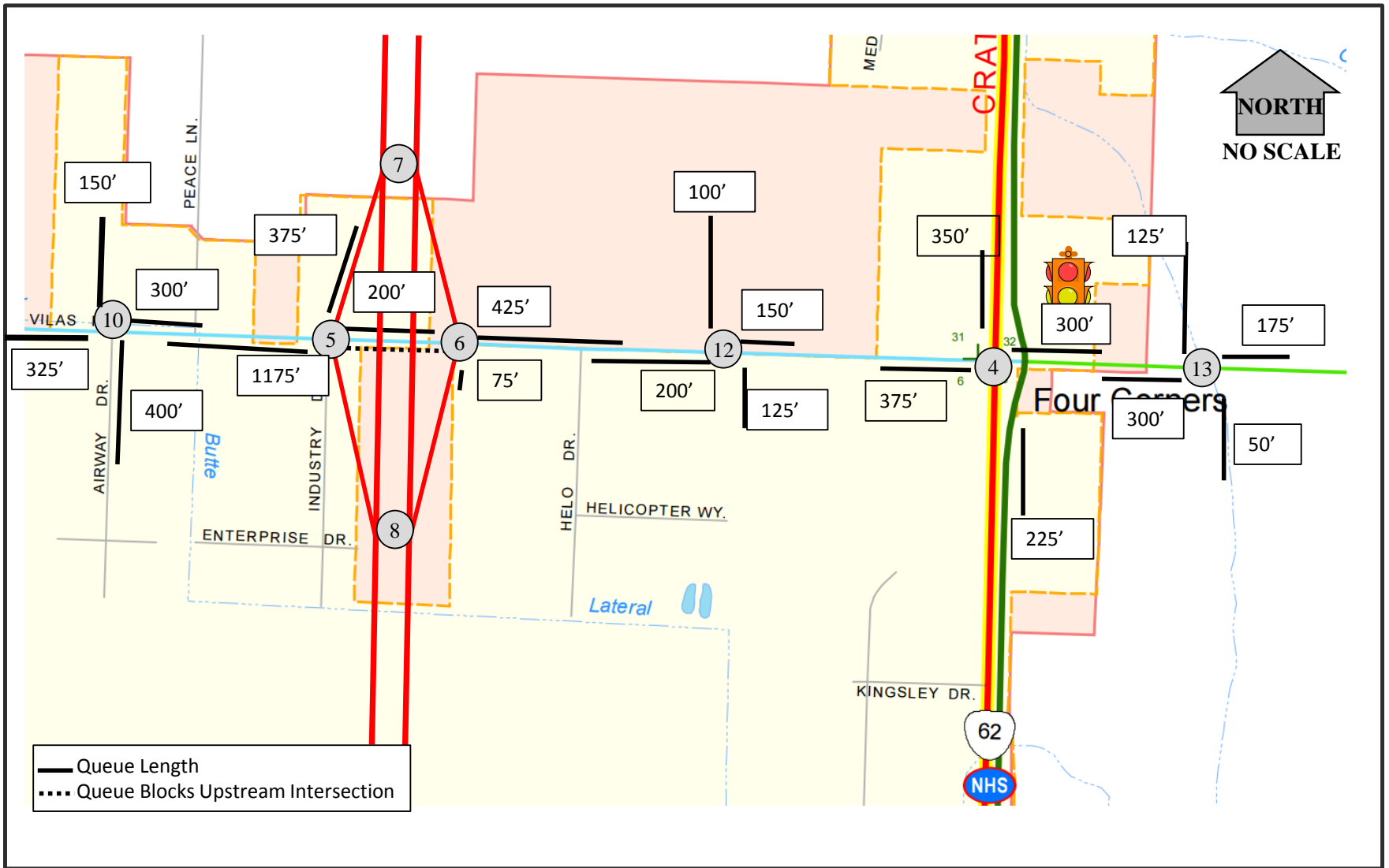
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-21



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Scenario 5 – Tier 2: 2040 Full Build +4 Lanes on Vilas Rd

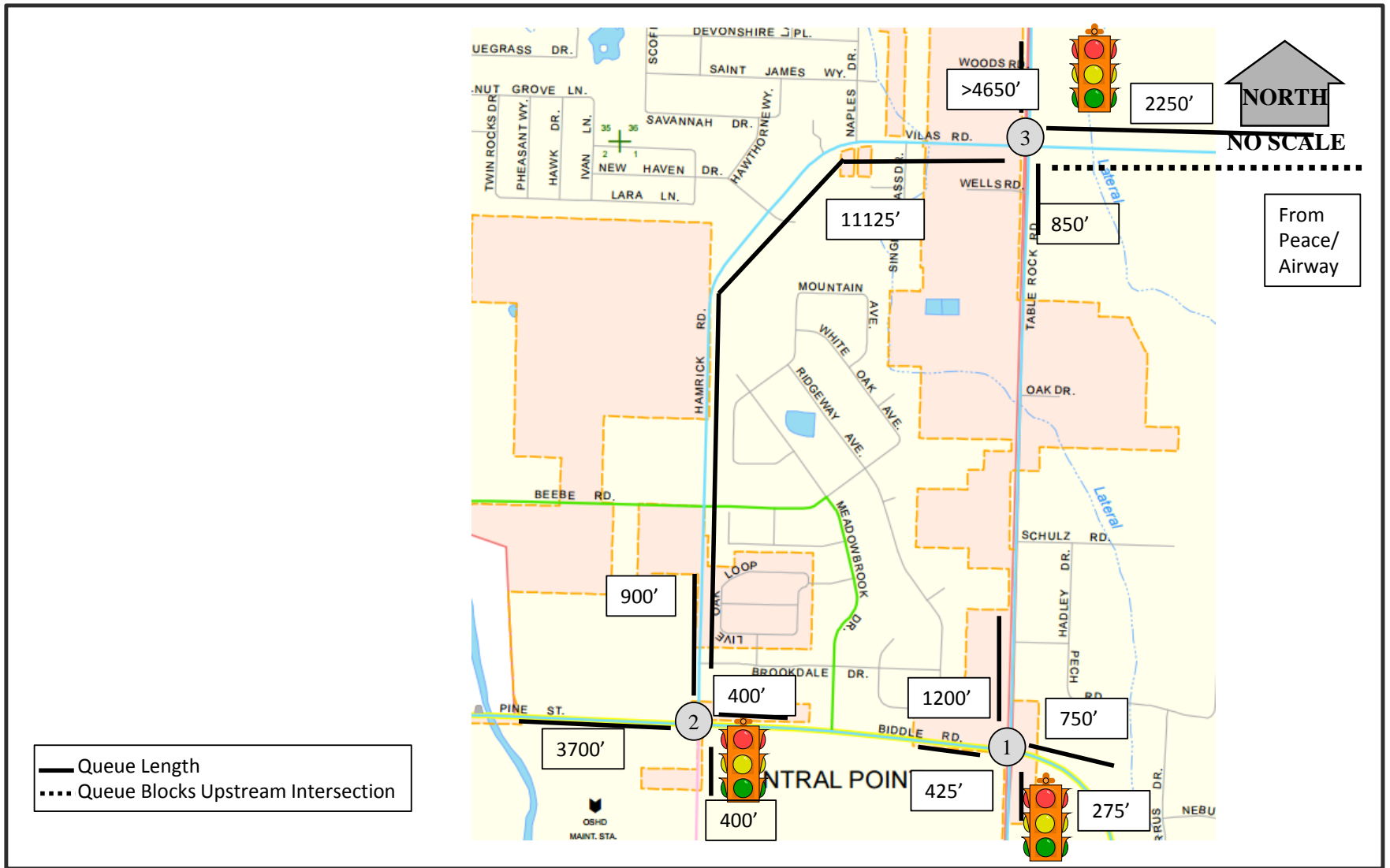
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/8/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-22



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 1: 2040 JTA Build +2 Lanes on Vilas Rd

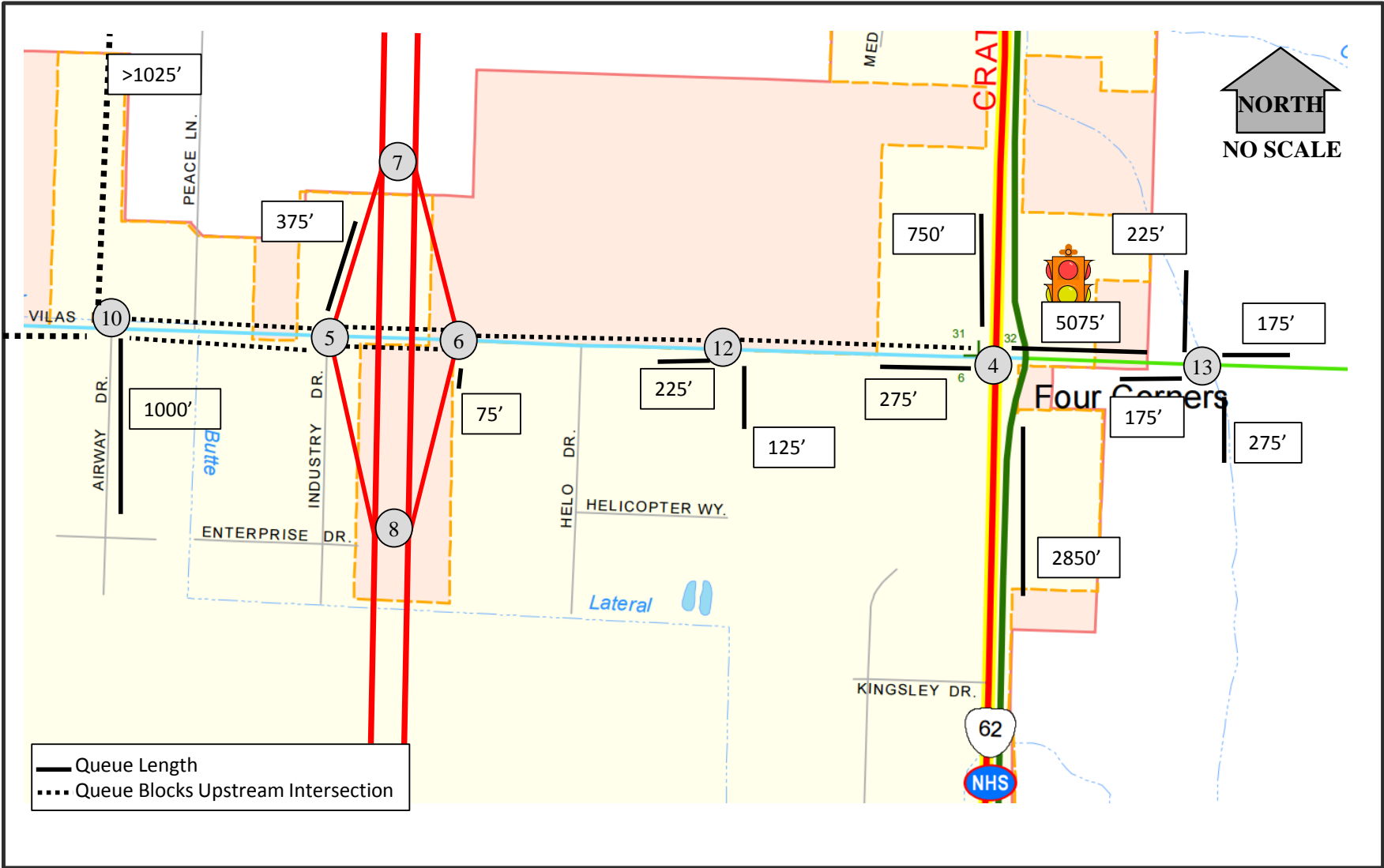
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/9/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-23



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 1: 2040 JTA Build +2 Lanes on Vilas Rd

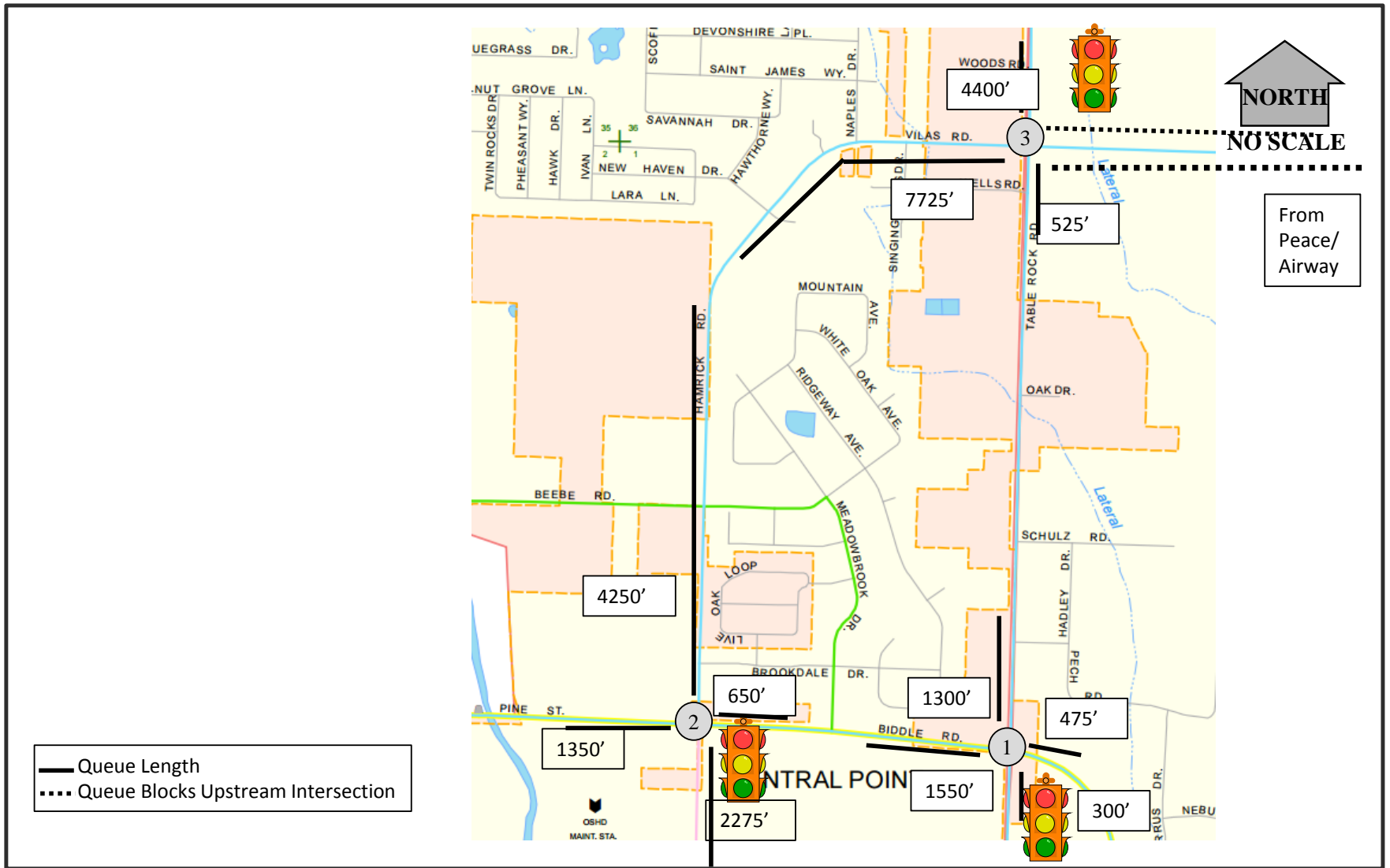
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/9/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-24



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 2: 2040 JTA Build +4 Lanes on Vilas Rd

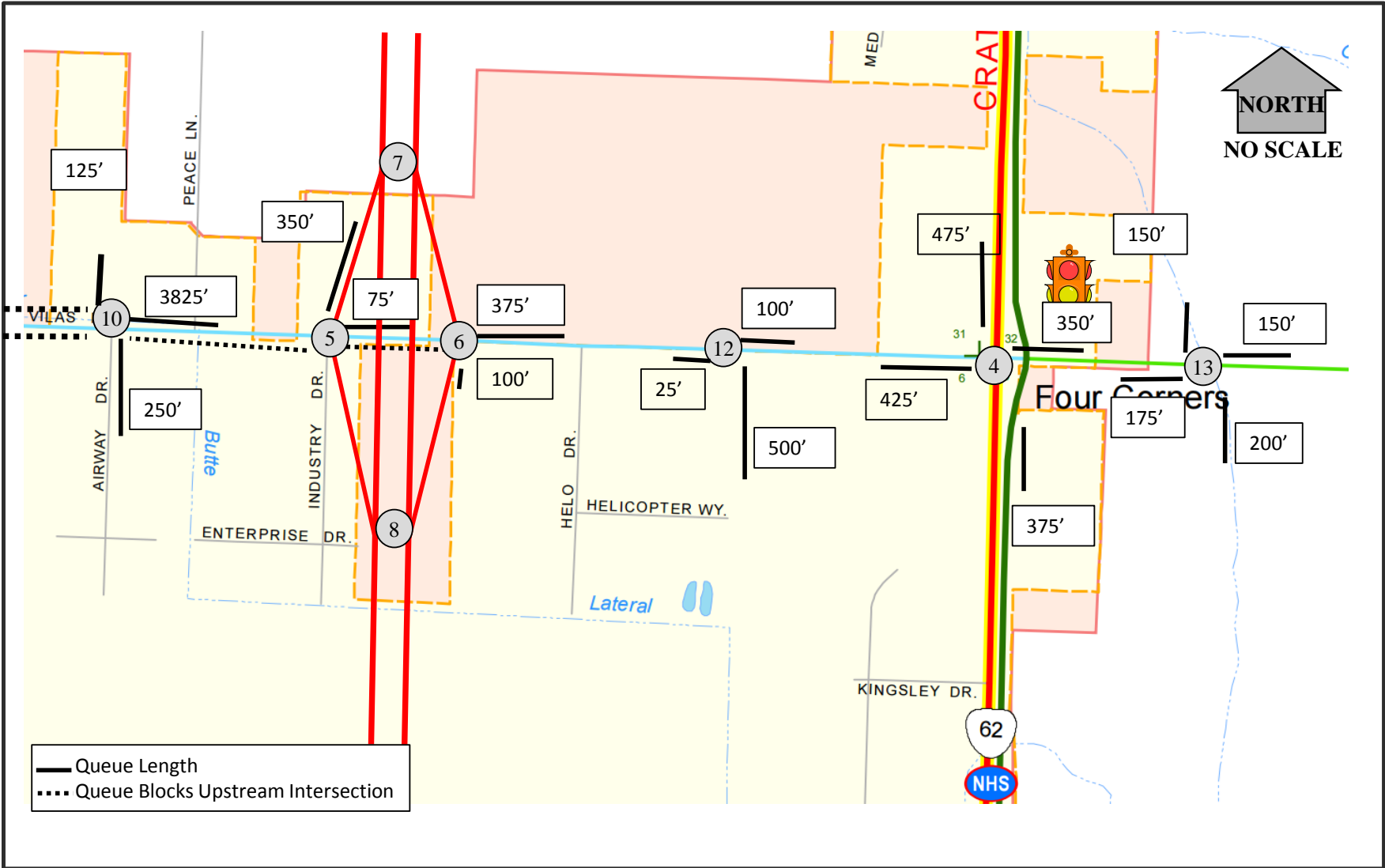
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/10/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-25



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

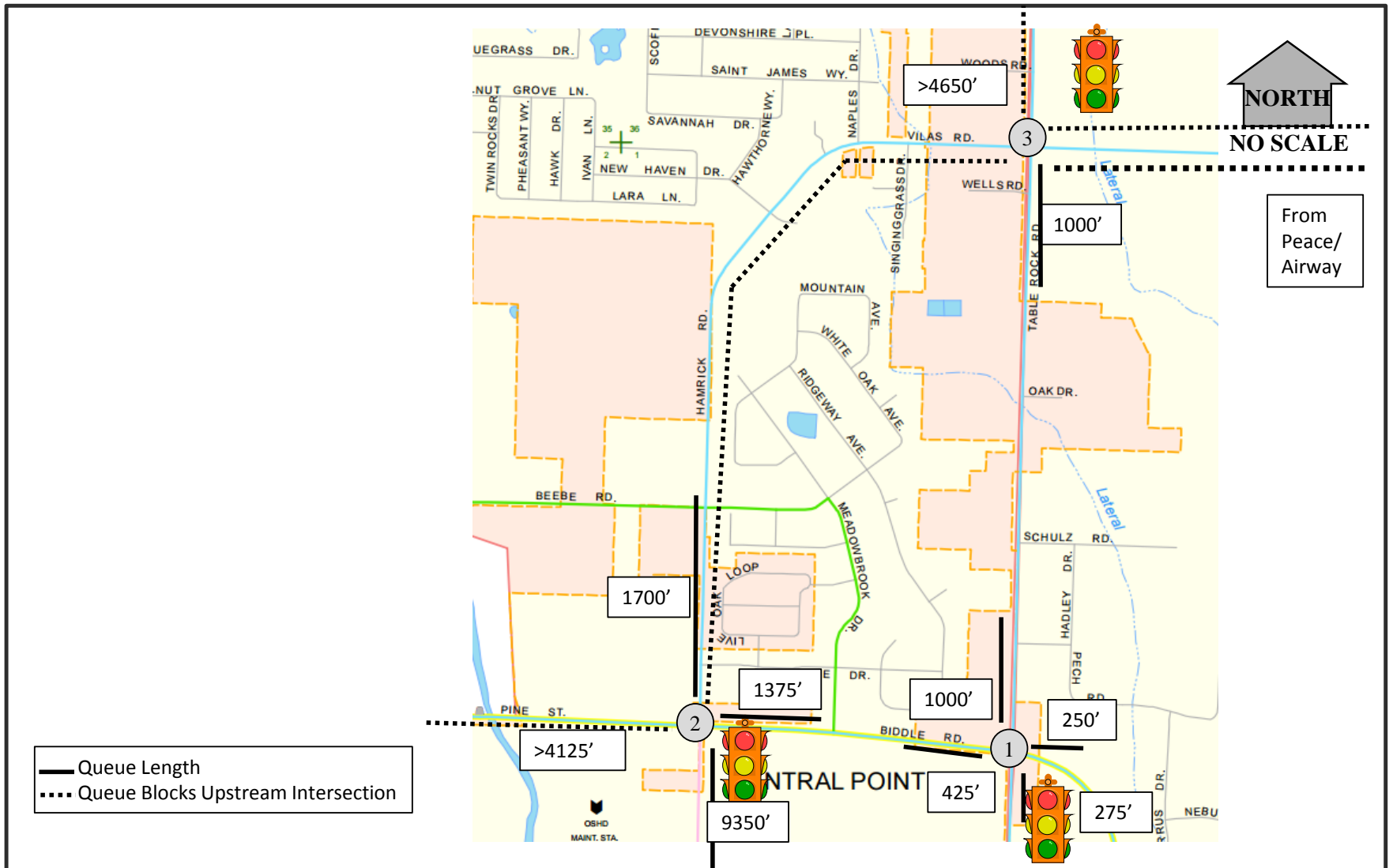
TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 2: 2040 JTA Build +4 Lanes on Vilas Rd

File : OR62-Vilas
 Date : 5/10/18

Prepared By: Katie Brown
 Reviewed By: P. Schuytema, P.E.

FIGURE J-26



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 3: 2040 Full Build +2 Lanes on Vilas Rd

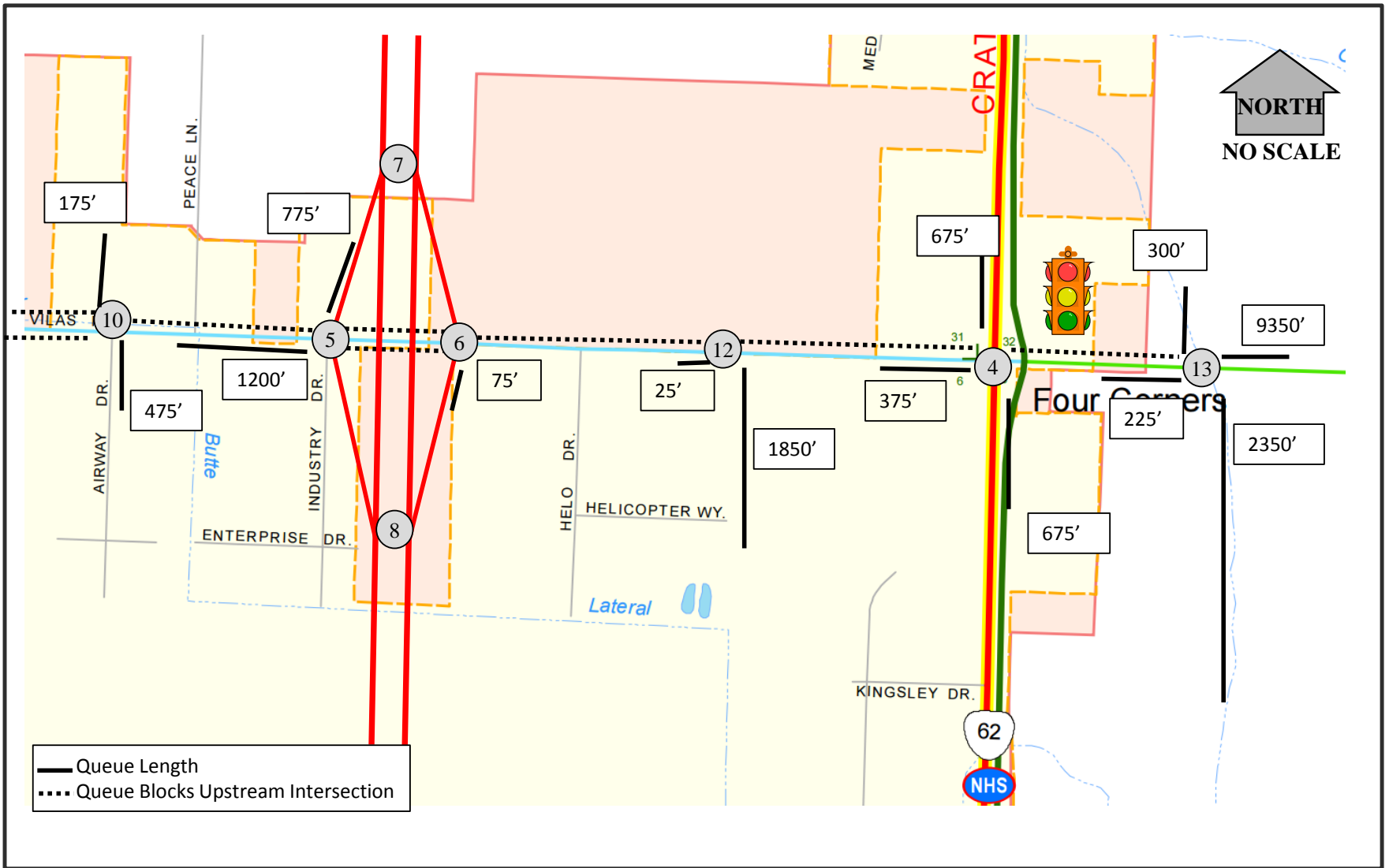
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/10/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-27



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 3: 2040 Full Build +2 Lanes on Vilas Rd

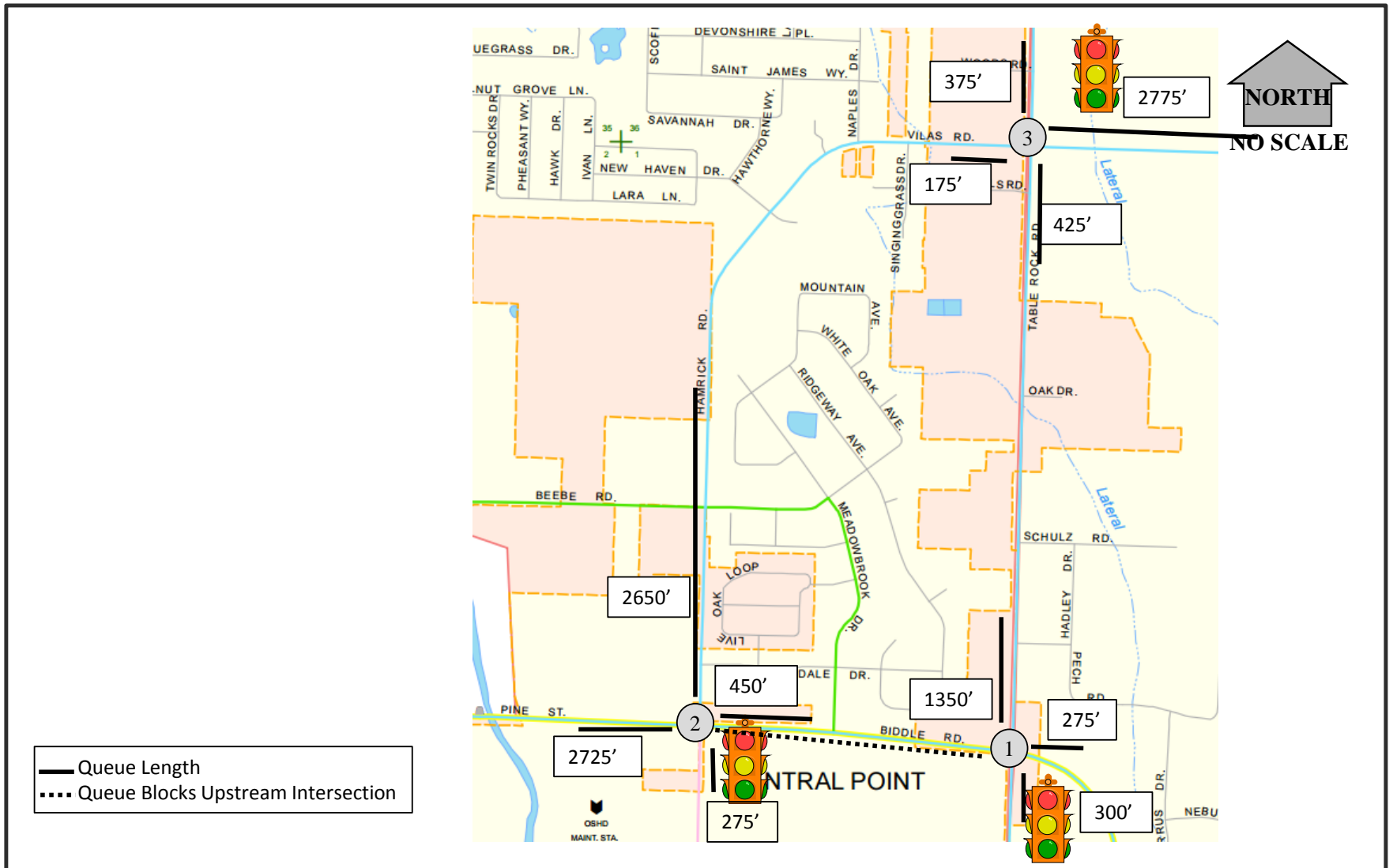
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/10/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-28



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 5: 2040 Full Build +4 Lanes on Vilas Rd

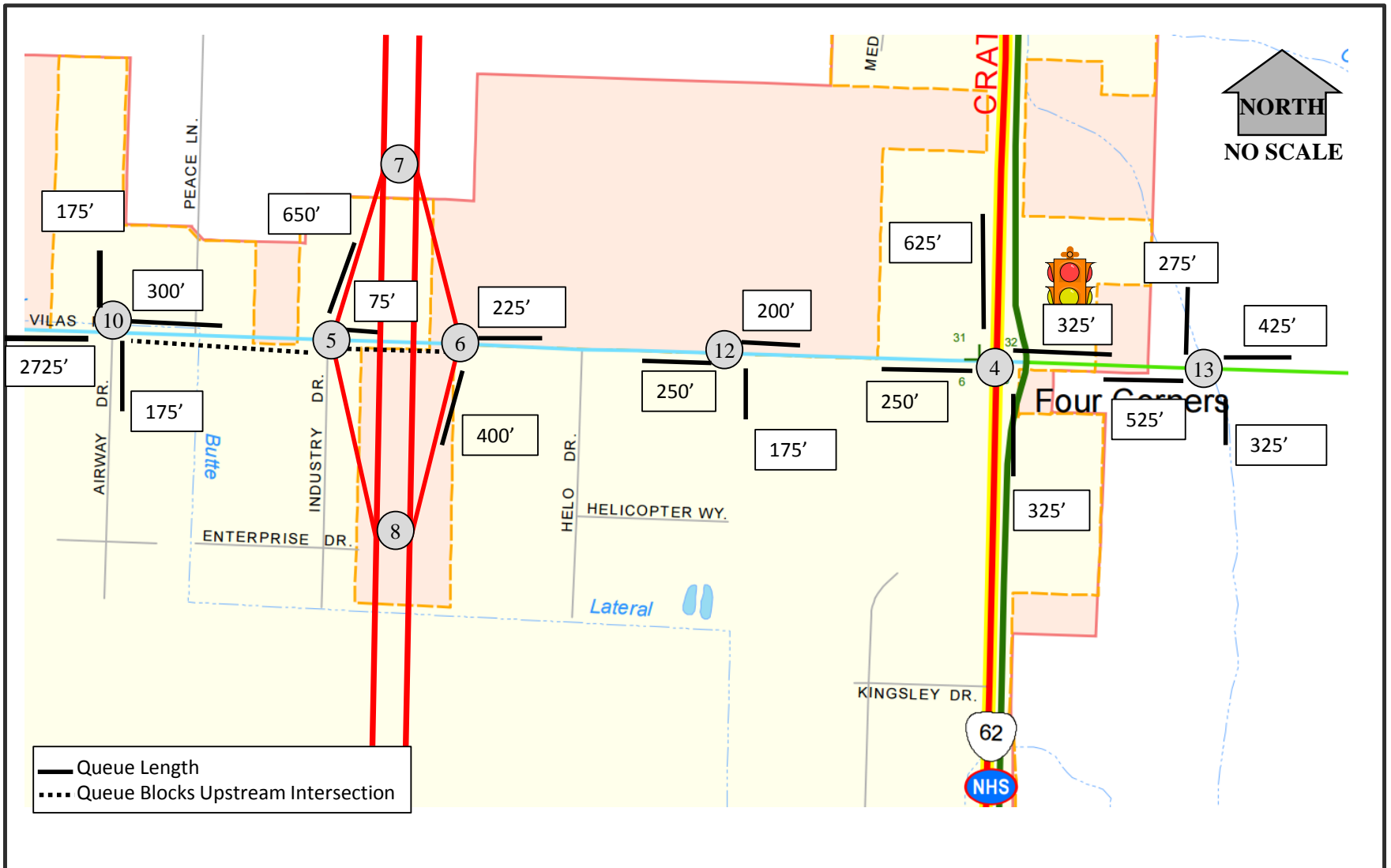
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/10/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-29



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 5: 2040 Full Build +4 Lanes on Vilas Rd

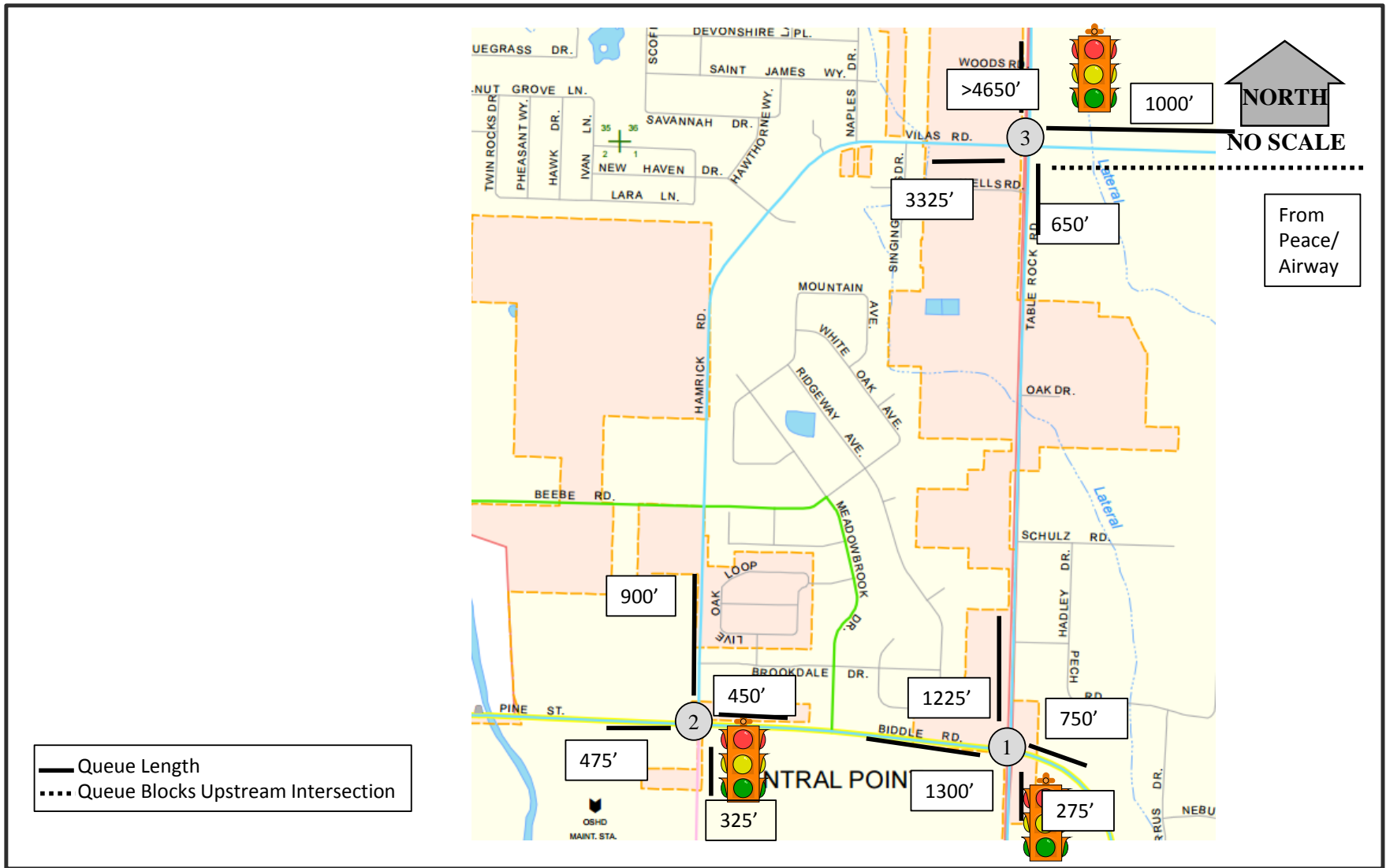
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/10/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-30



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 1 – Tier 2: 2040 JTA Build +2 Lanes on Vilas Rd

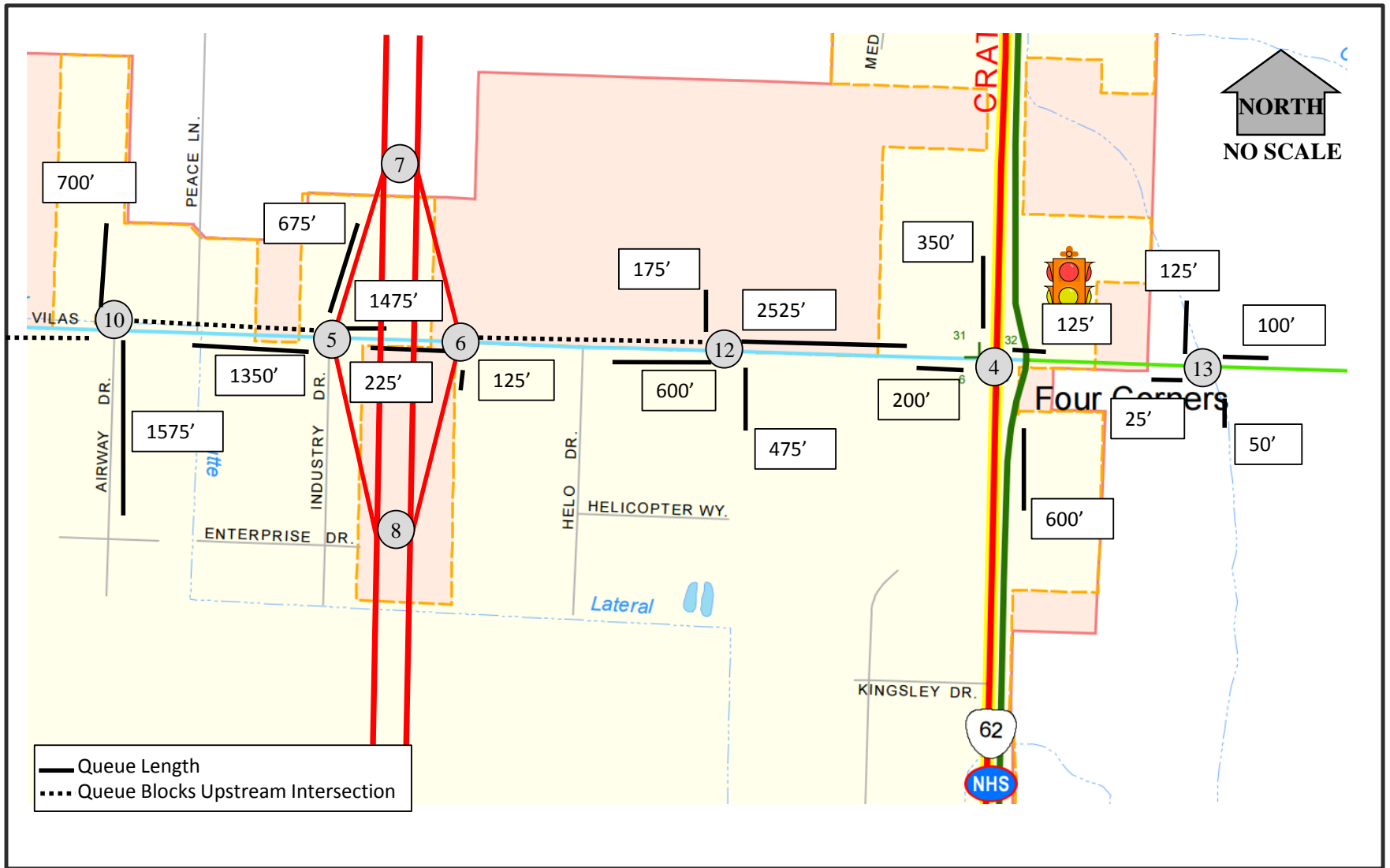
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/10/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-31



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 1 – Tier 2: 2040 JTA Build +2 Lanes on Vilas Rd

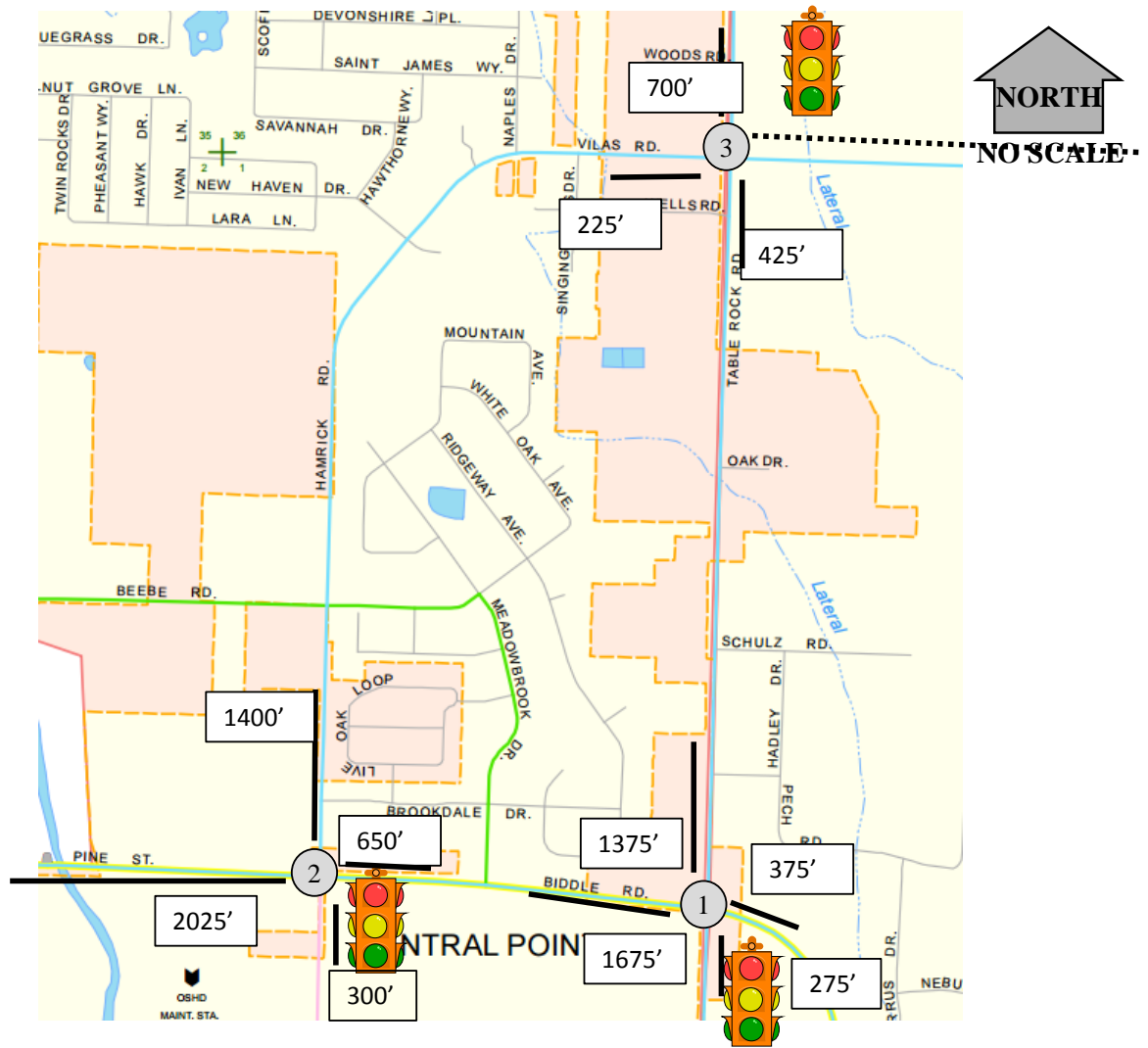
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/10/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-32



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 2 – Tier 2: 2040 JTA Build +4 Lanes on Vilas Rd

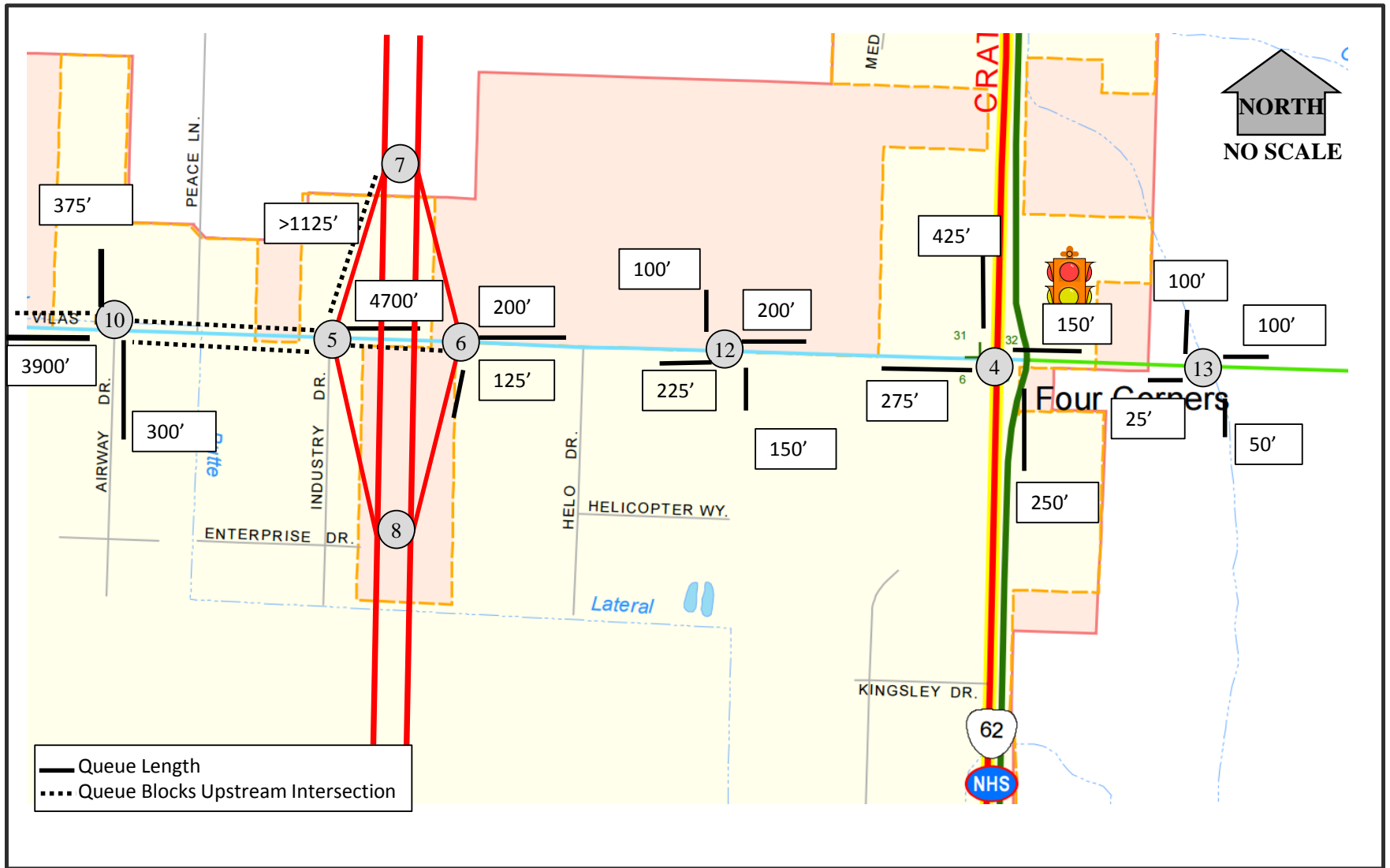
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/11/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-33



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 2 – Tier 2: 2040 JTA Build +4 Lanes on Vilas Rd

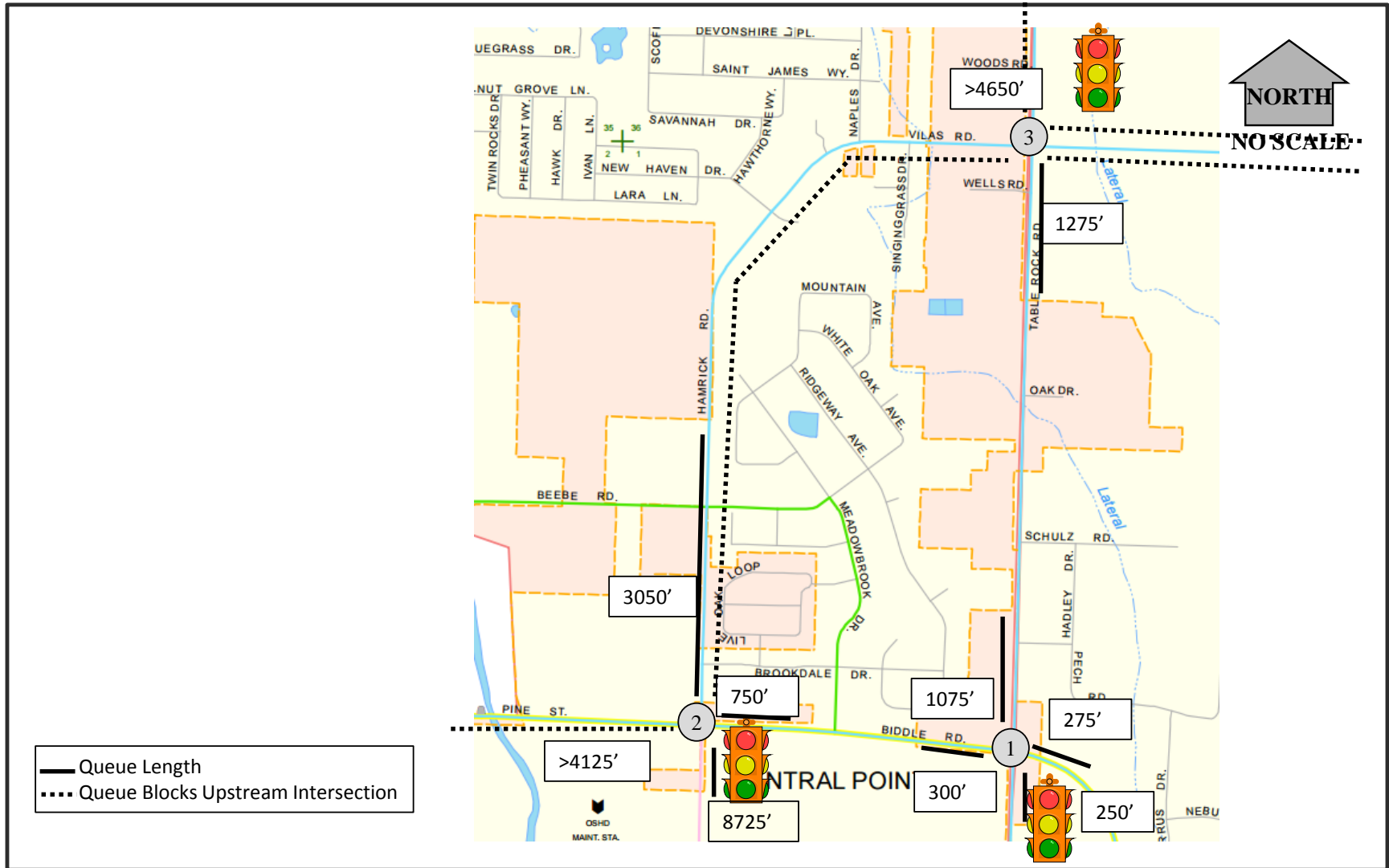
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/11/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-34



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 3 – Tier 2: 2040 Full Build +2 Lanes on Vilas Rd

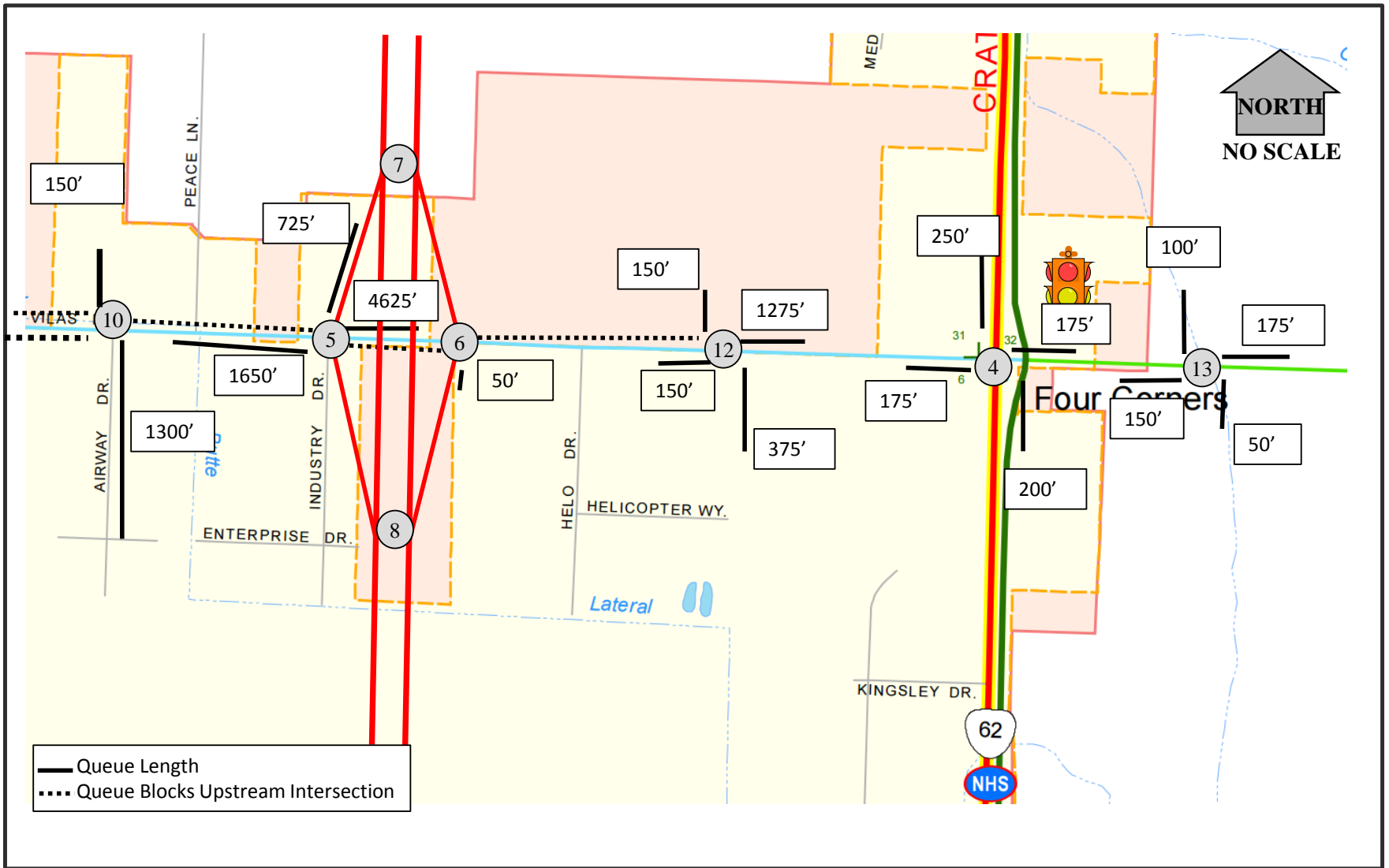
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/11/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-35



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 3 – Tier 2: 2040 Full Build +2 Lanes on Vilas Rd

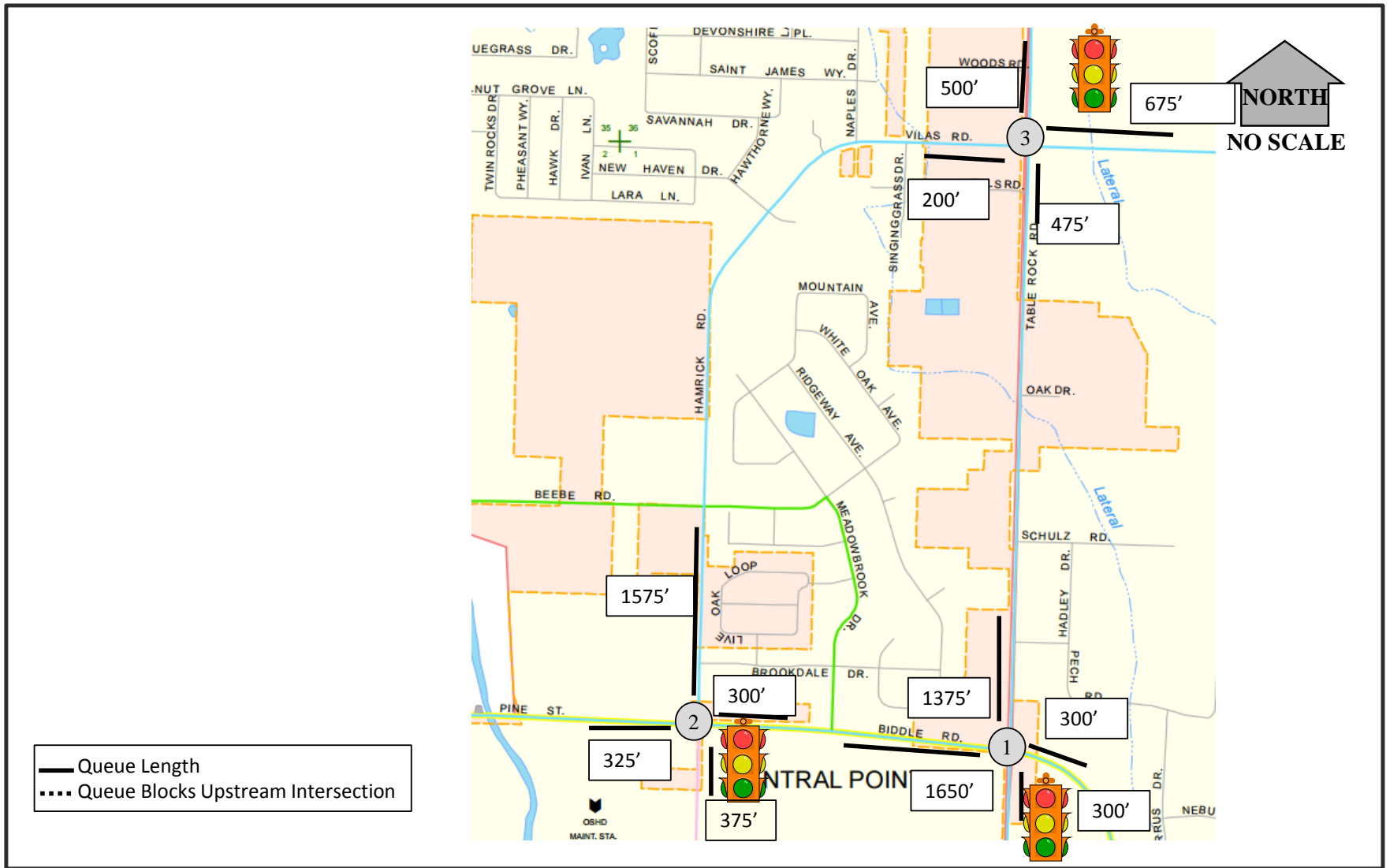
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/11/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-36



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 5 – Tier 2: 2040 Full Build +4 Lanes on Vilas Rd

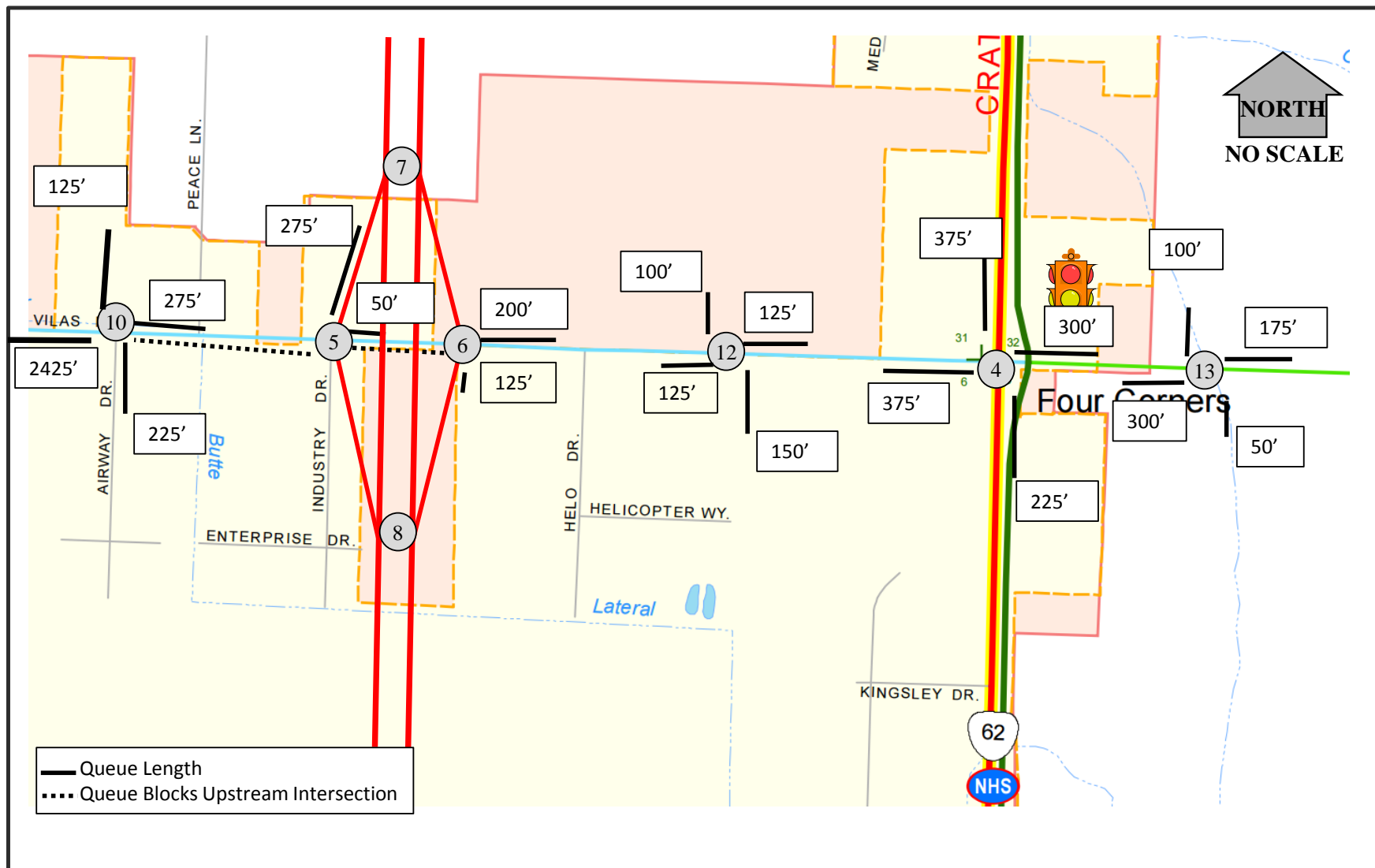
File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/11/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-37



OREGON DEPARTMENT OF TRANSPORTATION

TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP 95th Percentile Queue Lengths
 Roundabout Scenario 5 - Tier 2: 2040 Full Build +4 Lanes on Vilas Rd

File : OR62-Vilas

Prepared By: Katie Brown

Date : 5/11/18

Reviewed By: P. Schuytema, P.E.

FIGURE J-38

APPENDIX K:

SIM TRAFFIC SIMMULATION REPORTS

Figure K-1: No Build/No mitigation (NBNM) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/08/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	9199	8993	9195	9114	9015	8994	9175
Vehs Exited	8450	8250	8334	8492	8292	8155	8352
Starting Vehs	881	856	901	899	942	916	930
Ending Vehs	1630	1599	1762	1521	1665	1755	1753
Travel Distance (mi)	22046	21585	21950	21910	21636	21295	21814
Travel Time (hr)	1518.1	1554.5	1664.2	1479.9	1665.9	1616.6	1575.3
Total Delay (hr)	961.2	1010.2	1111.4	926.6	1119.6	1079.8	1026.0
Total Stops	20378	20086	21114	19200	20897	19629	20851
Fuel Used (gal)	732.0	731.3	759.5	718.7	754.7	737.9	739.0

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	9163	9048	9099	9135
Vehs Exited	8322	8220	8384	8440
Starting Vehs	907	967	916	972
Ending Vehs	1748	1795	1631	1667
Travel Distance (mi)	21793	21328	22043	21926
Travel Time (hr)	1601.1	1634.2	1589.4	1598.8
Total Delay (hr)	1050.7	1095.7	1033.4	1044.4
Total Stops	19206	20390	21025	19040
Fuel Used (gal)	742.4	740.0	747.9	744.6

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	2464	2399	2443	2472	2437	2425	2453
Vehs Exited	2190	2036	2176	2132	2083	2043	2131
Starting Vehs	881	856	901	899	942	916	930
Ending Vehs	1155	1219	1168	1239	1296	1298	1252
Travel Distance (mi)	5752	5500	5770	5655	5605	5430	5688
Travel Time (hr)	276.5	270.0	284.2	281.1	287.5	280.6	280.9
Total Delay (hr)	131.1	131.2	139.0	137.6	145.8	143.8	137.7
Total Stops	4528	4708	4346	4491	4878	4206	4713
Fuel Used (gal)	164.3	159.1	165.4	163.3	162.9	160.6	164.2

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	2445	2420	2438	2439
Vehs Exited	2124	2186	2073	2126
Starting Vehs	907	967	916	911
Ending Vehs	1228	1201	1281	1231
Travel Distance (mi)	5633	5638	5656	5636
Travel Time (hr)	282.8	279.2	276.9	280.5
Total Delay (hr)	140.2	137.2	134.0	138.1
Total Stops	4405	4475	4478	4511
Fuel Used (gal)	163.0	163.9	162.3	163.1

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	6735	6594	6752	6642	6578	6569	6722
Vehs Exited	6260	6214	6158	6360	6209	6112	6221
Starting Vehs	1155	1219	1168	1239	1296	1298	1252
Ending Vehs	1630	1599	1762	1521	1665	1755	1753
Travel Distance (mi)	16294	16085	16180	16255	16032	15865	16126
Travel Time (hr)	1241.5	1284.5	1380.0	1198.9	1378.4	1336.0	1294.4
Total Delay (hr)	830.2	879.0	972.4	789.0	973.8	935.9	888.3
Total Stops	15850	15378	16768	14709	16019	15423	16138
Fuel Used (gal)	567.7	572.2	594.2	555.4	591.8	577.3	574.9

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	6718	6628	6661	6690
Vehs Exited	6198	6034	6311	6229
Starting Vehs	1228	1201	1281	1231
Ending Vehs	1748	1795	1631	1667
Travel Distance (mi)	16161	15690	16387	16251
Travel Time (hr)	1318.3	1355.0	1312.6	1313.3
Total Delay (hr)	910.5	958.4	899.4	902.7
Total Stops	14801	15915	16547	15650
Fuel Used (gal)	579.4	576.1	585.6	579.9

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	WB	NB	NB
Directions Served	TR	LT	L	R
Maximum Queue (ft)	9	201	823	175
Average Queue (ft)	1	63	549	116
95th Queue (ft)	13	234	1016	243
Link Distance (ft)	502	1873	4918	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)			93	0
Queuing Penalty (veh)			78	0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	WB	NB	NB
Directions Served	TR	LT	L	R
Maximum Queue (ft)	25	634	2679	175
Average Queue (ft)	2	179	1603	110
95th Queue (ft)	29	795	2727	246
Link Distance (ft)	502	1873	4918	
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		1		
Storage Bay Dist (ft)				100
Storage Blk Time (%)			100	0
Queuing Penalty (veh)			79	1

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	WB	NB	NB
Directions Served	TR	LT	L	R
Maximum Queue (ft)	30	651	2679	175
Average Queue (ft)	2	151	1348	112
95th Queue (ft)	26	700	2599	246
Link Distance (ft)	502	1873	4918	
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		1		
Storage Bay Dist (ft)				100
Storage Blk Time (%)			98	0
Queuing Penalty (veh)			79	1

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	550	1329	1217	189	193	2	403	409	336	9	555	215
Average Queue (ft)	531	952	684	63	55	0	265	283	200	2	355	211
95th Queue (ft)	605	1726	1571	382	367	4	468	486	338	13	617	234
Link Distance (ft)		1465	1465	2661	2661		1952	1952	4862		1406	
Upstream Blk Time (%)		14	5									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305				150		190
Storage Blk Time (%)	66						12		19		1	38
Queuing Penalty (veh)	262						0		0		7	68

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	B8	B8	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	T	TR	LT	R	LT	R
Maximum Queue (ft)	550	1582	1570	1470	1452	528	570	380	24	786	215
Average Queue (ft)	549	1474	1291	888	861	333	353	193	1	373	207
95th Queue (ft)	554	1789	2045	2366	2346	598	633	332	13	731	240
Link Distance (ft)		1465	1465	2661	2661	1952	1952	4862		1406	
Upstream Blk Time (%)		66	23	8	7						
Queuing Penalty (veh)		0	0	0	0						
Storage Bay Dist (ft)	390								150		190
Storage Blk Time (%)	77					25		20		1	37
Queuing Penalty (veh)	284					0		0		7	62

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	T	T	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	550	1582	1570	1470	1452	2	596	625	394	27	801	215
Average Queue (ft)	545	1348	1144	689	666	0	317	336	195	1	368	208
95th Queue (ft)	584	1945	2042	2110	2088	2	572	605	334	13	707	239
Link Distance (ft)		1465	1465	2661	2661		1952	1952	4862		1406	
Upstream Blk Time (%)		53	19	6	6							
Queuing Penalty (veh)		0	0	0	0							
Storage Bay Dist (ft)	390					305				150		190
Storage Blk Time (%)	74						22		20		1	37
Queuing Penalty (veh)	279						0		0		7	63

Intersection: 10: Airway Dr & Vilas Road, Interval #1

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	6	327	1015
Average Queue (ft)	1	149	966
95th Queue (ft)	8	356	1121
Link Distance (ft)	2575	400	982
Upstream Blk Time (%)		0	82
Queuing Penalty (veh)		5	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Airway Dr & Vilas Road, Interval #2

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	24	414	1021
Average Queue (ft)	1	365	994
95th Queue (ft)	16	530	1018
Link Distance (ft)	2575	400	982
Upstream Blk Time (%)		11	100
Queuing Penalty (veh)		123	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Airway Dr & Vilas Road, All Intervals

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	26	414	1028
Average Queue (ft)	1	313	987
95th Queue (ft)	14	546	1068
Link Distance (ft)	2575	400	982
Upstream Blk Time (%)		8	95
Queuing Penalty (veh)		93	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	T
Maximum Queue (ft)	320	650	328	108	114	354	477	372	209	151	427	508
Average Queue (ft)	262	380	161	90	95	279	278	226	88	66	296	344
95th Queue (ft)	378	739	376	111	115	433	528	414	214	172	446	532
Link Distance (ft)		1873		79	79		4940	4940			8409	8409
Upstream Blk Time (%)				48	51							
Queuing Penalty (veh)				132	141							
Storage Bay Dist (ft)	250		200			225			150	200		
Storage Blk Time (%)	24	26	0			44	2	14	1	1	24	35
Queuing Penalty (veh)	143	163	1			175	5	32	3	6	11	160

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	273
Average Queue (ft)	222
95th Queue (ft)	350
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	18
Queuing Penalty (veh)	88

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	T
Maximum Queue (ft)	325	1285	350	112	130	368	580	526	217	291	521	550
Average Queue (ft)	298	683	206	89	96	261	281	229	80	58	287	310
95th Queue (ft)	383	1375	439	110	119	426	599	468	203	177	454	495
Link Distance (ft)		1873		79	79		4940	4940			8409	8409
Upstream Blk Time (%)		0		46	58							
Queuing Penalty (veh)		0		118	150							
Storage Bay Dist (ft)	250		200			225			150	200		
Storage Blk Time (%)	54	18	1			37	1	13	0	0	21	34
Queuing Penalty (veh)	302	107	3			139	4	26	1	0	9	141

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	275
Average Queue (ft)	214
95th Queue (ft)	342
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	12
Queuing Penalty (veh)	54

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	T
Maximum Queue (ft)	325	1285	350	116	133	375	616	533	225	291	528	572
Average Queue (ft)	290	610	195	89	95	266	280	228	82	60	289	318
95th Queue (ft)	386	1273	427	110	118	428	583	456	206	176	453	506
Link Distance (ft)		1873		79	79		4940	4940			8409	8409
Upstream Blk Time (%)		0		46	56							
Queuing Penalty (veh)		0		121	148							
Storage Bay Dist (ft)	250		200			225			150	200		
Storage Blk Time (%)	47	20	0			39	2	13	0	0	22	34
Queuing Penalty (veh)	262	121	3			148	4	28	1	2	10	146

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	275
Average Queue (ft)	216
95th Queue (ft)	344
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	13
Queuing Penalty (veh)	62

Intersection: 26: Vilas Road & Peace Ln, Interval #1

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	50	66	618
Average Queue (ft)	27	9	388
95th Queue (ft)	57	62	694
Link Distance (ft)		856	809
Upstream Blk Time (%)			1
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Vilas Road & Peace Ln, Interval #2

Movement	EB	WB	B158	B175	B173	B159	SB
Directions Served	L	TR	T	T	T	T	LR
Maximum Queue (ft)	58	976	567	287	499	359	826
Average Queue (ft)	22	677	295	129	191	118	780
95th Queue (ft)	53	1301	717	355	585	444	935
Link Distance (ft)		856	459	199	450	502	809
Upstream Blk Time (%)		53	44	40	27	1	69
Queuing Penalty (veh)		570	480	428	296	12	0
Storage Bay Dist (ft)	150						
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 26: Vilas Road & Peace Ln, All Intervals

Movement	EB	WB	B158	B175	B173	B159	SB
Directions Served	L	TR	T	T	T	T	LR
Maximum Queue (ft)	65	976	567	287	499	359	826
Average Queue (ft)	23	516	224	98	145	90	685
95th Queue (ft)	54	1236	647	315	514	386	1028
Link Distance (ft)		856	459	199	450	502	809
Upstream Blk Time (%)		40	33	30	21	1	52
Queuing Penalty (veh)		427	360	321	222	9	0
Storage Bay Dist (ft)	150						
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	19
95th Queue (ft)	46
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	19
95th Queue (ft)	47
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	19
95th Queue (ft)	46
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Vilas Road, Interval #1

Movement	EB	WB	B166	NB	SB
Directions Served	LTR	LTR	T	LTR	LTR
Maximum Queue (ft)	79	1272	94	2194	293
Average Queue (ft)	25	907	32	1403	189
95th Queue (ft)	80	1674	193	2235	380
Link Distance (ft)	79	1706	1236	4535	4807
Upstream Blk Time (%)	1	11			
Queuing Penalty (veh)	9	0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 30: Vilas Road, Interval #2

Movement	EB	WB	B166	NB	SB
Directions Served	LTR	LTR	T	LTR	LTR
Maximum Queue (ft)	89	1800	1117	4571	453
Average Queue (ft)	23	1623	608	3844	209
95th Queue (ft)	75	2081	1485	5130	454
Link Distance (ft)	79	1706	1236	4535	4807
Upstream Blk Time (%)	2	67	26	38	
Queuing Penalty (veh)	11	0	0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 30: Vilas Road, All Intervals

Movement	EB	WB	B166	NB	SB
Directions Served	LTR	LTR	T	LTR	LTR
Maximum Queue (ft)	94	1800	1117	4571	477
Average Queue (ft)	23	1450	469	3255	204
95th Queue (ft)	77	2196	1338	5351	438
Link Distance (ft)	79	1706	1236	4535	4807
Upstream Blk Time (%)	2	53	19	29	
Queuing Penalty (veh)	10	0	0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	B9	WB	WB	B7	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	T	L	TR	T	L	T	T	R	L	T
Maximum Queue (ft)	288	466	18	205	478	2015	35	238	232	213	174	352
Average Queue (ft)	162	290	3	195	448	1295	8	149	144	123	92	197
95th Queue (ft)	298	503	34	243	477	2397	31	245	241	239	185	370
Link Distance (ft)		557	1316		373	2575		804	804			3511
Upstream Blk Time (%)		1			58	0						
Queuing Penalty (veh)		5			773	4						
Storage Bay Dist (ft)	160			100			160			225	160	
Storage Blk Time (%)	9	43		47	60			6	1	1	1	11
Queuing Penalty (veh)	27	78		356	344			1	5	4	4	15

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	405
Average Queue (ft)	257
95th Queue (ft)	427
Link Distance (ft)	3511
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	B9	WB	WB	B7	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	T	L	TR	T	L	T	T	R	L	T
Maximum Queue (ft)	300	554	72	205	487	2580	68	259	268	275	259	438
Average Queue (ft)	163	313	8	198	445	2499	11	144	135	119	91	191
95th Queue (ft)	303	549	78	235	467	2854	49	234	227	255	199	363
Link Distance (ft)		557	1316		373	2575		804	804			3511
Upstream Blk Time (%)		3			58	7						
Queuing Penalty (veh)		16			722	84						
Storage Bay Dist (ft)	160			100			160			225	160	
Storage Blk Time (%)	12	43		44	60			6	1	2	1	11
Queuing Penalty (veh)	35	74		313	324			1	3	5	2	14

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	SB
Directions Served	TR
Maximum Queue (ft)	489
Average Queue (ft)	240
95th Queue (ft)	405
Link Distance (ft)	3511
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	B9	WB	WB	B7	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	T	L	TR	T	L	T	T	R	L	T
Maximum Queue (ft)	300	582	90	205	495	2580	70	273	290	283	259	485
Average Queue (ft)	163	307	7	197	446	2208	10	145	138	120	91	193
95th Queue (ft)	302	539	69	237	470	3262	45	237	231	252	196	364
Link Distance (ft)		557	1316		373	2575		804	804			3511
Upstream Blk Time (%)		2			58	5						
Queuing Penalty (veh)		13			735	64						
Storage Bay Dist (ft)	160			100			160			225	160	
Storage Blk Time (%)	11	43		45	60			6	1	2	1	11
Queuing Penalty (veh)	33	75		324	329			1	3	5	3	15

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	SB
Directions Served	TR
Maximum Queue (ft)	533
Average Queue (ft)	244
95th Queue (ft)	411
Link Distance (ft)	3511
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	T
Maximum Queue (ft)	404	333	334	204	6	694	760	290	167	1414	234	1286
Average Queue (ft)	306	176	161	60	1	502	555	257	79	1029	227	1009
95th Queue (ft)	518	441	291	199	7	923	994	388	172	1726	263	1539
Link Distance (ft)		1952	1952			3048	3048			5557		1824
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450			250	70			205	90		95	
Storage Blk Time (%)	11		1	0		71	55	1	4	62	69	37
Queuing Penalty (veh)	24		2	0		1	198	5	25	69	426	136

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	893
Average Queue (ft)	469
95th Queue (ft)	1179
Link Distance (ft)	1824
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	T
Maximum Queue (ft)	505	574	543	237	34	1143	1194	290	170	2615	235	1458
Average Queue (ft)	351	310	258	57	2	787	843	263	90	2025	227	1089
95th Queue (ft)	644	839	690	193	24	1431	1492	380	187	3144	266	1582
Link Distance (ft)		1952	1952			3048	3048			5557		1824
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450			250	70			205	90		95	
Storage Blk Time (%)	26	0	1	0		75	66	3	6	64	72	32
Queuing Penalty (veh)	54	0	2	0		1	222	11	30	66	416	109

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	1024
Average Queue (ft)	492
95th Queue (ft)	1172
Link Distance (ft)	1824
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	T
Maximum Queue (ft)	505	587	557	252	34	1143	1194	290	170	2615	235	1495
Average Queue (ft)	340	277	234	58	1	718	773	262	88	1785	227	1070
95th Queue (ft)	618	766	623	195	21	1349	1412	382	184	3034	265	1575
Link Distance (ft)		1952	1952			3048	3048			5557		1824
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450			250	70			205	90		95	
Storage Blk Time (%)	22	0	1	0		74	64	3	5	64	72	34
Queuing Penalty (veh)	47	0	2	0		1	216	9	29	67	418	116

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	1048
Average Queue (ft)	486
95th Queue (ft)	1174
Link Distance (ft)	1824
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty, Interval #1: 3992
Network wide Queuing Penalty, Interval #2: 5911
Network wide Queuing Penalty, All Intervals: 5431

Figure K-2: No Build Tier 1 (S0T1) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/08/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	11212	11230	11199	11211	11203	11208	11175
Vehs Exited	11126	11068	10991	10913	10970	10964	10935
Starting Vehs	1005	925	968	883	882	903	890
Ending Vehs	1091	1087	1176	1181	1115	1147	1130
Travel Distance (mi)	23462	23556	23440	23344	23421	23366	23252
Travel Time (hr)	1208.7	1176.5	1275.0	1228.0	1211.4	1203.2	1232.0
Total Delay (hr)	614.2	580.3	682.1	637.6	619.1	610.7	641.7
Total Stops	21741	19892	21391	20171	21080	21425	21537
Fuel Used (gal)	694.2	685.0	705.2	694.3	697.6	690.1	692.0

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	11196	11328	11167	11349
Vehs Exited	10929	11029	10992	11140
Starting Vehs	903	927	939	898
Ending Vehs	1170	1226	1114	1107
Travel Distance (mi)	23366	23540	23244	23654
Travel Time (hr)	1218.5	1198.0	1189.7	1114.0
Total Delay (hr)	628.3	601.7	600.9	515.1
Total Stops	21582	22498	21547	22046
Fuel Used (gal)	690.8	691.0	683.4	673.5

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	2970	3117	3035	3011	3014	2969	2903
Vehs Exited	2898	2896	2845	2777	2824	2780	2724
Starting Vehs	1005	925	968	883	882	903	890
Ending Vehs	1077	1146	1158	1117	1072	1092	1069
Travel Distance (mi)	6155	6210	6131	5998	6101	6033	5887
Travel Time (hr)	267.5	261.6	265.9	257.7	258.0	261.8	253.6
Total Delay (hr)	112.3	104.6	111.2	106.4	103.9	108.9	104.6
Total Stops	5537	5307	5355	4846	5073	5353	5055
Fuel Used (gal)	172.0	170.5	169.5	166.4	170.6	167.9	162.8

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3032	2982	3032	2980
Vehs Exited	2813	2828	2896	2855
Starting Vehs	903	927	939	898
Ending Vehs	1122	1081	1075	1023
Travel Distance (mi)	6098	6050	6235	6105
Travel Time (hr)	260.1	259.0	265.0	248.9
Total Delay (hr)	106.4	105.9	107.1	94.5
Total Stops	5254	5541	5742	5355
Fuel Used (gal)	167.7	166.8	171.7	164.9

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	8242	8113	8164	8200	8189	8239	8272
Vehs Exited	8228	8172	8146	8136	8146	8184	8211
Starting Vehs	1077	1146	1158	1117	1072	1092	1069
Ending Vehs	1091	1087	1176	1181	1115	1147	1130
Travel Distance (mi)	17306	17346	17309	17346	17320	17332	17365
Travel Time (hr)	941.2	914.8	1009.2	970.3	953.4	941.4	978.4
Total Delay (hr)	501.9	475.7	570.9	531.2	515.2	501.8	537.0
Total Stops	16204	14585	16036	15325	16007	16072	16482
Fuel Used (gal)	522.2	514.4	535.7	527.9	527.0	522.3	529.2

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	8164	8346	8135	8369
Vehs Exited	8116	8201	8096	8285
Starting Vehs	1122	1081	1075	1094
Ending Vehs	1170	1226	1114	1142
Travel Distance (mi)	17268	17489	17009	17549
Travel Time (hr)	958.4	939.0	924.7	865.1
Total Delay (hr)	521.8	495.9	493.8	420.7
Total Stops	16328	16957	15805	16691
Fuel Used (gal)	523.1	524.1	511.7	508.6

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	B159	B173	B175	WB	WB	NB	NB
Directions Served	TR	T	T	T	L	T	L	R
Maximum Queue (ft)	539	207	27	19	98	334	161	130
Average Queue (ft)	386	88	15	4	43	187	97	55
95th Queue (ft)	661	361	102	46	107	335	162	118
Link Distance (ft)	502	450	199	459			4918	
Upstream Blk Time (%)	10	3	1					
Queuing Penalty (veh)	108	29	14					
Storage Bay Dist (ft)					150			100
Storage Blk Time (%)						9	11	1
Queuing Penalty (veh)						5	9	2

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	B159	B173	B175	WB	WB	NB	NB
Directions Served	TR	T	T	T	L	T	L	R
Maximum Queue (ft)	593	423	110	8	250	695	333	166
Average Queue (ft)	359	77	7	0	100	502	151	74
95th Queue (ft)	665	320	67	7	275	868	330	175
Link Distance (ft)	502	450	199	459			4918	
Upstream Blk Time (%)	10	2	0					
Queuing Penalty (veh)	100	17	4					
Storage Bay Dist (ft)					150			100
Storage Blk Time (%)						54	33	1
Queuing Penalty (veh)						27	26	1

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	B159	B173	B175	WB	WB	NB	NB
Directions Served	TR	T	T	T	L	T	L	R
Maximum Queue (ft)	594	442	131	27	250	695	342	175
Average Queue (ft)	365	79	9	1	86	426	138	69
95th Queue (ft)	665	330	77	23	247	821	302	163
Link Distance (ft)	502	450	199	459			4918	
Upstream Blk Time (%)	10	2	1					
Queuing Penalty (veh)	102	20	7					
Storage Bay Dist (ft)					150			100
Storage Blk Time (%)						43	28	1
Queuing Penalty (veh)						21	22	1

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	T	T	T	R	LT	R	LT	R
Maximum Queue (ft)	526	672	443	247	277	311	272	162	349	22	634	215
Average Queue (ft)	448	371	187	135	188	216	188	62	219	3	439	209
95th Queue (ft)	618	970	576	273	303	349	297	167	359	37	822	242
Link Distance (ft)		1322	1322	1322	1951	1951	1951		4850		1382	
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	390							150		150		190
Storage Blk Time (%)	31	0			1		21	0	24		1	34
Queuing Penalty (veh)	83	0			0		28	0	0		6	61

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	WB	WB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	T	R	LT
Maximum Queue (ft)	550	1015	706	411	42	26	8	312	332	312	175	375
Average Queue (ft)	450	439	201	140	5	1	1	186	206	183	61	204
95th Queue (ft)	638	1145	689	394	49	23	6	282	308	285	164	352
Link Distance (ft)		1322	1322	1322	2804	2804		1951	1951	1951		4850
Upstream Blk Time (%)		2	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390						305				150	
Storage Blk Time (%)	33	0						1		22	0	21
Queuing Penalty (veh)	81	0						0		27	0	0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	NB	SB	SB
Directions Served	R	LT	R
Maximum Queue (ft)	26	767	215
Average Queue (ft)	1	416	206
95th Queue (ft)	12	837	245
Link Distance (ft)		1382	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		190
Storage Blk Time (%)		1	32
Queuing Penalty (veh)		8	53

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	WB	WB	NB	
Directions Served	L	T	T	TR	T	T	L	T	T	T		R	LT
Maximum Queue (ft)	550	1036	728	422	42	26	8	336	356	338	175	391	
Average Queue (ft)	449	422	197	139	3	1	0	186	208	184	61	208	
95th Queue (ft)	633	1106	664	370	43	20	5	288	319	288	165	354	
Link Distance (ft)		1322	1322	1322	2804	2804		1951	1951	1951		4850	
Upstream Blk Time (%)		2	0										
Queuing Penalty (veh)		0	0										
Storage Bay Dist (ft)	390						305					150	
Storage Blk Time (%)	32	0						1		22	0	22	
Queuing Penalty (veh)	81	0						0		27	0	0	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	NB	SB	SB
Directions Served	R	LT	R
Maximum Queue (ft)	39	813	215
Average Queue (ft)	2	422	207
95th Queue (ft)	21	834	244
Link Distance (ft)		1382	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		190
Storage Blk Time (%)		1	32
Queuing Penalty (veh)		8	55

Intersection: 8: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	225	221
Average Queue (ft)	15	15
95th Queue (ft)	236	236
Link Distance (ft)	1322	1322
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	265	424
Average Queue (ft)	16	28
95th Queue (ft)	230	279
Link Distance (ft)	1322	1322
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	490	585
Average Queue (ft)	16	25
95th Queue (ft)	231	269
Link Distance (ft)	1322	1322
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Airway Dr./Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	B26	B158	B175	B173	NB	NB
Directions Served	L	T	R	L	T	R	T	T	T	T	L	TR
Maximum Queue (ft)	120	793	106	210	439	149	827	236	83	70	174	509
Average Queue (ft)	57	316	32	116	336	49	320	59	10	5	154	230
95th Queue (ft)	131	853	107	269	517	169	953	294	91	54	204	536
Link Distance (ft)		2616			341		862	459	199	450		1736
Upstream Blk Time (%)					33		15	5	2	0		
Queuing Penalty (veh)					384		169	57	29	0		
Storage Bay Dist (ft)	150		150	200		150					150	
Storage Blk Time (%)		13	0	0	40	0					40	5
Queuing Penalty (veh)		23	0	0	55	1					60	11

Intersection: 10: Airway Dr./Peace Ln & Vilas Road, Interval #1

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	128	584
Average Queue (ft)	81	384
95th Queue (ft)	196	985
Link Distance (ft)		1234
Upstream Blk Time (%)		7
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	150	
Storage Blk Time (%)	2	53
Queuing Penalty (veh)	2	50

Intersection: 10: Airway Dr./Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	B26	B158	B175	B173	B159	NB
Directions Served	L	T	R	L	T	R	T	T	T	T	T	L
Maximum Queue (ft)	151	916	162	225	462	175	981	578	320	570	505	175
Average Queue (ft)	49	290	41	150	418	80	930	497	247	428	357	167
95th Queue (ft)	115	766	136	308	448	221	1038	719	397	753	710	210
Link Distance (ft)		2616			341		862	459	199	450	502	
Upstream Blk Time (%)					64		74	74	73	67	3	
Queuing Penalty (veh)					690		802	799	787	720	28	
Storage Bay Dist (ft)	150		150	200		150						150
Storage Blk Time (%)	0	13	0	0	62	0						76
Queuing Penalty (veh)	1	22	0	0	80	2						108

Intersection: 10: Airway Dr./Peace Ln & Vilas Road, Interval #2

Movement	NB	SB	SB
Directions Served	TR	L	TR
Maximum Queue (ft)	1039	104	1246
Average Queue (ft)	684	17	1025
95th Queue (ft)	1284	94	1624
Link Distance (ft)	1736		1234
Upstream Blk Time (%)			67
Queuing Penalty (veh)			0
Storage Bay Dist (ft)		150	
Storage Blk Time (%)	7	0	93
Queuing Penalty (veh)	15	0	82

Intersection: 10: Airway Dr./Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	B26	B158	B175	B173	B159	NB
Directions Served	L	T	R	L	T	R	T	T	T	T	T	L
Maximum Queue (ft)	161	1044	166	225	463	175	981	578	320	570	505	175
Average Queue (ft)	51	297	39	142	399	73	783	391	190	326	271	164
95th Queue (ft)	119	788	129	300	508	210	1322	774	406	738	669	209
Link Distance (ft)	2616				341		862	459	199	450	502	
Upstream Blk Time (%)					56		59	57	55	50	2	
Queuing Penalty (veh)					613		643	614	597	540	21	
Storage Bay Dist (ft)	150		150	200		150						150
Storage Blk Time (%)	0	13	0	0	57	0						67
Queuing Penalty (veh)	1	22	0	0	74	2						96

Intersection: 10: Airway Dr./Peace Ln & Vilas Road, All Intervals

Movement	NB	SB	SB
Directions Served	TR	L	TR
Maximum Queue (ft)	1054	134	1248
Average Queue (ft)	574	33	870
95th Queue (ft)	1206	132	1622
Link Distance (ft)	1736		1234
Upstream Blk Time (%)			52
Queuing Penalty (veh)			0
Storage Bay Dist (ft)		150	
Storage Blk Time (%)	7	1	83
Queuing Penalty (veh)	14	1	74

Intersection: 12: Vilas Road, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 12: Vilas Road, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 12: Vilas Road, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	262	319	325	315	175	822	158	166	258	273	200	202
Average Queue (ft)	190	271	269	197	150	677	103	113	179	188	94	79
95th Queue (ft)	281	361	374	378	215	1069	170	180	264	286	220	234
Link Distance (ft)						932			4934	4934		
Upstream Blk Time (%)						5						
Queuing Penalty (veh)						26						
Storage Bay Dist (ft)	250	250		200	150		225	225			150	200
Storage Blk Time (%)	1	15	32	1	16	54			2	13	0	
Queuing Penalty (veh)	7	91	204	9	59	102			5	29	0	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	494	531	275
Average Queue (ft)	353	382	231
95th Queue (ft)	566	618	346
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	31	40	10
Queuing Penalty (veh)	15	182	50

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	271	319	347	327	175	865	183	183	276	328	224	269
Average Queue (ft)	167	249	245	159	144	565	91	102	154	164	74	62
95th Queue (ft)	266	355	376	342	217	1024	159	166	249	273	182	174
Link Distance (ft)						932			4934	4934		
Upstream Blk Time (%)						3						
Queuing Penalty (veh)						18						
Storage Bay Dist (ft)	250	250		200	150		225	225			150	200
Storage Blk Time (%)	0	9	27	2	17	46	0	0	1	9	0	
Queuing Penalty (veh)	2	47	161	12	57	82	0	0	3	19	2	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	458	513	275
Average Queue (ft)	276	296	192
95th Queue (ft)	427	472	340
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	19	33	4
Queuing Penalty (veh)	8	137	18

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	275	320	347	327	175	883	188	188	282	339	224	326
Average Queue (ft)	173	254	251	168	146	592	94	105	160	170	79	66
95th Queue (ft)	271	358	377	353	216	1043	162	170	254	278	192	190
Link Distance (ft)						932			4934	4934		
Upstream Blk Time (%)						4						
Queuing Penalty (veh)						20						
Storage Bay Dist (ft)	250	250		200	150		225	225			150	200
Storage Blk Time (%)	1	10	28	2	17	48	0	0	1	10	0	
Queuing Penalty (veh)	3	58	172	11	57	87	0	0	4	22	1	

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	519	573	275
Average Queue (ft)	294	317	202
95th Queue (ft)	471	519	345
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	22	34	6
Queuing Penalty (veh)	10	148	26

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	42
Average Queue (ft)	19
95th Queue (ft)	47
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	19
95th Queue (ft)	47
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	TR	L	TR	LTR
Maximum Queue (ft)	61	198	169	140	278	120	103	110
Average Queue (ft)	18	109	114	70	142	65	53	67
95th Queue (ft)	68	199	186	159	319	123	104	114
Link Distance (ft)		932			836		4911	8334
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)	150		150	150		150		
Storage Blk Time (%)		2	2	0	14	1	0	
Queuing Penalty (veh)		7	6	0	16	2	1	

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	B166	NB	NB	SB
Directions Served	L	T	R	L	TR	T	L	TR	LTR
Maximum Queue (ft)	68	217	169	129	272	47	115	121	125
Average Queue (ft)	17	95	97	60	147	16	54	51	60
95th Queue (ft)	54	175	165	139	481	150	108	116	110
Link Distance (ft)		932			836	1236		4911	8334
Upstream Blk Time (%)					4				
Queuing Penalty (veh)					0				
Storage Bay Dist (ft)	150		150	150			150		
Storage Blk Time (%)		1	1	0	12		2	0	
Queuing Penalty (veh)		3	4	0	13		3	0	

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	B166	NB	NB	SB
Directions Served	L	T	R	L	TR	T	L	TR	LTR
Maximum Queue (ft)	94	230	174	158	318	47	129	134	135
Average Queue (ft)	18	98	101	63	146	12	56	52	62
95th Queue (ft)	57	181	171	144	450	130	113	114	112
Link Distance (ft)		932			836	1236		4911	8334
Upstream Blk Time (%)					3				
Queuing Penalty (veh)					0				
Storage Bay Dist (ft)	150		150	150			150		
Storage Blk Time (%)		1	1	0	12		1	0	
Queuing Penalty (veh)		4	4	0	14		3	0	

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB	SB
Directions Served	L	TR	L	L	T	R	T	L	T	T	R	L
Maximum Queue (ft)	250	320	152	205	469	125	2614	29	236	248	240	203
Average Queue (ft)	157	196	124	191	447	99	2213	8	143	146	143	82
95th Queue (ft)	261	325	180	250	473	166	3176	32	244	259	289	196
Link Distance (ft)		557			373		2616		798	798		
Upstream Blk Time (%)					43		1					
Queuing Penalty (veh)					599		17					
Storage Bay Dist (ft)	160		100	100		100		160			225	160
Storage Blk Time (%)	10	16	18	30	51	1			6	0	4	0
Queuing Penalty (veh)	31	29	134	227	403	9			1	1	13	1

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	304	347
Average Queue (ft)	177	219
95th Queue (ft)	333	383
Link Distance (ft)	3493	3493
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	8	
Queuing Penalty (veh)	11	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	B9	WB	WB	WB	WB	B7	NB	NB	NB	NB
Directions Served	L	TR	T	L	L	T	R	T	L	T	T	R
Maximum Queue (ft)	290	482	7	152	205	486	125	2618	48	255	274	306
Average Queue (ft)	154	230	0	131	199	446	99	2587	11	141	140	141
95th Queue (ft)	272	412	9	176	228	469	161	2679	39	230	239	281
Link Distance (ft)		557	1316			373		2616		798	798	
Upstream Blk Time (%)		0				42		2				
Queuing Penalty (veh)		2				544		27				
Storage Bay Dist (ft)	160			100	100		100		160			225
Storage Blk Time (%)	11	23		17	31	50	1			5	0	3
Queuing Penalty (veh)	33	39		123	222	371	15			1	1	10

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	249	422	461
Average Queue (ft)	79	179	222
95th Queue (ft)	169	338	387
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	0	10	
Queuing Penalty (veh)	0	13	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	B9	WB	WB	WB	WB	B7	NB	NB	NB	NB
Directions Served	L	TR	T	L	L	T	R	T	L	T	T	R
Maximum Queue (ft)	291	490	7	152	205	491	125	2618	49	276	312	316
Average Queue (ft)	155	222	0	129	197	446	99	2497	10	142	142	142
95th Queue (ft)	270	394	7	177	236	470	162	3045	37	234	244	283
Link Distance (ft)		557	1316			373		2616		798	798	
Upstream Blk Time (%)		0				42		2				
Queuing Penalty (veh)		2				557		24				
Storage Bay Dist (ft)	160			100	100		100		160			225
Storage Blk Time (%)	11	21		17	31	51	1			5	0	4
Queuing Penalty (veh)	32	37		126	223	379	14			1	1	11

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	259	460	506
Average Queue (ft)	80	178	221
95th Queue (ft)	176	337	386
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	0	10	
Queuing Penalty (veh)	0	13	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	446	208	116	112	74	2	748	809	290	169	300	299
Average Queue (ft)	281	73	68	60	11	0	494	549	252	103	200	213
95th Queue (ft)	533	255	121	115	81	5	847	939	375	196	310	315
Link Distance (ft)		1951	1951	1951			3032	3032			5542	5542
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	7	0			0		69	57	2	9	30	
Queuing Penalty (veh)	10	0			0		1	203	8	27	33	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	991	394
Average Queue (ft)	217	724	114
95th Queue (ft)	280	1106	423
Link Distance (ft)		1816	1816
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	51	45	
Queuing Penalty (veh)	313	163	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	578	809	641	135	142	34	1257	1334	290	170	308	333
Average Queue (ft)	478	405	129	59	14	2	872	949	277	88	172	188
95th Queue (ft)	736	1074	483	119	85	24	1466	1558	359	178	285	296
Link Distance (ft)		1951	1951	1951			3032	3032			5542	5542
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	51	0					75	69	3	5	26	
Queuing Penalty (veh)	70	0					1	231	11	14	27	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1285	913
Average Queue (ft)	217	827	249
95th Queue (ft)	279	1309	810
Link Distance (ft)		1816	1816
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	50	45	
Queuing Penalty (veh)	289	152	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	578	812	646	137	163	36	1257	1334	290	170	340	344
Average Queue (ft)	430	325	114	59	13	1	781	852	271	92	179	194
95th Queue (ft)	722	959	426	118	84	21	1388	1484	366	183	292	302
Link Distance (ft)		1951	1951	1951			3032	3032			5542	5542
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	40	0			0		73	66	3	6	27	
Queuing Penalty (veh)	55	0			0		1	224	10	17	29	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1285	961
Average Queue (ft)	217	802	217
95th Queue (ft)	279	1268	737
Link Distance (ft)		1816	1816
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	50	45	
Queuing Penalty (veh)	295	155	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty, Interval #1: 4230
Network wide Queuing Penalty, Interval #2: 7264
Network wide Queuing Penalty, All Intervals: 6505

Figure K-3: No Build Tier 2 (S0T2) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/09/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	9594	9571	9637	9537	9721	9651	9614
Vehs Exited	9259	9290	9464	9189	9364	9304	9411
Starting Vehs	850	872	888	866	831	858	880
Ending Vehs	1185	1153	1061	1214	1188	1205	1083
Travel Distance (mi)	22160	22104	22557	22121	22380	22377	22486
Travel Time (hr)	1082.4	1075.6	1040.3	1056.5	1072.6	1130.0	1057.2
Total Delay (hr)	515.0	510.8	463.5	489.1	498.8	558.7	482.3
Total Stops	22309	22266	22309	22417	22305	22167	22241
Fuel Used (gal)	636.5	632.5	638.3	631.4	637.5	647.0	635.7

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	9705	9622	9683	9652
Vehs Exited	9355	9316	9334	9332
Starting Vehs	846	845	837	850
Ending Vehs	1196	1151	1186	1176
Travel Distance (mi)	22437	22375	22394	22785
Travel Time (hr)	1091.6	1026.9	1160.0	1111.9
Total Delay (hr)	517.1	453.6	587.6	509.5
Total Stops	22659	22036	23705	22513
Fuel Used (gal)	641.3	629.2	658.8	640.1

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10

Volumes adjusted by PHF, Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	2520	2527	2512	2491	2554	2558	2529
Vehs Exited	2331	2359	2434	2325	2414	2323	2387
Starting Vehs	850	872	888	866	831	858	880
Ending Vehs	1039	1040	966	1032	971	1093	1022
Travel Distance (mi)	5643	5724	5844	5701	5724	5716	5786
Travel Time (hr)	239.9	240.1	242.2	233.0	233.7	250.9	241.2
Total Delay (hr)	94.7	93.1	93.3	86.8	86.7	104.8	93.4
Total Stops	5332	5254	5263	4969	4836	5480	5184
Fuel Used (gal)	156.2	156.8	159.6	154.6	154.0	157.9	159.2

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg	
Vehs Entered	2559	2445	2565	2572	2533
Vehs Exited	2336	2307	2294	2378	2355
Starting Vehs	846	845	837	807	850
Ending Vehs	1069	983	1108	1001	1028
Travel Distance (mi)	5677	5601	5726	5793	5721
Travel Time (hr)	239.2	226.1	241.0	228.8	237.8
Total Delay (hr)	93.8	82.3	94.9	80.7	91.3
Total Stops	5165	4822	5175	4914	5128
Fuel Used (gal)	155.6	151.6	156.6	156.7	156.3

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	7074	7044	7125	7046	7167	7093	7085
Vehs Exited	6928	6931	7030	6864	6950	6981	7024
Starting Vehs	1039	1040	966	1032	971	1093	1022
Ending Vehs	1185	1153	1061	1214	1188	1205	1083
Travel Distance (mi)	16517	16380	16712	16420	16656	16661	16701
Travel Time (hr)	842.5	835.6	798.1	823.5	838.9	879.1	816.1
Total Delay (hr)	420.3	417.7	370.2	402.3	412.1	453.8	388.9
Total Stops	16977	17012	17046	17448	17469	16687	17057
Fuel Used (gal)	480.4	475.6	478.7	476.8	483.5	489.0	476.5

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	7146	7177	7118	7292
Vehs Exited	7019	7009	7040	6997
Starting Vehs	1069	983	1108	1001
Ending Vehs	1196	1151	1186	1296
Travel Distance (mi)	16760	16774	16669	16992
Travel Time (hr)	852.4	800.8	918.9	883.1
Total Delay (hr)	423.2	371.3	492.7	448.0
Total Stops	17494	17214	18530	18339
Fuel Used (gal)	485.7	477.7	502.1	495.9

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	135	236	88	64	256	108	148	19	56	95	20	69
Average Queue (ft)	59	139	28	29	154	23	94	5	31	51	6	34
95th Queue (ft)	137	240	101	77	267	103	157	21	60	106	23	71
Link Distance (ft)		491			1861		4905	4905		2154	2154	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		150	150		150			100			150
Storage Blk Time (%)	0	4	0		5	0			0			
Queuing Penalty (veh)	1	8	0		5	0			0			

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	B159	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	T	L	T	R	L	T	R	L	T
Maximum Queue (ft)	157	326	164	32	232	1339	175	187	37	84	117	52
Average Queue (ft)	51	144	28	3	66	527	46	93	7	29	49	9
95th Queue (ft)	117	282	106	53	215	1447	163	182	28	63	99	56
Link Distance (ft)		491		450		1861		4905	4905		2154	2154
Upstream Blk Time (%)		1				1						
Queuing Penalty (veh)		5				5						
Storage Bay Dist (ft)	150		150		150		150			100		
Storage Blk Time (%)	0	4	0			34	0			0		0
Queuing Penalty (veh)	0	9	0			30	1			0		0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	107
Average Queue (ft)	43
95th Queue (ft)	92
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	1
Queuing Penalty (veh)	0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	B159	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	T	L	T	R	L	T	R	L	T
Maximum Queue (ft)	164	328	173	32	233	1339	175	197	38	86	130	54
Average Queue (ft)	53	143	28	2	57	437	40	93	7	29	50	8
95th Queue (ft)	122	272	105	46	191	1282	151	177	26	62	101	50
Link Distance (ft)		491		450		1861		4905	4905		2154	2154
Upstream Blk Time (%)		0				0						
Queuing Penalty (veh)		4				4						
Storage Bay Dist (ft)	150		150		150		150			100		
Storage Blk Time (%)	0	4	0			27	0			0		0
Queuing Penalty (veh)	0	8	0			23	1			0		0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	107
Average Queue (ft)	41
95th Queue (ft)	88
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	T	T	L	T	TR	LT	R	LT
Maximum Queue (ft)	550	1163	985	124	27	24	4	496	509	450	20	734
Average Queue (ft)	511	743	478	31	8	5	1	405	417	320	3	512
95th Queue (ft)	659	1439	1221	118	63	46	6	617	630	594	34	860
Link Distance (ft)		1465	1465		2661	2661		1927	1927	4847		1400
Upstream Blk Time (%)		5	1									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390			200			305				150	
Storage Blk Time (%)	68		3	0				36		37		1
Queuing Penalty (veh)	297		2	0				0		1		10

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	215
Average Queue (ft)	211
95th Queue (ft)	230
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	190
Storage Blk Time (%)	36
Queuing Penalty (veh)	65

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	T	T	L	T	TR	LT	R	LT
Maximum Queue (ft)	550	1534	1496	212	533	521	37	1017	1033	448	56	837
Average Queue (ft)	548	1275	1023	35	174	149	2	678	702	227	3	505
95th Queue (ft)	565	1827	1914	135	625	587	44	1187	1219	402	35	874
Link Distance (ft)		1465	1465		2661	2661		1927	1927	4847		1400
Upstream Blk Time (%)		37	8									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390			200			305					150
Storage Blk Time (%)	82		3	0				56		30	0	3
Queuing Penalty (veh)	334		3	0				1		1	0	24

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	215
Average Queue (ft)	212
95th Queue (ft)	233
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	190
Storage Blk Time (%)	39
Queuing Penalty (veh)	65

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	T	T	L	T	TR	LT	R	LT
Maximum Queue (ft)	550	1534	1499	225	533	530	40	1017	1033	527	71	888
Average Queue (ft)	539	1146	891	34	134	114	1	612	633	250	3	507
95th Queue (ft)	618	1846	1831	131	544	509	39	1107	1138	463	35	871
Link Distance (ft)		1465	1465		2661	2661		1927	1927	4847		1400
Upstream Blk Time (%)		29	6									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390			200			305					150
Storage Blk Time (%)	79		3	0				51		32	0	3
Queuing Penalty (veh)	325		3	0				1		1	0	21

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	215
Average Queue (ft)	212
95th Queue (ft)	232
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	190
Storage Blk Time (%)	38
Queuing Penalty (veh)	65

Intersection: 10: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	B26	B158	B175	B173	NB	NB	
Directions Served	L	T	R	L	T	R	T	T	T	T	L	T	
Maximum Queue (ft)	165	468	174	174	457	173	805	164	35	16	173	593	
Average Queue (ft)	101	270	60	80	436	31	442	40	7	2	165	374	
95th Queue (ft)	189	521	170	185	517	132	978	236	79	25	199	746	
Link Distance (ft)	2559			375			862	459	199	450	1737		
Upstream Blk Time (%)					42	10		3	1				
Queuing Penalty (veh)					432	104		27	14				
Storage Bay Dist (ft)	150	150		150	150							150	
Storage Blk Time (%)	1	16	0	0	44	0						62	0
Queuing Penalty (veh)	9	43	1	0	63	1						97	0

Intersection: 10: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	106	110	61	147
Average Queue (ft)	52	63	11	97
95th Queue (ft)	114	111	89	160
Link Distance (ft)	979			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150	150	
Storage Blk Time (%)	0	0	3	
Queuing Penalty (veh)	0	0	3	

Intersection: 10: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	B26	B158	B175	B173	B159	NB
Directions Served	L	T	R	L	T	R	T	T	T	T	T	L
Maximum Queue (ft)	174	568	175	175	483	174	981	578	322	564	464	175
Average Queue (ft)	94	284	63	82	446	38	909	442	198	320	220	171
95th Queue (ft)	177	535	181	190	466	147	1088	755	406	724	600	189
Link Distance (ft)		2559			375		862	459	199	450	491	
Upstream Blk Time (%)					52		60	58	55	46	1	
Queuing Penalty (veh)					499		579	555	530	447	14	
Storage Bay Dist (ft)	150		150	150		150						150
Storage Blk Time (%)	1	18	0	0	49	0						75
Queuing Penalty (veh)	7	45	1	0	65	1						107

Intersection: 10: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	1087	149	160	143	159
Average Queue (ft)	697	44	71	10	81
95th Queue (ft)	1467	110	136	88	149
Link Distance (ft)	1737			979	
Upstream Blk Time (%)	5				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)		150	150		150
Storage Blk Time (%)	0	1	2	0	2
Queuing Penalty (veh)	1	1	3	0	2

Intersection: 10: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	B26	B158	B175	B173	B159	NB
Directions Served	L	T	R	L	T	R	T	T	T	T	T	L
Maximum Queue (ft)	175	605	175	175	489	174	981	578	322	564	464	175
Average Queue (ft)	96	280	62	81	444	37	796	345	152	243	167	169
95th Queue (ft)	180	532	178	189	488	143	1246	750	380	661	532	193
Link Distance (ft)		2559			375		862	459	199	450	491	
Upstream Blk Time (%)					49		48	44	42	35	1	
Queuing Penalty (veh)					482		461	423	401	335	10	
Storage Bay Dist (ft)	150		150	150		150						150
Storage Blk Time (%)	1	18	0	0	48	0						72
Queuing Penalty (veh)	7	45	1	0	65	1						105

Intersection: 10: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	1087	150	160	166	166
Average Queue (ft)	619	46	69	11	85
95th Queue (ft)	1351	111	130	88	152
Link Distance (ft)	1737			979	
Upstream Blk Time (%)	4				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)		150	150		150
Storage Blk Time (%)	0	0	2	0	2
Queuing Penalty (veh)	1	1	2	0	2

Intersection: 17: Table Rock Road, Interval #1

Movement	NB	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	684	117	114
Average Queue (ft)	335	37	34
95th Queue (ft)	908	115	110
Link Distance (ft)	4889	638	638
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Table Rock Road, Interval #2

Movement	NB	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	1139	140	139
Average Queue (ft)	676	40	41
95th Queue (ft)	1806	119	121
Link Distance (ft)	4889	638	638
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Table Rock Road, All Intervals

Movement	NB	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	1139	146	147
Average Queue (ft)	593	39	39
95th Queue (ft)	1645	118	118
Link Distance (ft)	4889	638	638
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	T
Maximum Queue (ft)	260	427	308	14	185	362	464	347	62	24	302	304
Average Queue (ft)	187	188	176	2	114	294	249	141	25	4	203	200
95th Queue (ft)	328	542	336	13	197	433	687	431	58	22	299	308
Link Distance (ft)		1861		922	922		4934	4934			8406	8406
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		200			225			150	200		
Storage Blk Time (%)	21	1	4			36	0	1			8	18
Queuing Penalty (veh)	153	4	15			134	0	1			0	49

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	236
Average Queue (ft)	114
95th Queue (ft)	227
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	3
Queuing Penalty (veh)	11

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	T
Maximum Queue (ft)	287	662	327	24	213	374	779	527	131	37	284	316
Average Queue (ft)	179	247	179	3	100	300	299	141	27	6	172	174
95th Queue (ft)	328	820	340	15	180	434	874	438	80	25	261	272
Link Distance (ft)		1861		922	922		4934	4934			8406	8406
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		2										
Storage Bay Dist (ft)	250		200			225			150	200		
Storage Blk Time (%)	17	1	5			37	0	1			4	13
Queuing Penalty (veh)	121	7	18			130	0	2			0	34

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	272
Average Queue (ft)	103
95th Queue (ft)	213
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	2
Queuing Penalty (veh)	9

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	T
Maximum Queue (ft)	289	684	332	26	219	374	782	564	132	39	312	338
Average Queue (ft)	181	233	178	3	104	298	287	141	26	5	180	181
95th Queue (ft)	328	763	339	14	185	434	833	436	76	24	273	282
Link Distance (ft)		1861		922	922		4934	4934			8406	8406
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		1										
Storage Bay Dist (ft)	250		200			225			150	200		
Storage Blk Time (%)	18	1	5			37	0	1			5	15
Queuing Penalty (veh)	129	6	17			131	0	2			0	38

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	274
Average Queue (ft)	106
95th Queue (ft)	217
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	3
Queuing Penalty (veh)	9

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	18
95th Queue (ft)	45
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	20
95th Queue (ft)	49
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	19
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	LT	R	LTR	L	TR
Maximum Queue (ft)	71	173	314	162	43	56	82
Average Queue (ft)	17	100	184	89	24	32	48
95th Queue (ft)	74	178	368	198	48	63	88
Link Distance (ft)		922	849		4912		2117
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	150			150		150	
Storage Blk Time (%)		3	22	0			
Queuing Penalty (veh)		1	18	2			

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	LT	R	LTR	L	TR
Maximum Queue (ft)	107	217	345	175	52	61	94
Average Queue (ft)	15	108	149	66	20	28	47
95th Queue (ft)	62	187	279	165	44	58	82
Link Distance (ft)		922	849		4912		2117
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	150			150		150	
Storage Blk Time (%)		3	14	0			
Queuing Penalty (veh)		1	11	1			

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	LT	R	LTR	L	TR
Maximum Queue (ft)	134	220	371	175	57	70	105
Average Queue (ft)	15	106	157	71	21	29	47
95th Queue (ft)	65	185	305	174	45	60	84
Link Distance (ft)		922	849		4912		2117
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	150			150		150	
Storage Blk Time (%)		3	16	0			
Queuing Penalty (veh)		1	13	1			

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB	SB
Directions Served	L	TR	L	L	T	R	T	L	T	T	R	L
Maximum Queue (ft)	150	204	152	205	478	125	1449	30	239	210	219	160
Average Queue (ft)	86	125	125	200	438	113	852	7	156	147	113	93
95th Queue (ft)	165	210	182	225	514	155	1906	30	249	235	238	165
Link Distance (ft)		545			373		2559		798	798		
Upstream Blk Time (%)					36							
Queuing Penalty (veh)					475							
Storage Bay Dist (ft)	160		100	100		100		160			225	160
Storage Blk Time (%)	2	3	20	36	43	3			6	0	2	3
Queuing Penalty (veh)	5	5	147	258	354	29			1	1	7	11

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	186	202	149
Average Queue (ft)	122	130	74
95th Queue (ft)	203	219	154
Link Distance (ft)	3493	3493	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	2	3	1
Queuing Penalty (veh)	4	8	2

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB	SB
Directions Served	L	TR	L	L	T	R	T	L	T	T	R	L
Maximum Queue (ft)	178	257	152	205	486	125	2548	48	272	317	298	208
Average Queue (ft)	88	126	128	195	441	109	2058	9	140	141	118	102
95th Queue (ft)	171	225	179	237	498	161	2838	36	221	239	251	192
Link Distance (ft)		545			373		2559		798	798		
Upstream Blk Time (%)					35		0					
Queuing Penalty (veh)					431		2					
Storage Bay Dist (ft)	160		100	100		100		160			225	160
Storage Blk Time (%)	4	4	23	36	43	4			4	0	2	6
Queuing Penalty (veh)	9	6	154	245	330	34			0	2	7	21

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	237	250	174
Average Queue (ft)	119	121	78
95th Queue (ft)	208	207	161
Link Distance (ft)	3493	3493	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	2	3	0
Queuing Penalty (veh)	3	7	1

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB	SB
Directions Served	L	TR	L	L	T	R	T	L	T	T	R	L
Maximum Queue (ft)	198	265	152	205	486	125	2550	50	281	318	306	211
Average Queue (ft)	88	126	128	197	441	110	1767	8	144	142	117	100
95th Queue (ft)	170	222	179	235	503	160	2973	34	228	238	248	186
Link Distance (ft)		545			373		2559		798	798		
Upstream Blk Time (%)					35		0					
Queuing Penalty (veh)					442		2					
Storage Bay Dist (ft)	160		100	100		100		160			225	160
Storage Blk Time (%)	3	4	22	36	43	3			5	0	2	5
Queuing Penalty (veh)	8	6	152	249	336	33			0	1	7	18

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	243	259	174
Average Queue (ft)	119	123	77
95th Queue (ft)	207	210	159
Link Distance (ft)	3493	3493	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	2	3	0
Queuing Penalty (veh)	3	7	1

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	T	T	R	L	TR	L	T
Maximum Queue (ft)	204	224	136	149	48	710	777	290	168	654	235	686
Average Queue (ft)	136	152	72	85	9	497	545	267	75	629	210	478
95th Queue (ft)	241	247	141	148	54	850	917	367	171	720	291	858
Link Distance (ft)			1927	1927		3047	3047			638		1818
Upstream Blk Time (%)										34		
Queuing Penalty (veh)										215		
Storage Bay Dist (ft)	450	450			250			205	90		95	
Storage Blk Time (%)						75	63	8	4	64	67	21
Queuing Penalty (veh)						1	232	30	21	57	209	72

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	R	R
Maximum Queue (ft)	640	175	106
Average Queue (ft)	409	120	54
95th Queue (ft)	790	216	111
Link Distance (ft)	1818		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	150
Storage Blk Time (%)	14	1	0
Queuing Penalty (veh)	58	2	0

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	L	TR	L
Maximum Queue (ft)	257	284	180	176	91	9	1051	1116	290	170	655	235
Average Queue (ft)	145	166	73	85	12	1	729	781	259	91	633	215
95th Queue (ft)	248	277	156	160	59	7	1529	1602	384	190	714	274
Link Distance (ft)			1927	1927			3047	3047				638
Upstream Blk Time (%)												38
Queuing Penalty (veh)												225
Storage Bay Dist (ft)	450	450			250	70			205	90		95
Storage Blk Time (%)							73	58	9	5	67	62
Queuing Penalty (veh)							1	201	30	27	56	181

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB	SB
Directions Served	T	T	R	R
Maximum Queue (ft)	743	735	175	154
Average Queue (ft)	387	329	122	63
95th Queue (ft)	705	647	219	127
Link Distance (ft)	1818	1818		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	150
Storage Blk Time (%)	24	15	1	0
Queuing Penalty (veh)	77	58	3	1

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	L	TR	L
Maximum Queue (ft)	267	288	192	190	103	9	1052	1127	290	170	656	235
Average Queue (ft)	143	163	72	85	11	0	673	724	261	87	632	214
95th Queue (ft)	247	270	153	157	58	6	1409	1481	381	186	716	279
Link Distance (ft)			1927	1927			3047	3047			638	
Upstream Blk Time (%)												37
Queuing Penalty (veh)												223
Storage Bay Dist (ft)	450	450			250	70			205	90		95
Storage Blk Time (%)							74	60	9	5	66	63
Queuing Penalty (veh)							1	209	30	26	56	188

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB	SB
Directions Served	T	T	R	R
Maximum Queue (ft)	796	787	175	157
Average Queue (ft)	409	348	121	61
95th Queue (ft)	749	687	218	123
Link Distance (ft)	1818	1818		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	150
Storage Blk Time (%)	23	15	1	0
Queuing Penalty (veh)	76	58	3	1

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement	NB
Directions Served	TR
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	1818
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	NB
Directions Served	TR
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	1818
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 3779
Network wide Queuing Penalty, Interval #2: 5782
Network wide Queuing Penalty, All Intervals: 5281

Figure K-4: Scenario 1 Tier 1 (S1T1) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/07/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	13888	13718	14172	14070	14430	14104	14058
Vehs Exited	12948	12864	13167	12959	13474	13159	13311
Starting Vehs	1237	1256	1241	1197	1293	1344	1249
Ending Vehs	2177	2110	2246	2308	2249	2289	1996
Travel Distance (mi)	32715	32860	33434	32606	33922	33161	33353
Travel Time (hr)	1877.8	1931.8	1723.4	1906.9	1833.8	1841.5	1785.4
Total Delay (hr)	1085.1	1133.3	912.1	1118.6	1009.0	1036.4	974.5
Total Stops	26868	28044	28527	25921	30279	28716	26508
Fuel Used (gal)	1036.5	1047.7	1013.1	1041.6	1050.2	1036.4	1027.9

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	14274	13968	14371	14151
Vehs Exited	13252	13127	13095	12981
Starting Vehs	1246	1296	1230	1253
Ending Vehs	2268	2137	2506	2410
Travel Distance (mi)	33537	33082	32995	32949
Travel Time (hr)	1831.6	1711.4	1801.9	1896.9
Total Delay (hr)	1020.1	906.4	1003.1	1100.9
Total Stops	28463	27277	28518	30499
Fuel Used (gal)	1036.9	1002.0	1020.8	1038.6

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3777	3758	3740	3952	3771	3700	3790
Vehs Exited	3504	3430	3511	3498	3537	3475	3543
Starting Vehs	1237	1256	1241	1197	1293	1344	1249
Ending Vehs	1510	1584	1470	1651	1527	1569	1496
Travel Distance (mi)	9041	8878	8981	9099	9083	8940	9051
Travel Time (hr)	345.9	367.2	341.8	355.6	367.1	362.7	359.4
Total Delay (hr)	125.8	151.5	123.9	135.1	146.1	145.5	139.5
Total Stops	6103	6392	6147	6441	6577	6730	6517
Fuel Used (gal)	248.5	249.6	248.0	250.5	254.7	250.0	251.3

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3722	3661	3754	3769
Vehs Exited	3432	3484	3522	3497
Starting Vehs	1246	1296	1230	1253
Ending Vehs	1536	1473	1462	1526
Travel Distance (mi)	8903	8792	8943	8982
Travel Time (hr)	358.8	349.5	343.3	370.5
Total Delay (hr)	143.5	136.2	126.1	150.0
Total Stops	6481	6462	6293	7398
Fuel Used (gal)	249.3	243.2	245.9	253.7

Interval #2 Information recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10111	9960	10432	10118	10659	10404	10268
Vehs Exited	9444	9434	9656	9461	9937	9684	9768
Starting Vehs	1510	1584	1470	1651	1527	1569	1496
Ending Vehs	2177	2110	2246	2308	2249	2289	1996
Travel Distance (mi)	23673	23982	24453	23508	24839	24220	24302
Travel Time (hr)	1531.9	1564.6	1381.6	1551.3	1466.7	1478.8	1426.0
Total Delay (hr)	959.2	981.8	788.2	983.4	862.9	890.9	834.9
Total Stops	20765	21652	22380	19480	23702	21986	19991
Fuel Used (gal)	788.0	798.1	765.1	791.2	795.5	786.3	776.6

Interval #2 Information recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	10552	10307	10617	10309
Vehs Exited	9820	9643	9573	9457
Starting Vehs	1536	1473	1462	1558
Ending Vehs	2268	2137	2506	2410
Travel Distance (mi)	24633	24290	24052	23861
Travel Time (hr)	1472.7	1361.9	1458.6	1526.4
Total Delay (hr)	876.6	770.1	877.0	950.9
Total Stops	21982	20815	22225	23101
Fuel Used (gal)	787.6	758.8	774.9	784.9

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	B159	B159	WB	WB	B8	NB	NB
Directions Served	R	T		L	T	T	L	R
Maximum Queue (ft)	11	459	80	69	38	145	151	266
Average Queue (ft)	2	133	17	36	5	21	106	119
95th Queue (ft)	14	470	157	83	62	191	197	312
Link Distance (ft)		443	443		1317	504		4905
Upstream Blk Time (%)		1	0			0		
Queuing Penalty (veh)		5	1			1		
Storage Bay Dist (ft)	150			150			150	
Storage Blk Time (%)				0	0		22	1
Queuing Penalty (veh)				2	0		30	1

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	B159	B159	WB	WB	B8	B8	NB	NB
Directions Served	R	T		L	T	T		L	R
Maximum Queue (ft)	29	500	261	250	1336	411	300	175	2321
Average Queue (ft)	3	90	19	130	725	108	64	151	1148
95th Queue (ft)	16	389	167	314	1645	428	350	214	2765
Link Distance (ft)		443	443		1317	504	504		4905
Upstream Blk Time (%)		1	0		20	6	4		
Queuing Penalty (veh)		3	1		169	24	18		
Storage Bay Dist (ft)	150			150				150	
Storage Blk Time (%)					44			78	1
Queuing Penalty (veh)					39			100	1

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	B159	B159	WB	WB	B8	B8	NB	NB
Directions Served	R	T		L	T	T		L	R
Maximum Queue (ft)	30	503	298	250	1336	440	300	175	2321
Average Queue (ft)	3	100	18	108	551	87	48	140	899
95th Queue (ft)	15	410	165	282	1500	384	301	217	2487
Link Distance (ft)		443	443		1317	504	504		4905
Upstream Blk Time (%)		1	0		15	4	3		
Queuing Penalty (veh)		3	1		126	18	13		
Storage Bay Dist (ft)	150			150				150	
Storage Blk Time (%)				0	33			64	1
Queuing Penalty (veh)				0	29			83	1

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	B9	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	L	T	T	T	R	L	TR
Maximum Queue (ft)	549	814	450	252	3	7	284	326	302	161	336	90
Average Queue (ft)	439	364	201	158	0	2	205	238	211	65	220	40
95th Queue (ft)	637	960	619	264	0	11	326	362	343	164	375	97
Link Distance (ft)		1269	1269	1269	2851		1952	1952	1952		4851	4851
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305				150		
Storage Blk Time (%)	30	0					3		24	0		
Queuing Penalty (veh)	95	0					0		29	0		

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	168	600	215
Average Queue (ft)	92	350	206
95th Queue (ft)	175	750	242
Link Distance (ft)	1383	1383	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			190
Storage Blk Time (%)		1	41
Queuing Penalty (veh)		10	11

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B9	B9	WB	WB	WB	WB	WB	NB	
Directions Served	L	T	T	TR	T	T	L	T	T	T		R	L
Maximum Queue (ft)	550	1295	1215	1077	1393	1368	5	418	437	383	175	363	
Average Queue (ft)	496	733	500	248	195	181	0	217	250	220	75	206	
95th Queue (ft)	651	1528	1299	761	1098	1061	5	372	412	368	185	341	
Link Distance (ft)		1269	1269	1269	2851	2851		1952	1952	1952		4851	
Upstream Blk Time (%)		20	3	0	1	1							
Queuing Penalty (veh)		0	0	0	0	0							
Storage Bay Dist (ft)	390						305					150	
Storage Blk Time (%)	54	0						4		23	0		
Queuing Penalty (veh)	158	0						0		26	0		

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	223	264	830	215
Average Queue (ft)	58	95	436	199
95th Queue (ft)	161	201	967	260
Link Distance (ft)	4851	1383	1383	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				190
Storage Blk Time (%)			1	43
Queuing Penalty (veh)			8	11

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B9	B9	WB	WB	WB	WB	WB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	T	R	L
Maximum Queue (ft)	550	1295	1217	1077	1393	1368	13	418	440	402	175	378
Average Queue (ft)	482	644	428	226	148	137	1	214	247	218	72	209
95th Queue (ft)	653	1440	1183	681	946	915	7	362	401	363	180	350
Link Distance (ft)		1269	1269	1269	2851	2851		1952	1952	1952		4851
Upstream Blk Time (%)		15	2	0	1	1						
Queuing Penalty (veh)		0	0	0	0	0						
Storage Bay Dist (ft)	390						305					150
Storage Blk Time (%)	48	0						4		23	0	
Queuing Penalty (veh)	142	0						0		27	0	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	223	276	859	215
Average Queue (ft)	53	94	415	201
95th Queue (ft)	149	195	921	257
Link Distance (ft)	4851	1383	1383	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				190
Storage Blk Time (%)			1	42
Queuing Penalty (veh)			8	11

Intersection: 9: Bend, Interval #1

Movement	WB
Directions Served	T
Maximum Queue (ft)	226
Average Queue (ft)	32
95th Queue (ft)	359
Link Distance (ft)	1269
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Bend, Interval #2

Movement	WB	WB	WB
Directions Served	T	T	
Maximum Queue (ft)	428	584	68
Average Queue (ft)	19	31	0
95th Queue (ft)	242	322	0
Link Distance (ft)	1269	1269	1269
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Bend, All Intervals

Movement	WB	WB	WB
Directions Served	T	T	
Maximum Queue (ft)	428	702	68
Average Queue (ft)	15	31	0
95th Queue (ft)	209	331	0
Link Distance (ft)	1269	1269	1269
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, Interval #1

Movement	EB	EB	EB	B7	WB	WB	WB	B26	B158	B158	NB	NB
Directions Served	L	T	R	T	L	T	R	T	T		L	T
Maximum Queue (ft)	129	2026	174	196	166	540	149	943	504	113	152	497
Average Queue (ft)	37	1057	61	25	92	498	39	637	160	10	93	272
95th Queue (ft)	125	2067	215	206	177	575	164	1148	563	111	173	617
Link Distance (ft)		2395		482		419		862	454	454		1513
Upstream Blk Time (%)		5		3		21		9	7	0		
Queuing Penalty (veh)		68		25		301		131	51	0		
Storage Bay Dist (ft)	150		200		150		200				150	
Storage Blk Time (%)	0	34	0		1	23	0				7	1
Queuing Penalty (veh)	0	41	1		15	36	0				15	4

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	175	224	724	91
Average Queue (ft)	165	210	400	38
95th Queue (ft)	202	265	878	96
Link Distance (ft)			1020	
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	150	200		150
Storage Blk Time (%)	52	71		1
Queuing Penalty (veh)	76	39		1

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, Interval #2

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B158	B158	NB
Directions Served	L	T	R	T		L	T	R	T	T		L
Maximum Queue (ft)	165	2518	225	604	508	174	542	225	984	610	400	174
Average Queue (ft)	28	2464	84	530	131	80	495	33	839	413	40	99
95th Queue (ft)	112	2620	258	728	473	169	568	155	1248	814	245	193
Link Distance (ft)		2395		482	482		419		862	454	454	
Upstream Blk Time (%)		69		74	1		22		19	23	0	
Queuing Penalty (veh)		921		497	10		285		247	150	2	
Storage Bay Dist (ft)	150		200			150		200				150
Storage Blk Time (%)	0	52	0			1	23	0				14
Queuing Penalty (veh)	0	58	2			8	34	0				30

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, Interval #2

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	1064	175	225	1070	83
Average Queue (ft)	649	169	222	979	17
95th Queue (ft)	1380	198	231	1248	62
Link Distance (ft)	1513			1020	
Upstream Blk Time (%)	8			78	
Queuing Penalty (veh)	0			0	
Storage Bay Dist (ft)		150	200		150
Storage Blk Time (%)	2	74	96		0
Queuing Penalty (veh)	6	100	48		1

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, All Intervals

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B158	B158	NB
Directions Served	L	T	R	T		L	T	R	T	T		L
Maximum Queue (ft)	174	2518	225	604	508	174	542	225	984	610	401	174
Average Queue (ft)	30	2125	79	408	99	83	496	35	791	352	33	98
95th Queue (ft)	115	3243	249	814	411	171	570	157	1249	791	219	188
Link Distance (ft)		2395		482	482		419		862	454	454	
Upstream Blk Time (%)		53		57	1		22		16	19	0	
Queuing Penalty (veh)		708		379	7		289		218	125	1	
Storage Bay Dist (ft)	150		200			150		200				150
Storage Blk Time (%)	0	47	0			1	23	0				12
Queuing Penalty (veh)	0	54	1			10	34	0				26

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, All Intervals

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	1070	175	225	1070	107
Average Queue (ft)	558	168	219	840	22
95th Queue (ft)	1269	199	249	1366	72
Link Distance (ft)	1513			1020	
Upstream Blk Time (%)	6			58	
Queuing Penalty (veh)	0			0	
Storage Bay Dist (ft)		150	200		150
Storage Blk Time (%)	2	68	90		0
Queuing Penalty (veh)	6	94	46		1

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	B8	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	T	L	TR	L	L	T	T	R
Maximum Queue (ft)	301	301	405	239	59	209	323	283	329	500	488	209
Average Queue (ft)	224	238	275	98	28	112	206	243	241	322	294	107
95th Queue (ft)	352	389	497	259	228	228	371	349	456	729	609	254
Link Distance (ft)			504		1317	928	928			4934	4934	
Upstream Blk Time (%)			3									
Queuing Penalty (veh)			23									
Storage Bay Dist (ft)	300	300		200				225	225			150
Storage Blk Time (%)	5	10	22	0				51	26	3	20	0
Queuing Penalty (veh)	22	39	158	1				196	102	8	45	0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	308	529	579	275
Average Queue (ft)	122	336	355	188
95th Queue (ft)	302	549	588	342
Link Distance (ft)		8399	8399	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			150
Storage Blk Time (%)	1	23	34	3
Queuing Penalty (veh)	3	17	166	17

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	262	298	298	187	262	435	293	371	1022	906	225	292
Average Queue (ft)	149	155	160	53	92	217	253	280	505	364	94	82
95th Queue (ft)	245	249	272	135	227	390	351	475	1227	968	229	205
Link Distance (ft)			504		928	928			4934	4934		
Upstream Blk Time (%)					0	0						
Queuing Penalty (veh)					0	1						
Storage Bay Dist (ft)	300	300		200			225	225			150	200
Storage Blk Time (%)	0	0	9	0			62	25	2	16	0	0
Queuing Penalty (veh)	0	0	57	0			223	91	5	33	0	1

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	648	706	275
Average Queue (ft)	312	333	191
95th Queue (ft)	577	624	347
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	20	30	7
Queuing Penalty (veh)	14	136	34

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B8	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	T	L	TR	L	L	T	T	R
Maximum Queue (ft)	308	335	414	270	59	291	474	300	371	1052	947	225
Average Queue (ft)	167	175	188	64	7	97	214	251	270	461	347	97
95th Queue (ft)	284	300	355	175	107	228	386	351	472	1134	898	236
Link Distance (ft)			504		1317	928	928			4934	4934	
Upstream Blk Time (%)			1			0	0					
Queuing Penalty (veh)			6			0	0					
Storage Bay Dist (ft)	300	300		200				225	225			150
Storage Blk Time (%)	1	2	12	0				59	25	2	17	0
Queuing Penalty (veh)	5	10	82	0				217	94	5	36	0

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	331	692	732	275
Average Queue (ft)	92	317	338	190
95th Queue (ft)	233	572	617	346
Link Distance (ft)		8399	8399	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			150
Storage Blk Time (%)	0	21	31	6
Queuing Penalty (veh)	2	15	144	30

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	41	13
Average Queue (ft)	23	3
95th Queue (ft)	51	24
Link Distance (ft)	1534	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	43	144	267
Average Queue (ft)	18	18	50
95th Queue (ft)	46	178	297
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	49	144	267
Average Queue (ft)	19	14	38
95th Queue (ft)	47	154	256
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	NB	NB	NB	SB
Directions Served	LT	R	L	TR	L	T	R	LTR
Maximum Queue (ft)	187	80	50	126	91	63	27	135
Average Queue (ft)	102	44	21	69	48	28	8	75
95th Queue (ft)	184	80	51	137	95	65	29	154
Link Distance (ft)	928	928		162		1842		1978
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)			150		150		150	
Storage Blk Time (%)				1	0			
Queuing Penalty (veh)				0	0			

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B166	NB	NB	NB	SB
Directions Served	LT	R	L	TR	T	L	T	R	LTR
Maximum Queue (ft)	202	88	60	143	2	97	82	34	151
Average Queue (ft)	92	40	21	60	0	43	29	10	67
95th Queue (ft)	170	74	50	114	0	82	68	31	128
Link Distance (ft)	928	928		162	1904		1842		1978
Upstream Blk Time (%)				0					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)			150			150		150	
Storage Blk Time (%)				0					
Queuing Penalty (veh)				0					

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B166	NB	NB	NB	SB
Directions Served	LT	R	L	TR	T	L	T	R	LTR
Maximum Queue (ft)	216	99	65	156	2	108	86	40	166
Average Queue (ft)	94	41	21	62	0	44	29	10	69
95th Queue (ft)	174	76	50	120	0	86	68	30	135
Link Distance (ft)	928	928		162	1904		1842		1978
Upstream Blk Time (%)				0					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)			150			150		150	
Storage Blk Time (%)				0		0			
Queuing Penalty (veh)				0		0			

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	T	L	T	T	R
Maximum Queue (ft)	284	449	351	203	339	485	135	144	15	397	648	325
Average Queue (ft)	153	281	187	156	210	357	77	35	2	184	423	297
95th Queue (ft)	304	448	345	230	347	550	139	273	16	411	799	388
Link Distance (ft)		763	763		482	482	482	2395		786	786	
Upstream Blk Time (%)					0	5						0
Queuing Penalty (veh)					1	24						2
Storage Bay Dist (ft)	160			100					160			225
Storage Blk Time (%)	4	56		29	44					5	0	59
Queuing Penalty (veh)	7	74		81	122					0	2	153

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	TR
Maximum Queue (ft)	275	203	260	558	585
Average Queue (ft)	242	152	179	366	380
95th Queue (ft)	364	231	351	679	676
Link Distance (ft)				3493	3493
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	225	160	160		
Storage Blk Time (%)	4	25	2	31	
Queuing Penalty (veh)	11	103	7	105	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	B10	B86	B213	B213	WB	WB	WB	WB	B7
Directions Served	L	T	TR	T	T	T		L	L	T	R	T
Maximum Queue (ft)	300	867	832	1220	2077	1394	824	205	492	499	208	536
Average Queue (ft)	146	744	656	825	1055	457	156	176	298	265	76	84
95th Queue (ft)	373	1027	976	1671	2593	1463	709	239	520	486	155	582
Link Distance (ft)		763	763	1104	1964	1383	1383		482	482	482	2395
Upstream Blk Time (%)		65	20	59	38	17			4	4		0
Queuing Penalty (veh)		208	63	374	241	54			16	17		2
Storage Bay Dist (ft)	160							100				
Storage Blk Time (%)	9	95						49	62			
Queuing Penalty (veh)	16	117						127	159			

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	B116	B116
Directions Served	L	T	T	R	R	L	L	T	TR	T	T
Maximum Queue (ft)	38	586	787	325	275	210	260	3582	3588	1194	1197
Average Queue (ft)	5	214	539	316	249	200	246	2295	2277	373	364
95th Queue (ft)	25	437	857	371	374	224	302	4358	4366	1234	1215
Link Distance (ft)		786	786					3493	3493	1153	1153
Upstream Blk Time (%)		0	4					37	37	26	25
Queuing Penalty (veh)		0	20					0	0	0	0
Storage Bay Dist (ft)	160			225	225	160	160				
Storage Blk Time (%)		12	2	76	5	93	6	19			
Queuing Penalty (veh)		1	15	183	11	356	24	58			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B10	B86	B213	B213	WB	WB	WB	WB	B7
Directions Served	L	T	TR	T	T	T		L	L	T	R	T
Maximum Queue (ft)	300	867	832	1220	2077	1394	824	205	493	536	212	576
Average Queue (ft)	148	632	543	626	800	347	118	172	277	287	76	72
95th Queue (ft)	359	1049	983	1565	2333	1281	612	239	491	511	151	522
Link Distance (ft)		763	763	1104	1964	1383	1383		482	482	482	2395
Upstream Blk Time (%)		49	15	44	28	13			3	4		0
Queuing Penalty (veh)		156	47	281	181	40			12	19		1
Storage Bay Dist (ft)	160							100				
Storage Blk Time (%)	7	85						44	57			
Queuing Penalty (veh)	14	106						116	150			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	B116	B116
Directions Served	L	T	T	R	R	L	L	T	TR	T	T
Maximum Queue (ft)	39	601	787	325	275	210	260	3582	3588	1194	1197
Average Queue (ft)	5	207	511	311	247	188	230	1829	1819	283	276
95th Queue (ft)	23	432	854	378	371	244	339	4090	4083	1077	1060
Link Distance (ft)		786	786					3493	3493	1153	1153
Upstream Blk Time (%)		0	3					28	28	20	18
Queuing Penalty (veh)		0	15					0	0	0	0
Storage Bay Dist (ft)	160			225	225	160	160				
Storage Blk Time (%)		10	2	72	4	76	5	22			
Queuing Penalty (veh)		1	12	176	11	293	20	70			

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR	
Maximum Queue (ft)	285	285	210	238	216	4	556	631	290	126	256	256	
Average Queue (ft)	196	213	139	160	70	1	398	438	231	64	150	169	
95th Queue (ft)	302	314	221	253	229	6	658	724	382	140	255	263	
Link Distance (ft)		1952	1952	1952			3034	3034			5548	5548	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	450				250	70				205	90		
Storage Blk Time (%)					1	1			66	48	3	3	22
Queuing Penalty (veh)					2	1			1	172	11	8	19

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1161	936
Average Queue (ft)	214	904	366
95th Queue (ft)	283	1348	1010
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	48	47	
Queuing Penalty (veh)	296	160	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	427	477	236	255	251	20	540	656	290	169	279	294
Average Queue (ft)	218	238	112	130	38	1	294	332	192	66	144	162
95th Queue (ft)	440	472	216	236	169	17	545	638	352	148	250	264
Link Distance (ft)		1952	1952	1952			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	2	3		1	0		54	28	3	3	22	
Queuing Penalty (veh)	4	5		1	1		1	95	10	7	18	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1189	924
Average Queue (ft)	199	719	292
95th Queue (ft)	291	1295	886
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	40	46	
Queuing Penalty (veh)	231	146	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	430	479	244	277	260	23	599	700	290	169	286	302
Average Queue (ft)	213	232	119	137	46	1	319	357	201	65	146	163
95th Queue (ft)	413	442	220	243	186	15	583	668	362	146	251	264
Link Distance (ft)		1952	1952	1952			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	2	2		1	0		57	33	3	3	22	
Queuing Penalty (veh)	3	4		1	1		1	114	10	7	19	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1247	1052
Average Queue (ft)	202	764	310
95th Queue (ft)	290	1326	919
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	42	46	
Queuing Penalty (veh)	247	149	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #1

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	NB
Directions Served	L	L	T	T	T	T	T	R	T	LT
Maximum Queue (ft)	254	254	241	214	421	437	368	187	92	11
Average Queue (ft)	220	217	186	122	267	310	209	50	17	1
95th Queue (ft)	271	276	274	246	478	461	406	215	141	12
Link Distance (ft)	207	207	207	207	443	443	443		502	1058
Upstream Blk Time (%)	8	7	9	1	4	4	0		0	
Queuing Penalty (veh)	38	31	42	3	11	14	1		4	
Storage Bay Dist (ft)								250		
Storage Blk Time (%)							4			
Queuing Penalty (veh)							8			

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	NB
Directions Served	L	L	T	T	T	T	T	R	T	LT
Maximum Queue (ft)	271	277	250	228	518	544	509	323	517	24
Average Queue (ft)	227	219	175	106	454	476	414	116	415	2
95th Queue (ft)	264	269	266	243	558	572	542	371	721	14
Link Distance (ft)	207	207	207	207	443	443	443		502	1058
Upstream Blk Time (%)	16	14	10	1	30	41	10		26	
Queuing Penalty (veh)	69	60	42	5	87	118	29		222	
Storage Bay Dist (ft)									250	
Storage Blk Time (%)							18	0		
Queuing Penalty (veh)							33	0		

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	NB
Directions Served	L	L	T	T	T	T	T	R	T	LT
Maximum Queue (ft)	273	278	257	234	518	544	510	334	517	25
Average Queue (ft)	225	219	178	110	409	436	364	100	319	2
95th Queue (ft)	267	271	268	244	600	598	571	341	711	14
Link Distance (ft)	207	207	207	207	443	443	443		502	1058
Upstream Blk Time (%)	14	12	10	1	24	32	8		20	
Queuing Penalty (veh)	62	53	42	5	68	92	22		168	
Storage Bay Dist (ft)									250	
Storage Blk Time (%)							15	0		
Queuing Penalty (veh)							27	0		

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	12	80
Average Queue (ft)	2	20
95th Queue (ft)	27	93
Link Distance (ft)	258	258
Upstream Blk Time (%)		0
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	139	250
Average Queue (ft)	14	131
95th Queue (ft)	103	324
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	6
Queuing Penalty (veh)	1	60
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	139	250
Average Queue (ft)	11	104
95th Queue (ft)	90	293
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	5
Queuing Penalty (veh)	1	45
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	B158	B26	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	T	L	T	T	LT	R	R
Maximum Queue (ft)	523	466	463	409	896	304	153	244	196	271	518	450
Average Queue (ft)	480	434	360	270	476	126	56	155	72	157	377	297
95th Queue (ft)	565	520	486	445	1177	415	179	281	209	309	596	569
Link Distance (ft)	454	454	454	454	862	419	207	207	207	472	472	472
Upstream Blk Time (%)	25	7	2	0	16	2	2	10	1		12	2
Queuing Penalty (veh)	108	30	7	1	276	26	4	25	4		38	7
Storage Bay Dist (ft)												
Storage Blk Time (%)					5							
Queuing Penalty (veh)					2							

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	B168
Directions Served	T
Maximum Queue (ft)	299
Average Queue (ft)	93
95th Queue (ft)	440
Link Distance (ft)	705
Upstream Blk Time (%)	0
Queuing Penalty (veh)	3
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	EB	B158	B26	WB	WB	WB	SB	SB
Directions Served	T	T	T	T	R	T	T	L	T	T	LT	R
Maximum Queue (ft)	557	508	503	475	32	979	436	229	266	247	350	571
Average Queue (ft)	512	458	382	290	1	880	336	74	217	132	176	491
95th Queue (ft)	547	482	516	477	38	1179	576	200	280	275	357	660
Link Distance (ft)	454	454	454	454		862	419	207	207	207	472	472
Upstream Blk Time (%)	44	11	2	0		44	11	2	23	5	0	44
Queuing Penalty (veh)	174	43	10	2		705	168	6	52	12	1	126
Storage Bay Dist (ft)						250						
Storage Blk Time (%)					9							
Queuing Penalty (veh)					3							

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	SB	B168
Directions Served	R	T
Maximum Queue (ft)	478	664
Average Queue (ft)	415	434
95th Queue (ft)	632	944
Link Distance (ft)	472	705
Upstream Blk Time (%)	5	8
Queuing Penalty (veh)	15	66
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	EB	B158	B26	WB	WB	WB	SB	SB
Directions Served	T	T	T	T	R	T	T	L	T	T	LT	R
Maximum Queue (ft)	557	508	503	482	32	979	438	232	267	248	366	576
Average Queue (ft)	505	452	376	285	1	783	285	69	202	118	172	464
95th Queue (ft)	561	502	510	470	33	1300	578	195	296	265	346	663
Link Distance (ft)	454	454	454	454		862	419	207	207	207	472	472
Upstream Blk Time (%)	39	10	2	0		37	8	2	20	4	0	36
Queuing Penalty (veh)	158	40	9	2		597	132	5	45	10	0	104
Storage Bay Dist (ft)						250						
Storage Blk Time (%)					8							
Queuing Penalty (veh)					2							

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	SB	B168
Directions Served	R	T
Maximum Queue (ft)	480	664
Average Queue (ft)	387	352
95th Queue (ft)	633	885
Link Distance (ft)	472	705
Upstream Blk Time (%)	5	6
Queuing Penalty (veh)	13	51
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	NB	SB	SB	NW	B8003	B177	B177
Directions Served	T	T	T	T	R	T	T	T
Maximum Queue (ft)	18	26	28	56	78	48	357	236
Average Queue (ft)	3	6	4	9	13	13	69	38
95th Queue (ft)	27	31	61	70	58	149	321	238
Link Distance (ft)	258	258	559	559	602	449	474	474
Upstream Blk Time (%)						0	0	0
Queuing Penalty (veh)						0	2	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T	T	T
Maximum Queue (ft)	25	48	483	541	1100	1115	69	141	466	312
Average Queue (ft)	2	4	223	253	324	336	8	6	52	20
95th Queue (ft)	21	34	692	722	1431	1462	43	101	269	154
Link Distance (ft)	258	258	559	559	5294	5294	602	449	474	474
Upstream Blk Time (%)			10	22				0	0	0
Queuing Penalty (veh)			0	0				0	1	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T	T	T
Maximum Queue (ft)	43	62	483	546	1100	1115	103	189	501	380
Average Queue (ft)	2	4	170	194	246	255	9	8	56	24
95th Queue (ft)	22	33	607	638	1237	1264	47	114	282	177
Link Distance (ft)	258	258	559	559	5294	5294	602	449	474	474
Upstream Blk Time (%)			8	16				0	0	0
Queuing Penalty (veh)			0	0				0	1	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	45	138
Average Queue (ft)	6	20
95th Queue (ft)	98	183
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	280	361
Average Queue (ft)	13	23
95th Queue (ft)	145	202
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	324	403
Average Queue (ft)	11	22
95th Queue (ft)	135	197
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 3835
Network wide Queuing Penalty, Interval #2: 8241
Network wide Queuing Penalty, All Intervals: 7139

Figure K-5: Scenario 2 Tier 1 (S2T1) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/08/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	14440	15037	14934	14632	14477	14512	14910
Vehs Exited	13326	13945	13707	13411	13238	13282	13709
Starting Vehs	1362	1338	1273	1330	1398	1307	1304
Ending Vehs	2476	2430	2500	2551	2637	2537	2505
Travel Distance (mi)	33354	34914	34504	33652	33255	33602	34746
Travel Time (hr)	2398.3	2090.1	2066.6	2261.5	2464.7	2175.4	2066.4
Total Delay (hr)	1588.9	1243.3	1229.3	1444.2	1658.4	1359.6	1223.7
Total Stops	26052	28156	29217	27233	26771	26668	28508
Fuel Used (gal)	1162.5	1131.1	1120.7	1147.8	1181.9	1126.3	1119.0

Summary of All Intervals

Run Number	18	19	20		Avg
Start Time	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60
# of Intervals	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2
Vehs Entered	15462	14975	14610	14449	14769
Vehs Exited	14429	13726	13408	13389	13599
Starting Vehs	1277	1375	1326	1299	1322
Ending Vehs	2310	2624	2528	2359	2483
Travel Distance (mi)	36299	34622	33886	33282	34192
Travel Time (hr)	1928.7	2346.1	2245.5	2306.6	2213.6
Total Delay (hr)	1048.5	1507.3	1424.5	1499.3	1384.3
Total Stops	31176	29776	28615	26193	28036
Fuel Used (gal)	1124.8	1177.6	1146.3	1147.8	1144.2

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3910	4018	4003	4048	4093	3928	4109
Vehs Exited	3430	3770	3689	3724	3674	3635	3777
Starting Vehs	1362	1338	1273	1330	1398	1307	1304
Ending Vehs	1842	1586	1587	1654	1817	1600	1636
Travel Distance (mi)	9013	9511	9386	9421	9391	9163	9637
Travel Time (hr)	415.4	384.8	382.2	386.1	416.3	364.3	384.7
Total Delay (hr)	196.5	153.7	154.8	157.9	188.4	141.4	151.1
Total Stops	7113	6800	7008	6774	7448	6249	6909
Fuel Used (gal)	263.1	271.0	267.9	267.1	271.8	256.9	272.4

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	4119	4080	4030	3984
Vehs Exited	3777	3693	3640	3571
Starting Vehs	1277	1375	1326	1299
Ending Vehs	1619	1762	1716	1712
Travel Distance (mi)	9617	9284	9294	9027
Travel Time (hr)	388.8	419.3	393.1	384.8
Total Delay (hr)	155.5	194.4	168.1	165.8
Total Stops	6825	7579	6845	6902
Fuel Used (gal)	273.5	272.1	267.2	259.0

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10530	11019	10931	10584	10384	10584	10801
Vehs Exited	9896	10175	10018	9687	9564	9647	9932
Starting Vehs	1842	1586	1587	1654	1817	1600	1636
Ending Vehs	2476	2430	2500	2551	2637	2537	2505
Travel Distance (mi)	24342	25403	25118	24231	23864	24439	25109
Travel Time (hr)	1982.9	1705.3	1684.4	1875.4	2048.4	1811.1	1681.7
Total Delay (hr)	1392.4	1089.6	1074.5	1286.3	1470.0	1218.2	1072.6
Total Stops	18939	21356	22209	20459	19323	20419	21599
Fuel Used (gal)	899.4	860.1	852.8	880.7	910.2	869.4	846.7

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	11343	10895	10580	10465
Vehs Exited	10652	10033	9768	9818
Starting Vehs	1619	1762	1716	1712
Ending Vehs	2310	2624	2528	2359
Travel Distance (mi)	26682	25338	24593	24256
Travel Time (hr)	1539.9	1926.8	1852.4	1921.9
Total Delay (hr)	893.0	1312.9	1256.3	1333.5
Total Stops	24351	22197	21770	19291
Fuel Used (gal)	851.3	905.5	879.1	888.8

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	B159	WB	WB	NB	NB
Directions Served	T	R	T	LT	T	L	R
Maximum Queue (ft)	2	15	2	76	7	209	97
Average Queue (ft)	0	2	0	34	1	116	45
95th Queue (ft)	4	14	5	83	15	221	106
Link Distance (ft)	502		443	1868	1868	4893	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		150					200
Storage Blk Time (%)						5	
Queuing Penalty (veh)						7	

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	NB	NB
Directions Served	T	T	R	LT	T	L	R
Maximum Queue (ft)	11	13	16	545	559	1918	275
Average Queue (ft)	1	1	1	222	225	814	101
95th Queue (ft)	14	17	10	663	690	2225	292
Link Distance (ft)	502	502		1868	1868	4893	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150				200
Storage Blk Time (%)		0				59	0
Queuing Penalty (veh)		0				75	0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	B159	WB	WB	NB	NB
Directions Served	T	T	R	T	LT	T	L	R
Maximum Queue (ft)	11	13	23	2	545	559	1918	275
Average Queue (ft)	0	1	1	0	177	171	646	87
95th Queue (ft)	12	15	11	2	584	606	1971	261
Link Distance (ft)	502	502		443	1868	1868	4893	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150					200
Storage Blk Time (%)		0					45	0
Queuing Penalty (veh)		0					58	0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	T	T	T	R	L	TR	L	T
Maximum Queue (ft)	538	878	758	511	537	568	536	224	1030	203	219	1424
Average Queue (ft)	477	593	490	317	367	399	382	109	665	97	82	1173
95th Queue (ft)	652	1089	930	509	586	624	608	265	1169	334	263	1544
Link Distance (ft)		1270	1270	1270	1958	1958	1958		4851	4851	1383	1383
Upstream Blk Time (%)												15
Queuing Penalty (veh)												65
Storage Bay Dist (ft)	390							200				
Storage Blk Time (%)	52	1			32		44	0				0
Queuing Penalty (veh)	198	3			0		51	1				1

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	B213
Directions Served	R	T
Maximum Queue (ft)	215	285
Average Queue (ft)	214	63
95th Queue (ft)	218	335
Link Distance (ft)		1964
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	190	
Storage Blk Time (%)	64	
Queuing Penalty (veh)	27	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B7	B7	WB	WB	WB	WB	WB	NB	
Directions Served	L	T	T	TR	T	T	L	T	T	T		R	L
Maximum Queue (ft)	550	1271	1199	947	1256	1251	5	635	661	656	225	2226	
Average Queue (ft)	528	937	784	418	158	146	0	374	414	393	107	1543	
95th Queue (ft)	626	1509	1430	920	982	951	5	651	696	688	260	2752	
Link Distance (ft)		1270	1270	1270	2849	2849		1958	1958	1958		4851	
Upstream Blk Time (%)		18	4	0	1	1							
Queuing Penalty (veh)		0	0	0	0	0							
Storage Bay Dist (ft)	390						305					200	
Storage Blk Time (%)	75	0						27		41		7	
Queuing Penalty (veh)	265	1						0		44		25	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	NB	SB	SB	SB	B213	B86	B8
Directions Served	TR	L	T	R	T	T	T
Maximum Queue (ft)	1104	568	1501	215	2001	451	5
Average Queue (ft)	287	120	1457	215	1299	113	0
95th Queue (ft)	1139	366	1530	216	2321	609	6
Link Distance (ft)	4851	1383	1383		1964	1352	522
Upstream Blk Time (%)			76		15	0	
Queuing Penalty (veh)			309		126	2	
Storage Bay Dist (ft)				190			
Storage Blk Time (%)			0	66			
Queuing Penalty (veh)			1	26			

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B7	B7	WB	WB	WB	WB	WB	NB	
Directions Served	L	T	T	TR	T	T	L	T	T	T		R	L
Maximum Queue (ft)	550	1271	1199	947	1256	1251	5	649	669	668	225	2226	
Average Queue (ft)	516	854	713	393	120	111	0	372	411	390	107	1331	
95th Queue (ft)	642	1459	1350	846	846	820	5	637	680	670	262	2578	
Link Distance (ft)		1270	1270	1270	2849	2849		1958	1958	1958		4851	
Upstream Blk Time (%)		13	3	0	1	1							
Queuing Penalty (veh)		0	0	0	0	0							
Storage Bay Dist (ft)	390						305					200	
Storage Blk Time (%)	70	1						28		42		5	
Queuing Penalty (veh)	248	2						0		46		19	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	NB	SB	SB	SB	B213	B86	B8
Directions Served	TR	L	T	R	T	T	T
Maximum Queue (ft)	1104	568	1507	215	2001	451	5
Average Queue (ft)	241	111	1389	214	1000	85	0
95th Queue (ft)	1004	345	1668	217	2254	525	5
Link Distance (ft)	4851	1383	1383		1964	1352	522
Upstream Blk Time (%)			61		12	0	
Queuing Penalty (veh)			248		94	1	
Storage Bay Dist (ft)				190			
Storage Blk Time (%)			0	66			
Queuing Penalty (veh)			1	26			

Intersection: 7: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	199	448
Average Queue (ft)	28	54
95th Queue (ft)	286	426
Link Distance (ft)	1270	1270
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	712	738
Average Queue (ft)	37	36
95th Queue (ft)	356	347
Link Distance (ft)	1270	1270
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	742	974
Average Queue (ft)	35	41
95th Queue (ft)	340	367
Link Distance (ft)	1270	1270
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	115	971	996	211	137	206	221	69	157	190	223	139
Average Queue (ft)	38	371	411	69	80	122	141	19	109	38	125	75
95th Queue (ft)	124	1157	1175	250	147	217	244	81	180	238	235	144
Link Distance (ft)		2988	2988			363	363			1695		
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		2	2									
Storage Bay Dist (ft)	200			250	150			150	150		250	150
Storage Blk Time (%)		21	24	0	2	3	5	0	5		6	3
Queuing Penalty (veh)		7	20	1	13	4	4	0	12		8	4

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	26	104
Average Queue (ft)	0	58
95th Queue (ft)	0	105
Link Distance (ft)	1031	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	T	L	T
Maximum Queue (ft)	224	3108	3076	275	161	277	312	163	46	54	160	1604
Average Queue (ft)	65	2580	2566	149	62	155	168	29	12	15	63	978
95th Queue (ft)	223	4074	4023	373	141	299	323	118	115	140	144	2044
Link Distance (ft)		2988	2988			363	363		862	862		1695
Upstream Blk Time (%)		69	69			2	2					28
Queuing Penalty (veh)		562	561			15	18					0
Storage Bay Dist (ft)	200			250	150			150			150	
Storage Blk Time (%)	0	80	89	0	0	7	9	0			3	
Queuing Penalty (veh)	0	23	71	2	1	8	8	0			6	

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	275	175	776	154
Average Queue (ft)	251	136	388	54
95th Queue (ft)	338	216	1070	136
Link Distance (ft)			1031	
Upstream Blk Time (%)			14	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)	77	54	1	2
Queuing Penalty (veh)	93	63	2	2

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	T	L	T
Maximum Queue (ft)	224	3108	3076	275	166	283	312	175	46	54	167	1604
Average Queue (ft)	58	2047	2046	129	66	147	162	27	9	11	74	751
95th Queue (ft)	204	4114	4062	351	144	283	307	110	99	121	159	1897
Link Distance (ft)		2988	2988			363	363		862	862		1695
Upstream Blk Time (%)		52	52			1	2					21
Queuing Penalty (veh)		422	421			12	14					0
Storage Bay Dist (ft)	200			250	150			150			150	
Storage Blk Time (%)	0	65	73	0	1	6	8	0			4	
Queuing Penalty (veh)	0	19	58	2	4	7	7	0			7	

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	275	175	776	155
Average Queue (ft)	220	121	294	55
95th Queue (ft)	349	210	948	130
Link Distance (ft)			1031	
Upstream Blk Time (%)			11	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)	60	41	1	2
Queuing Penalty (veh)	72	48	2	2

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	245	322	275	159	163	319	202	217	276	299	198	273
Average Queue (ft)	172	210	163	71	97	210	134	150	181	188	80	90
95th Queue (ft)	304	410	280	140	172	334	223	240	279	302	200	233
Link Distance (ft)		1868	1868		969	969			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)	5	9	7	0			1	1	3	15	0	0
Queuing Penalty (veh)	13	24	17	1			3	5	9	32	0	1

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	459	458	367
Average Queue (ft)	304	307	184
95th Queue (ft)	493	481	368
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)	24	11	2
Queuing Penalty (veh)	19	58	9

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	229	301	283	185	202	300	236	256	307	317	224	260
Average Queue (ft)	123	149	132	60	97	180	124	139	161	169	73	84
95th Queue (ft)	214	262	249	141	177	293	209	225	261	274	186	193
Link Distance (ft)		1868	1868		969	969			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)	1	1	3	0			0	1	2	11	0	0
Queuing Penalty (veh)	2	3	7	0			2	4	6	23	0	0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	448	492	398
Average Queue (ft)	254	261	161
95th Queue (ft)	396	407	311
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)	16	5	1
Queuing Penalty (veh)	12	24	3

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	258	333	319	219	203	334	243	272	315	340	225	309
Average Queue (ft)	134	163	139	63	97	187	126	142	166	173	75	85
95th Queue (ft)	243	309	258	141	176	305	213	229	266	281	189	204
Link Distance (ft)		1868	1868		969	969			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)	2	3	4	0			1	1	2	12	0	0
Queuing Penalty (veh)	5	8	10	0			2	4	6	25	0	0

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	508	531	424
Average Queue (ft)	266	272	167
95th Queue (ft)	424	429	326
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)	18	7	1
Queuing Penalty (veh)	14	33	4

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	37
Average Queue (ft)	22
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	46	364	522
Average Queue (ft)	19	40	92
95th Queue (ft)	48	312	440
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	47	364	522
Average Queue (ft)	20	30	70
95th Queue (ft)	48	269	380
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	NB	SB
Directions Served	LT	T	R	LTR	LTR	LTR
Maximum Queue (ft)	145	47	77	126	171	127
Average Queue (ft)	86	12	43	73	105	69
95th Queue (ft)	157	53	81	128	177	129
Link Distance (ft)	969	969		811	5144	1972
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	NB	SB
Directions Served	LT	T	R	LTR	LTR	LTR
Maximum Queue (ft)	159	92	91	162	214	143
Average Queue (ft)	69	11	41	70	94	63
95th Queue (ft)	130	52	76	137	178	122
Link Distance (ft)	969	969		811	5144	1972
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150			
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	NB	SB
Directions Served	LT	T	R	LTR	LTR	LTR
Maximum Queue (ft)	175	107	97	178	220	153
Average Queue (ft)	73	11	41	71	97	64
95th Queue (ft)	138	52	77	135	178	124
Link Distance (ft)	969	969		811	5144	1972
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150			
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	L	T	T	R	R
Maximum Queue (ft)	134	157	194	318	1453	1683	250	9	312	277	243	155
Average Queue (ft)	77	107	138	226	709	1190	227	2	205	174	132	72
95th Queue (ft)	139	173	204	347	1729	2195	322	14	321	284	249	178
Link Distance (ft)		522	522		2988	2988			786	786		
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						0						
Storage Bay Dist (ft)	160			300			225	160			225	225
Storage Blk Time (%)	0	1		2	4	47	2		23	4	0	0
Queuing Penalty (veh)	0	1		7	16	199	13		0	38	1	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	337	380	363
Average Queue (ft)	240	231	244
95th Queue (ft)	388	404	378
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)	9	2	
Queuing Penalty (veh)	37	8	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	B8	B86	B213	WB	WB	WB	WB	NB	NB
Directions Served	L	T	TR	T	T	T	L	L	T	R	L	T
Maximum Queue (ft)	260	591	574	1320	1793	1030	398	2214	2402	250	23	557
Average Queue (ft)	48	370	375	679	665	264	273	1355	1654	211	1	194
95th Queue (ft)	171	714	691	1789	2118	1115	431	2973	3257	329	11	400
Link Distance (ft)		522	522	1352	1964	1383		2988	2988			786
Upstream Blk Time (%)		37	35	41	24	12		0	1			
Queuing Penalty (veh)		95	89	212	122	63		2	8			
Storage Bay Dist (ft)	160						300			225	160	
Storage Blk Time (%)	1	65					12	19	36	1		13
Queuing Penalty (veh)	1	52					41	64	144	6		0

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	NB	NB	SB	SB	SB	B116	B116
Directions Served	T	R	R	L	T	TR	T	T
Maximum Queue (ft)	781	325	275	400	3463	3462	1065	1060
Average Queue (ft)	513	262	207	348	1839	1786	331	324
95th Queue (ft)	927	431	383	483	4211	4202	1165	1152
Link Distance (ft)	786				3493	3493	1153	1153
Upstream Blk Time (%)	7				32	32	24	24
Queuing Penalty (veh)	30				0	0	0	0
Storage Bay Dist (ft)		225	225	300				
Storage Blk Time (%)	2	62	46	70	1			
Queuing Penalty (veh)	18	149	111	282	4			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B8	B86	B213	WB	WB	WB	WB	NB	NB
Directions Served	L	T	TR	T	T	T	L	L	T	R	L	T
Maximum Queue (ft)	261	591	574	1320	1793	1030	399	2244	2405	250	26	557
Average Queue (ft)	55	307	318	515	505	200	262	1199	1542	215	1	197
95th Queue (ft)	168	660	642	1594	1854	965	415	2763	3058	328	12	385
Link Distance (ft)		522	522	1352	1964	1383		2988	2988			786
Upstream Blk Time (%)		28	26	31	18	9		0	1			
Queuing Penalty (veh)		71	67	159	91	47		1	6			
Storage Bay Dist (ft)	160						300			225	160	
Storage Blk Time (%)	1	49					9	15	39	1		15
Queuing Penalty (veh)	1	39					32	52	158	8		0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	SB	SB	SB	B116	B116
Directions Served	T	R	R	L	T	TR	T	T
Maximum Queue (ft)	781	325	275	400	3463	3462	1065	1060
Average Queue (ft)	431	231	175	322	1451	1414	251	246
95th Queue (ft)	867	413	363	480	3809	3784	1015	1003
Link Distance (ft)	786				3493	3493	1153	1153
Upstream Blk Time (%)	5				24	24	18	18
Queuing Penalty (veh)	23				0	0	0	0
Storage Bay Dist (ft)		225	225	300				
Storage Blk Time (%)	2	47	35	55	1			
Queuing Penalty (veh)	23	112	83	221	5			

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	546	885	442	408	172	2	374	406	307	140	277	296
Average Queue (ft)	418	552	155	110	39	0	271	288	184	54	191	211
95th Queue (ft)	660	1089	487	289	162	5	471	502	374	146	283	307
Link Distance (ft)		1958	1958	1958			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			300	150		
Storage Blk Time (%)	26	36			0		54	12	1	0	18	
Queuing Penalty (veh)	75	107			1		1	44	3	0	9	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	440	1066	801
Average Queue (ft)	380	792	427
95th Queue (ft)	550	1281	1043
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)	36	27	
Queuing Penalty (veh)	231	102	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	600	1532	1211	1014	234	3	449	483	366	166	306	349
Average Queue (ft)	491	1026	477	293	31	0	247	264	157	37	176	192
95th Queue (ft)	774	2048	1435	1033	150	4	417	450	338	106	279	298
Link Distance (ft)		1958	1958	1958			3034	3034			5548	5548
Upstream Blk Time (%)		3	0	0								
Queuing Penalty (veh)		10	1	1								
Storage Bay Dist (ft)	450				250	70			300	150		
Storage Blk Time (%)	49	59		0	0		53	8	0	0	15	
Queuing Penalty (veh)	135	163		0	1		1	29	1	0	7	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	440	1142	934
Average Queue (ft)	347	660	347
95th Queue (ft)	540	1224	925
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)	25	23	
Queuing Penalty (veh)	149	81	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	600	1542	1211	1014	246	5	480	525	380	203	317	358
Average Queue (ft)	473	911	399	249	33	0	253	270	163	41	179	197
95th Queue (ft)	751	1898	1280	912	153	4	431	463	348	117	280	301
Link Distance (ft)		1958	1958	1958			3034	3034			5548	5548
Upstream Blk Time (%)		2	0	0								
Queuing Penalty (veh)		8	1	0								
Storage Bay Dist (ft)	450				250	70			300	150		
Storage Blk Time (%)	43	54		0	0		53	9	0	0	15	
Queuing Penalty (veh)	120	149		0	1		1	33	1	0	8	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	440	1148	965
Average Queue (ft)	355	692	367
95th Queue (ft)	544	1247	956
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)	28	24	
Queuing Penalty (veh)	170	87	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	5	20
Average Queue (ft)	0	1
95th Queue (ft)	7	28
Link Distance (ft)	1810	1810
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	5	20
Average Queue (ft)	0	1
95th Queue (ft)	6	24
Link Distance (ft)	1810	1810
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 171: Bypass & NB Off, Interval #1

Movement	NB
Directions Served	T
Maximum Queue (ft)	4
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	111
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

NB

Directions Served T
 Maximum Queue (ft) 4
 Average Queue (ft) 0
 95th Queue (ft) 4
 Link Distance (ft) 111
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement

	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	243	250	192	178	516	509	522	350	333	378	42	18
Average Queue (ft)	215	211	118	101	460	450	447	293	104	137	21	3
95th Queue (ft)	261	278	212	190	597	560	573	478	337	378	61	39
Link Distance (ft)	207	207	207	207	443	443	443		502	502	1058	
Upstream Blk Time (%)	21	16	3	1	38	26	25		0			
Queuing Penalty (veh)	107	84	16	7	147	103	99		1			
Storage Bay Dist (ft)								250				200
Storage Blk Time (%)							75	0				0
Queuing Penalty (veh)							142	0				0

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	259	263	223	190	551	522	524	350	528	542	147	46
Average Queue (ft)	220	218	106	93	514	494	492	323	455	469	81	4
95th Queue (ft)	251	261	203	177	537	530	534	460	637	627	164	50
Link Distance (ft)	207	207	207	207	443	443	443		502	502	1058	
Upstream Blk Time (%)	22	16	1	0	76	56	50		21	26		
Queuing Penalty (veh)	107	77	7	2	277	206	183		117	145		
Storage Bay Dist (ft)								250				200
Storage Blk Time (%)							84	0			1	0
Queuing Penalty (veh)							149	0			2	0

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	260	268	224	212	552	524	535	350	528	542	148	64
Average Queue (ft)	219	216	109	95	501	483	481	316	370	389	66	3
95th Queue (ft)	254	267	205	180	580	553	560	468	685	686	153	48
Link Distance (ft)	207	207	207	207	443	443	443		502	502	1058	
Upstream Blk Time (%)	22	16	2	1	66	49	44		16	20		
Queuing Penalty (veh)	107	79	9	4	244	180	162		88	109		
Storage Bay Dist (ft)								250				200
Storage Blk Time (%)							82	0			1	0
Queuing Penalty (veh)							147	0			1	0

Intersection: 174: SB Off & Bypass, Interval #1

Movement	NB	SB
Directions Served	T	TR
Maximum Queue (ft)	2	69
Average Queue (ft)	0	38
95th Queue (ft)	4	75
Link Distance (ft)	2366	258
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB
Directions Served	TR
Maximum Queue (ft)	75
Average Queue (ft)	27
95th Queue (ft)	63
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, All Intervals

Movement	NB	SB
Directions Served	T	TR
Maximum Queue (ft)	2	80
Average Queue (ft)	0	29
95th Queue (ft)	2	66
Link Distance (ft)	2366	258
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB	SB
Directions Served	T	T	T	T	T	T	T	T	L	T	T	LT
Maximum Queue (ft)	532	517	450	401	734	727	261	260	175	231	168	220
Average Queue (ft)	482	453	306	245	411	416	100	106	84	175	126	111
95th Queue (ft)	609	608	509	429	1060	1072	375	392	199	243	183	228
Link Distance (ft)	454	454	454	454	862	862	363	363	207	207	207	457
Upstream Blk Time (%)	60	37	1	0	27	28	9	10	1	7	0	0
Queuing Penalty (veh)	290	179	4	1	258	272	85	99	5	23	0	2
Storage Bay Dist (ft)												
Storage Blk Time (%)					12							
Queuing Penalty (veh)					3							

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	SB	SB	B168	B168
Directions Served	R	R	T	T
Maximum Queue (ft)	465	277	36	88
Average Queue (ft)	325	140	6	38
95th Queue (ft)	559	364	70	203
Link Distance (ft)	457		705	705
Upstream Blk Time (%)	8			
Queuing Penalty (veh)	47			
Storage Bay Dist (ft)		250		
Storage Blk Time (%)	14	1		
Queuing Penalty (veh)	66	6		

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB
Directions Served	T	T	T	T	R	T	T	T	T	L	T	T
Maximum Queue (ft)	574	542	461	440	64	985	977	425	408	214	269	218
Average Queue (ft)	528	511	282	217	4	929	927	366	365	86	182	136
95th Queue (ft)	553	540	454	390	68	1058	1049	498	491	187	255	195
Link Distance (ft)	454	454	454	454		862	862	363	363	207	207	207
Upstream Blk Time (%)	97	74	0	0		93	95	36	43	0	6	0
Queuing Penalty (veh)	442	338	2	2		843	862	326	391	1	18	1
Storage Bay Dist (ft)						250						
Storage Blk Time (%)					8							
Queuing Penalty (veh)					2							

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	SB	SB	SB	B168
Directions Served	LT	R	R	T
Maximum Queue (ft)	198	454	252	2
Average Queue (ft)	80	221	72	0
95th Queue (ft)	169	455	268	3
Link Distance (ft)	457	457		705
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	3			
Storage Bay Dist (ft)			250	
Storage Blk Time (%)	6		1	
Queuing Penalty (veh)	27		3	

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB
Directions Served	T	T	T	T	R	T	T	T	T	L	T	T
Maximum Queue (ft)	574	542	479	459	64	985	977	426	418	218	271	218
Average Queue (ft)	517	497	287	224	3	804	804	302	302	85	180	133
95th Queue (ft)	591	587	469	401	59	1302	1298	560	557	190	252	193
Link Distance (ft)	454	454	454	454		862	862	363	363	207	207	207
Upstream Blk Time (%)	88	65	1	0		76	78	29	35	1	6	0
Queuing Penalty (veh)	404	299	2	2		697	714	266	318	2	19	0
Storage Bay Dist (ft)						250						
Storage Blk Time (%)					9							
Queuing Penalty (veh)					2							

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	SB	SB	SB	B168	B168
Directions Served	LT	R	R	T	T
Maximum Queue (ft)	262	506	279	36	88
Average Queue (ft)	87	246	89	1	9
95th Queue (ft)	187	491	297	33	95
Link Distance (ft)	457	457		705	705
Upstream Blk Time (%)	0	2			
Queuing Penalty (veh)	0	14			
Storage Bay Dist (ft)			250		
Storage Blk Time (%)			8		1
Queuing Penalty (veh)			37		3

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T	T	T
Maximum Queue (ft)	28	40	131	222	14	30	89	184	157	65
Average Queue (ft)	5	9	47	90	3	8	23	33	34	9
95th Queue (ft)	33	45	283	382	36	65	97	239	175	88
Link Distance (ft)	258	258	559	559	5294	5294	602	449	474	474
Upstream Blk Time (%)			0	2				0		
Queuing Penalty (veh)			0	0				1		
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NB	SB	SB	NW	B177	B177
Directions Served	T	T	T	T	R	T	T
Maximum Queue (ft)	10	28	22	113	60	48	44
Average Queue (ft)	1	2	1	14	8	10	3
95th Queue (ft)	9	20	22	72	73	116	66
Link Distance (ft)	258	258	559	559	602	474	474
Upstream Blk Time (%)						0	0
Queuing Penalty (veh)						0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T	T	T
Maximum Queue (ft)	32	57	148	264	14	30	116	184	191	105
Average Queue (ft)	2	4	12	33	1	2	12	8	16	5
95th Queue (ft)	17	28	134	194	17	31	80	112	132	72
Link Distance (ft)	258	258	559	559	5294	5294	602	449	474	474
Upstream Blk Time (%)			0	0				0	0	0
Queuing Penalty (veh)			0	0				0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	50	245
Average Queue (ft)	7	39
95th Queue (ft)	110	264
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	48	100
Average Queue (ft)	2	5
95th Queue (ft)	59	87
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	98	297
Average Queue (ft)	3	13
95th Queue (ft)	74	147
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 3561
Network wide Queuing Penalty, Interval #2: 9001
Network wide Queuing Penalty, All Intervals: 7641

Figure K-6: Scenario 3 Tier 1 (S3T1) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/08/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	13770	13695	13900	13767	13593	13675	13893
Vehs Exited	12531	13038	13266	12765	12945	12848	12818
Starting Vehs	1219	1162	1235	1211	1234	1258	1246
Ending Vehs	2458	1819	1869	2213	1882	2085	2321
Travel Distance (mi)	32178	33367	33721	32989	33036	32774	32636
Travel Time (hr)	1832.5	1705.0	1777.4	1741.8	1713.7	1865.1	1871.3
Total Delay (hr)	1071.2	915.4	978.9	961.0	930.7	1090.2	1099.6
Total Stops	27974	27904	28875	28808	28519	27843	27638
Fuel Used (gal)	1008.0	1002.3	1023.5	1005.4	998.4	1029.4	1032.9

Summary of All Intervals

Run Number	18	19	20		Avg
Start Time	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60
# of Intervals	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2
Vehs Entered	13900	13603	13678	13778	13750
Vehs Exited	12989	12972	12676	12734	12874
Starting Vehs	1220	1240	1197	1241	1226
Ending Vehs	2131	1871	2199	2285	2099
Travel Distance (mi)	33314	33056	32421	32753	32931
Travel Time (hr)	1798.3	1739.1	1848.5	1859.9	1795.7
Total Delay (hr)	1010.3	956.2	1082.3	1085.9	1016.5
Total Stops	28236	30070	29238	27799	28441
Fuel Used (gal)	1017.3	1005.6	1014.7	1021.9	1014.5

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3559	3651	3644	3600	3620	3543	3591
Vehs Exited	3378	3352	3336	3379	3363	3332	3419
Starting Vehs	1219	1162	1235	1211	1234	1258	1246
Ending Vehs	1400	1461	1543	1432	1491	1469	1418
Travel Distance (mi)	8555	8720	8655	8749	8627	8556	8657
Travel Time (hr)	343.5	347.1	364.6	347.2	344.5	353.7	346.8
Total Delay (hr)	141.6	141.7	159.4	139.9	140.0	149.7	142.4
Total Stops	6483	6564	7213	6645	6509	6997	6811
Fuel Used (gal)	240.3	243.2	244.8	243.9	240.2	238.7	243.9

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3646	3497	3652	3614
Vehs Exited	3353	3300	3394	3368
Starting Vehs	1220	1240	1197	1241
Ending Vehs	1513	1437	1455	1487
Travel Distance (mi)	8694	8474	8591	8744
Travel Time (hr)	359.0	344.3	348.4	355.5
Total Delay (hr)	153.9	143.7	145.1	148.6
Total Stops	7148	7140	6886	6821
Fuel Used (gal)	243.1	236.3	239.5	243.8

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10211	10044	10256	10167	9973	10132	10302
Vehs Exited	9153	9686	9930	9386	9582	9516	9399
Starting Vehs	1400	1461	1543	1432	1491	1469	1418
Ending Vehs	2458	1819	1869	2213	1882	2085	2321
Travel Distance (mi)	23623	24648	25066	24240	24409	24217	23979
Travel Time (hr)	1489.0	1357.9	1412.8	1394.6	1369.1	1511.4	1524.6
Total Delay (hr)	929.5	773.7	819.4	821.1	790.7	940.4	957.2
Total Stops	21491	21340	21662	22163	22010	20846	20827
Fuel Used (gal)	767.7	759.1	778.7	761.5	758.2	790.6	789.0

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	10254	10106	10026	10164
Vehs Exited	9636	9672	9282	9366
Starting Vehs	1513	1437	1455	1487
Ending Vehs	2131	1871	2199	2099
Travel Distance (mi)	24620	24582	23829	24009
Travel Time (hr)	1439.4	1394.8	1500.1	1504.4
Total Delay (hr)	856.4	812.5	937.2	937.3
Total Stops	21088	22930	22352	21157
Fuel Used (gal)	774.2	769.3	775.2	778.1

1: Lear Way & Vilas Road Performance by movement Interval #1 4:25

1: Lear Way & Vilas Road Performance by movement Interval #2 4:40

1: Lear Way & Vilas Road Performance by movement Entire Run

3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #1 4:25

3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #2 4:40

3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd Performance by movement Entire Run

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Interval #1 4:25

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Interval #2 4:40

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Entire Run

20: Old Highway 62 & Vilas Road Performance by movement Interval #1 4:25

20: Old Highway 62 & Vilas Road Performance by movement Interval #2 4:40

20: Old Highway 62 & Vilas Road Performance by movement Entire Run

28: Table Rock Road & Access 2 Performance by movement Interval #1 4:25

28: Table Rock Road & Access 2 Performance by movement Interval #2 4:40

28: Table Rock Road & Access 2 Performance by movement Entire Run

30: Vilas Road & Crater Lake Ave. Performance by movement Interval #1 4:25

30: Vilas Road & Crater Lake Ave. Performance by movement Interval #2 4:40

30: Vilas Road & Crater Lake Ave. Performance by movement Entire Run

74: Table Rock Road & Vilas Road Performance by movement Interval #1 4:25

74: Table Rock Road & Vilas Road Performance by movement Interval #2 4:40

74: Table Rock Road & Vilas Road Performance by movement Entire Run

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #1 4:25

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #2 4:40

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Entire Run

122: Table Rock Road & Access 1 Performance by movement Interval #1 4:25

122: Table Rock Road & Access 1 Performance by movement Interval #2 4:40

122: Table Rock Road & Access 1 Performance by movement Entire Run

171: Bypass & NB Off Performance by movement Interval #1 4:25

171: Bypass & NB Off Performance by movement Interval #2 4:40

171: Bypass & NB Off Performance by movement Entire Run

173: Bypass NB & Vilas Road Performance by movement Interval #1 4:25

173: Bypass NB & Vilas Road Performance by movement Interval #2 4:40

173: Bypass NB & Vilas Road Performance by movement Entire Run

174: SB Off & Bypass Performance by movement Interval #1 4:25

174: SB Off & Bypass Performance by movement Interval #2 4:40

174: SB Off & Bypass Performance by movement Entire Run

175: Bypass SB & Vilas Road Performance by movement Interval #1 4:25

175: Bypass SB & Vilas Road Performance by movement Interval #2 4:40

175: Bypass SB & Vilas Road Performance by movement Entire Run

182: Bypass Performance by movement Interval #1 4:25

182: Bypass Performance by movement Interval #2 4:40

182: Bypass Performance by movement Entire Run

183: Bypass & NB On Performance by movement Interval #1 4:25

183: Bypass & NB On Performance by movement Interval #2 4:40

183: Bypass & NB On Performance by movement Entire Run

Total Network Performance By Interval

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	WB	B8	B8	NB	NB
Directions Served	T	R	LT	T		L	R
Maximum Queue (ft)	18	23	1089	430	227	333	162
Average Queue (ft)	3	4	758	126	44	136	82
95th Queue (ft)	39	20	1276	540	320	404	174
Link Distance (ft)	502		1174	647	647	4911	
Upstream Blk Time (%)			7	2	1		
Queuing Penalty (veh)			79	11	6		
Storage Bay Dist (ft)		150					100
Storage Blk Time (%)	1					50	6
Queuing Penalty (veh)	0					107	2

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	B159	WB	B8	B8	NB	NB
Directions Served	R	T	LT	T		L	R
Maximum Queue (ft)	11	38	1294	712	711	2268	175
Average Queue (ft)	1	2	1197	563	518	1264	80
95th Queue (ft)	7	46	1496	943	994	3101	211
Link Distance (ft)		444	1174	647	647	4911	
Upstream Blk Time (%)			68	40	34		
Queuing Penalty (veh)			685	198	171		
Storage Bay Dist (ft)	150						100
Storage Blk Time (%)						77	20
Queuing Penalty (veh)						155	6

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	B159	WB	B8	B8	NB	NB
Directions Served	T	R	T	LT	T		L	R
Maximum Queue (ft)	18	23	38	1294	720	711	2268	175
Average Queue (ft)	1	1	1	1091	457	404	992	80
95th Queue (ft)	18	11	40	1570	953	953	2784	203
Link Distance (ft)	502		444	1174	647	647	4911	
Upstream Blk Time (%)				53	30	26		
Queuing Penalty (veh)				534	151	130		
Storage Bay Dist (ft)		150						100
Storage Blk Time (%)	0						70	17
Queuing Penalty (veh)	0						143	5

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	524	762	620	276	19	363	398	359	320	92	95	1324
Average Queue (ft)	471	483	321	185	4	264	294	270	187	38	46	1081
95th Queue (ft)	637	1045	788	286	19	413	456	417	329	95	94	1417
Link Distance (ft)		1123	1123	1123		1958	1958	1958	4851	4851		1394
Upstream Blk Time (%)		0										3
Queuing Penalty (veh)		0										23
Storage Bay Dist (ft)	390				305						190	
Storage Blk Time (%)	44	0					8					0
Queuing Penalty (veh)	139	0					0					1

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	B213
Directions Served	R	T
Maximum Queue (ft)	215	17
Average Queue (ft)	213	3
95th Queue (ft)	218	34
Link Distance (ft)		1964
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	190	
Storage Blk Time (%)	57	
Queuing Penalty (veh)	102	

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B11	B11	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	549	953	805	429	75	71	36	497	543	500	319	126
Average Queue (ft)	468	520	369	190	23	15	6	203	231	205	167	42
95th Queue (ft)	636	1186	961	440	158	130	26	435	467	437	289	105
Link Distance (ft)		1123	1123	1123	2997	2997		1958	1958	1958	4851	4851
Upstream Blk Time (%)		6	0	0					0	0		
Queuing Penalty (veh)		0	0	0					0	0		
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	42	0						2				
Queuing Penalty (veh)	123	0						0				

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	SB	B213
Directions Served	L	T	R	T
Maximum Queue (ft)	134	1507	215	944
Average Queue (ft)	50	1417	214	394
95th Queue (ft)	109	1598	218	1161
Link Distance (ft)		1394		1964
Upstream Blk Time (%)		49		
Queuing Penalty (veh)		411		
Storage Bay Dist (ft)	190		190	
Storage Blk Time (%)	0	0	61	
Queuing Penalty (veh)	2	0	102	

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B11	B11	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	549	980	833	443	75	71	39	542	585	545	362	130
Average Queue (ft)	469	511	358	189	17	12	5	218	246	221	172	41
95th Queue (ft)	636	1154	922	412	136	112	25	437	471	440	300	103
Link Distance (ft)		1123	1123	1123	2997	2997		1958	1958	1958	4851	4851
Upstream Blk Time (%)		5	0	0					0	0		
Queuing Penalty (veh)		0	0	0					0	0		
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	43	0						4				
Queuing Penalty (veh)	127	0						0				

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	SB	B213
Directions Served	L	T	R	T
Maximum Queue (ft)	134	1507	215	944
Average Queue (ft)	49	1336	214	300
95th Queue (ft)	106	1665	218	1023
Link Distance (ft)		1394		1964
Upstream Blk Time (%)		38		
Queuing Penalty (veh)		314		
Storage Bay Dist (ft)	190		190	
Storage Blk Time (%)	0	0	60	
Queuing Penalty (veh)	1	1	102	

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	B26	B158	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	T	T	L	T	R	L
Maximum Queue (ft)	106	1892	161	170	416	114	400	168	167	340	167	164
Average Queue (ft)	42	1333	47	86	329	33	182	51	121	79	118	113
95th Queue (ft)	117	2344	164	173	500	138	585	290	185	344	188	180
Link Distance (ft)		2781			331		585	453		1308		
Upstream Blk Time (%)					15		4	1				
Queuing Penalty (veh)					195		48	10				
Storage Bay Dist (ft)	150		150	150		150			150		150	150
Storage Blk Time (%)		35	0	3	21	0			11	0	11	7
Queuing Penalty (veh)		50	1	41	34	0			21	0	19	7

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	159	137
Average Queue (ft)	50	85
95th Queue (ft)	194	157
Link Distance (ft)	865	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		3
Queuing Penalty (veh)		4

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B158	B158	NB
Directions Served	L	T	R	T		L	T	R	T	T		L
Maximum Queue (ft)	163	2831	175	422	80	174	454	175	707	605	351	174
Average Queue (ft)	39	2407	45	226	6	98	408	54	537	338	25	136
95th Queue (ft)	119	3373	159	641	84	200	494	183	918	772	187	202
Link Distance (ft)		2781		467	467		331		585	453	453	
Upstream Blk Time (%)		29		18	0		41		33	25	0	
Queuing Penalty (veh)		325		99	0		502		402	155	2	
Storage Bay Dist (ft)	150		150			150		150				150
Storage Blk Time (%)	0	38	0			1	45	0				25
Queuing Penalty (veh)	0	50	1			13	69	1				42

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	575	175	170	295	149
Average Queue (ft)	176	117	107	51	78
95th Queue (ft)	535	193	179	235	145
Link Distance (ft)	1308			865	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150	150		150
Storage Blk Time (%)	0	12	11	0	4
Queuing Penalty (veh)	0	19	9	0	5

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B158	B158	NB
Directions Served	L	T	R	T		L	T	R	T	T		L
Maximum Queue (ft)	164	2831	175	422	80	174	454	175	707	605	351	174
Average Queue (ft)	40	2148	45	171	4	95	389	49	451	268	19	132
95th Queue (ft)	118	3384	160	567	72	194	515	174	912	713	161	198
Link Distance (ft)		2781		467	467		331		585	453	453	
Upstream Blk Time (%)		22		13	0		35		26	19	0	
Queuing Penalty (veh)		244		74	0		425		313	118	2	
Storage Bay Dist (ft)	150		150			150		150				150
Storage Blk Time (%)	0	37	0			2	39	0				22
Queuing Penalty (veh)	0	50	1			20	60	1				37

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	605	175	174	345	159
Average Queue (ft)	153	117	109	51	80
95th Queue (ft)	498	192	179	226	149
Link Distance (ft)	1308			865	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150	150		150
Storage Blk Time (%)	0	12	10	0	4
Queuing Penalty (veh)	0	19	9	0	5

Intersection: 11: Bend, Interval #1

Movement	WB
Directions Served	T
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	7
Link Distance (ft)	1123
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	251	450
Average Queue (ft)	16	20
95th Queue (ft)	223	258
Link Distance (ft)	1123	1123
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	251	450
Average Queue (ft)	12	16
95th Queue (ft)	193	223
Link Distance (ft)	1123	1123
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	B8	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	T	L	T	TR	L	L	T	T
Maximum Queue (ft)	259	325	716	350	457	175	638	554	186	216	341	416
Average Queue (ft)	161	279	580	157	189	140	458	372	123	98	227	261
95th Queue (ft)	262	402	882	399	630	231	719	642	209	225	360	435
Link Distance (ft)			647		1174		998	998			4934	4934
Upstream Blk Time (%)			22		0		0	0				
Queuing Penalty (veh)			220		4		1	1				
Storage Bay Dist (ft)	250	250		200		150			225	225		
Storage Blk Time (%)	1	5	54			11	56		3	3	7	23
Queuing Penalty (veh)	4	28	311			27	100		11	11	13	71

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	224	248	502	530	275
Average Queue (ft)	141	131	347	374	227
95th Queue (ft)	273	278	549	596	358
Link Distance (ft)			8394	8394	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150	200			150
Storage Blk Time (%)	1	0	29	41	3
Queuing Penalty (veh)	5	1	30	165	12

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	B8	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	T	L	T	TR	L	L	T	T
Maximum Queue (ft)	274	325	720	350	643	175	1025	1035	298	367	1926	1864
Average Queue (ft)	157	232	421	120	133	107	793	758	246	286	830	651
95th Queue (ft)	265	384	824	341	582	237	1277	1300	359	475	1861	1619
Link Distance (ft)			647		1174		998	998			4934	4934
Upstream Blk Time (%)			11		0		44	35				
Queuing Penalty (veh)			103		0		162	129				
Storage Bay Dist (ft)	250	250		200		150			225	225		
Storage Blk Time (%)	1	3	34	0		7	78		75	63	4	24
Queuing Penalty (veh)	8	20	182	1		17	131		262	221	6	68

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	225	348	1793	1820	275
Average Queue (ft)	152	145	916	981	248
95th Queue (ft)	278	316	2721	2781	349
Link Distance (ft)			8394	8394	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150	200			150
Storage Blk Time (%)	3	6	33	42	49
Queuing Penalty (veh)	9	27	32	160	223

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B8	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	T	L	T	TR	L	L	T	T
Maximum Queue (ft)	279	325	722	350	677	175	1025	1035	298	367	1926	1864
Average Queue (ft)	158	243	459	129	147	115	712	665	217	241	684	557
95th Queue (ft)	265	393	857	357	595	239	1212	1226	354	461	1681	1448
Link Distance (ft)			647		1174		998	998			4934	4934
Upstream Blk Time (%)			14		0		33	26				
Queuing Penalty (veh)			132		1		122	97				
Storage Bay Dist (ft)	250	250		200		150			225	225		
Storage Blk Time (%)	1	4	39	0		8	73		57	48	5	24
Queuing Penalty (veh)	7	22	214	0		19	123		199	168	8	69

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	225	349	1793	1822	275
Average Queue (ft)	149	141	779	834	243
95th Queue (ft)	277	308	2404	2464	353
Link Distance (ft)			8394	8394	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150	200			150
Storage Blk Time (%)	2	5	32	42	38
Queuing Penalty (veh)	8	21	32	162	170

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	20
95th Queue (ft)	49
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	41	12
Average Queue (ft)	19	1
95th Queue (ft)	47	14
Link Distance (ft)	1534	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	46	12
Average Queue (ft)	20	0
95th Queue (ft)	47	12
Link Distance (ft)	1534	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Vilas Road & Crater Lake Ave., Interval #1

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	LT	R
Maximum Queue (ft)	209	165	109	139	60	34	80
Average Queue (ft)	111	87	69	89	10	14	50
95th Queue (ft)	214	159	113	148	73	39	83
Link Distance (ft)	998		761		4941	8343	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		150		150			150
Storage Blk Time (%)	3	0		2			
Queuing Penalty (veh)	11	1		0			

Intersection: 30: Vilas Road & Crater Lake Ave., Interval #2

Movement	EB	EB	WB	B166	NB	NB	SB	SB
Directions Served	LT	R	LTR	T	L	TR	LT	R
Maximum Queue (ft)	278	172	780	864	175	2816	702	170
Average Queue (ft)	91	82	386	222	132	897	234	99
95th Queue (ft)	219	151	952	886	215	2776	847	197
Link Distance (ft)	998		761	1236		4941	8343	
Upstream Blk Time (%)			33	6				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)		150			150			150
Storage Blk Time (%)	2	1			57	1	0	35
Queuing Penalty (veh)	7	2			4	4	0	6

Intersection: 30: Vilas Road & Crater Lake Ave., All Intervals

Movement	EB	EB	WB	B166	NB	NB	SB	SB
Directions Served	LT	R	LTR	T	L	TR	LT	R
Maximum Queue (ft)	296	173	780	864	175	2816	702	170
Average Queue (ft)	96	83	309	168	121	683	181	88
95th Queue (ft)	219	153	852	767	205	2436	737	181
Link Distance (ft)	998		761	1236		4941	8343	
Upstream Blk Time (%)			24	4				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)		150			150			150
Storage Blk Time (%)	2	1			43	1	0	27
Queuing Penalty (veh)	8	2			3	3	0	5

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB	
Directions Served	L	T	R	L	L	T	R	T	L	T	T	R	
Maximum Queue (ft)	277	424	58	150	205	560	175	2037	5	206	332	296	
Average Queue (ft)	150	298	10	103	194	525	154	1095	1	141	177	195	
95th Queue (ft)	301	471	70	164	243	609	222	2247	9	220	351	331	
Link Distance (ft)	1967					467			2781		785		785
Upstream Blk Time (%)						39							
Queuing Penalty (veh)						558							
Storage Bay Dist (ft)	160		200		100		100		150		160		225
Storage Blk Time (%)	8	51	13		24	54	1			6	0	10	
Queuing Penalty (veh)	24	60	114		218	419	13			0	3	32	

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	R	L	T	TR
Maximum Queue (ft)	257	205	292	316
Average Queue (ft)	99	109	189	215
95th Queue (ft)	292	214	318	343
Link Distance (ft)			3493	3493
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	225	160		
Storage Blk Time (%)	0	3	9	
Queuing Penalty (veh)	1	13	20	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	B86	B213	WB	WB	WB	WB	B7	NB	NB
Directions Served	L	T	R	T	T	L	L	T	R	T	L	T
Maximum Queue (ft)	300	1285	100	454	39	152	205	586	175	2784	18	363
Average Queue (ft)	167	661	6	78	1	108	189	538	151	2561	1	169
95th Queue (ft)	347	1629	54	597	18	173	253	587	228	3284	10	297
Link Distance (ft)		1967		1964	1394			467		2781		785
Upstream Blk Time (%)		7		1				39		1		
Queuing Penalty (veh)		42		4				517		13		
Storage Bay Dist (ft)	160		200			100	100		150		160	
Storage Blk Time (%)	5	67	0			15	27	50	1			9
Queuing Penalty (veh)	14	75	0			128	222	368	13			0

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	NB	NB	SB	SB	SB	B116
Directions Served	T	R	R	L	T	TR	T
Maximum Queue (ft)	487	319	274	246	1043	1032	4
Average Queue (ft)	199	204	104	152	367	376	0
95th Queue (ft)	427	348	303	286	1124	1119	0
Link Distance (ft)	785				3493	3493	1153
Upstream Blk Time (%)	0				0	0	
Queuing Penalty (veh)	1				0	0	
Storage Bay Dist (ft)		225	225	160			
Storage Blk Time (%)	1	16	0	32	9		
Queuing Penalty (veh)	5	45	1	124	17		

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B86	B213	WB	WB	WB	WB	B7	NB	NB
Directions Served	L	T	R	T	T	L	L	T	R	T	L	T
Maximum Queue (ft)	300	1289	102	454	39	152	205	586	175	2784	23	363
Average Queue (ft)	163	574	7	59	1	107	190	535	152	2207	1	163
95th Queue (ft)	337	1459	58	514	16	171	251	594	227	3545	10	282
Link Distance (ft)		1967		1964	1394			467		2781		785
Upstream Blk Time (%)		6		1				39		1		
Queuing Penalty (veh)		31		3				527		10		
Storage Bay Dist (ft)	160		200			100	100		150		160	
Storage Blk Time (%)	5	63	0			15	26	51	1			8
Queuing Penalty (veh)	16	71	0			124	221	381	13			0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	SB	SB	SB	B116
Directions Served	T	R	R	L	T	TR	T
Maximum Queue (ft)	522	324	275	252	1048	1047	4
Average Queue (ft)	194	202	103	142	324	337	0
95th Queue (ft)	410	344	301	272	998	997	0
Link Distance (ft)	785				3493	3493	1153
Upstream Blk Time (%)	0				0	0	
Queuing Penalty (veh)	1				0	0	
Storage Bay Dist (ft)		225	225	160			
Storage Blk Time (%)	1	14	0	25	9		
Queuing Penalty (veh)	4	41	1	97	18		

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	329	342	234	225	139	3	264	276	292	247	130	263
Average Queue (ft)	204	224	155	167	49	1	174	184	178	112	57	163
95th Queue (ft)	354	376	265	258	178	5	264	270	285	241	137	274
Link Distance (ft)		1958	1958	1958			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	0	1		1	1		46		6	1	2	27
Queuing Penalty (veh)	0	1		2	1		0		23	2	4	20

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	265	235	1098	771
Average Queue (ft)	181	210	839	324
95th Queue (ft)	275	293	1350	912
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		46	43	
Queuing Penalty (veh)		303	144	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	T	T	T	R	L	T	TR
Maximum Queue (ft)	415	425	246	277	191	268	266	281	255	169	287	302
Average Queue (ft)	228	245	122	144	30	161	169	160	121	59	150	167
95th Queue (ft)	396	413	223	249	136	239	243	253	226	141	255	271
Link Distance (ft)		1958	1958	1958		3034	3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250				205	90		
Storage Blk Time (%)	1	2		1	0	42		3	1	1	24	
Queuing Penalty (veh)	1	3		2	0	0		11	2	3	17	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1147	923
Average Queue (ft)	205	694	210
95th Queue (ft)	288	1172	704
Link Distance (ft)		1806	1806
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	43	41	
Queuing Penalty (veh)	262	129	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	422	429	274	286	212	3	303	291	319	276	170	302
Average Queue (ft)	222	240	130	150	34	0	164	172	164	119	59	153
95th Queue (ft)	386	405	236	252	147	3	246	251	262	230	140	260
Link Distance (ft)		1958	1958	1958			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	1	1		1	0		43		4	1	1	25
Queuing Penalty (veh)	1	2		2	0		0		14	2	4	17

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	307	235	1226	998
Average Queue (ft)	170	206	729	237
95th Queue (ft)	272	289	1226	762
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		43	42	
Queuing Penalty (veh)		272	133	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement	NB
Directions Served	TR
Maximum Queue (ft)	2
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	1806
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	NB
Directions Served	TR
Maximum Queue (ft)	2
Average Queue (ft)	0
95th Queue (ft)	2
Link Distance (ft)	1806
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 171: Bypass & NB Off, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	B159	NB
Directions Served	L	L	T	T	T	T	R	T	LT
Maximum Queue (ft)	238	241	219	456	472	430	158	224	65
Average Queue (ft)	186	159	174	349	382	300	36	74	18
95th Queue (ft)	276	286	254	521	529	479	210	322	61
Link Distance (ft)	207	207	207	444	444	444		502	1056
Upstream Blk Time (%)	17	12	9	8	11	1		2	
Queuing Penalty (veh)	87	63	47	23	32	3		18	
Storage Bay Dist (ft)							250		
Storage Blk Time (%)						8			
Queuing Penalty (veh)						11			

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	B159	NB
Directions Served	L	L	T	T	T	T	R	T	LT
Maximum Queue (ft)	247	249	251	510	526	505	350	519	78
Average Queue (ft)	199	179	178	444	476	395	86	381	16
95th Queue (ft)	272	279	273	552	568	557	332	706	55
Link Distance (ft)	207	207	207	444	444	444		502	1056
Upstream Blk Time (%)	27	17	9	36	55	16		33	
Queuing Penalty (veh)	134	82	46	92	142	41		259	
Storage Bay Dist (ft)								250	
Storage Blk Time (%)								24	
Queuing Penalty (veh)								29	

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	B159	NB
Directions Served	L	L	T	T	T	T	R	T	LT
Maximum Queue (ft)	251	256	251	511	526	506	350	519	93
Average Queue (ft)	196	174	177	421	453	372	74	307	16
95th Queue (ft)	274	282	268	564	580	551	308	684	57
Link Distance (ft)	207	207	207	444	444	444		502	1056
Upstream Blk Time (%)	25	16	9	29	44	12		26	
Queuing Penalty (veh)	122	77	46	75	114	31		198	
Storage Bay Dist (ft)								250	
Storage Blk Time (%)								20	
Queuing Penalty (veh)								25	

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	28
Average Queue (ft)	10
95th Queue (ft)	35
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	39	146
Average Queue (ft)	2	30
95th Queue (ft)	34	151
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	5
Queuing Penalty (veh)	0	50
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	39	147
Average Queue (ft)	1	26
95th Queue (ft)	30	133
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	4
Queuing Penalty (veh)	0	38
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	B158	B26	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	R	T	T	L	T	T	LT	R	R
Maximum Queue (ft)	483	478	469	62	290	48	134	240	210	505	374	183
Average Queue (ft)	372	367	362	4	86	13	49	178	80	402	161	48
95th Queue (ft)	510	502	495	67	410	105	157	279	221	629	427	199
Link Distance (ft)	453	453	453		585	331	207	207	207	472	472	
Upstream Blk Time (%)	3	3	4		2	0	1	7	1	29	1	
Queuing Penalty (veh)	13	16	16		26	2	3	16	3	123	2	
Storage Bay Dist (ft)				250								200
Storage Blk Time (%)			35								10	0
Queuing Penalty (veh)			4								32	0

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	B168	B168
Directions Served	T	T
Maximum Queue (ft)	102	77
Average Queue (ft)	35	27
95th Queue (ft)	163	202
Link Distance (ft)	705	705
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	B158	B26	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	R	T	T	L	T	T	LT	R	R
Maximum Queue (ft)	528	491	509	222	602	261	222	262	258	550	514	225
Average Queue (ft)	394	391	386	17	110	34	67	210	128	470	207	64
95th Queue (ft)	542	520	516	142	469	209	213	276	279	631	519	230
Link Distance (ft)	453	453	453		585	331	207	207	207	472	472	
Upstream Blk Time (%)	7	3	5		4	2	8	36	11	53	4	
Queuing Penalty (veh)	29	14	21		56	28	18	79	25	208	16	
Storage Bay Dist (ft)				250								200
Storage Blk Time (%)			44								16	0
Queuing Penalty (veh)			4								50	1

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	B168	B168
Directions Served	T	T
Maximum Queue (ft)	526	536
Average Queue (ft)	163	147
95th Queue (ft)	522	555
Link Distance (ft)	705	705
Upstream Blk Time (%)	1	6
Queuing Penalty (veh)	2	23
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B158	B26	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	R	T	T	L	T	T	LT	R	R
Maximum Queue (ft)	528	503	513	222	604	261	224	263	260	550	514	225
Average Queue (ft)	389	385	381	14	104	29	62	203	117	454	196	60
95th Queue (ft)	535	517	512	127	455	189	201	281	269	639	499	223
Link Distance (ft)	453	453	453		585	331	207	207	207	472	472	
Upstream Blk Time (%)	6	3	5		4	2	6	28	9	47	3	
Queuing Penalty (veh)	25	15	20		48	22	14	63	19	187	13	
Storage Bay Dist (ft)				250								200
Storage Blk Time (%)			42								14	0
Queuing Penalty (veh)			4								45	1

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	B168	B168
Directions Served	T	T
Maximum Queue (ft)	526	536
Average Queue (ft)	132	118
95th Queue (ft)	464	493
Link Distance (ft)	705	705
Upstream Blk Time (%)	0	4
Queuing Penalty (veh)	2	17
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	NB	SB	NW	B177	B177
Directions Served	T	T	T	R	T	T
Maximum Queue (ft)	5	34	3	41	111	34
Average Queue (ft)	1	7	0	8	16	5
95th Queue (ft)	13	38	7	39	135	71
Link Distance (ft)	258	258	559	602	488	488
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T	T	T
Maximum Queue (ft)	6	26	279	296	706	710	54	185	301	230
Average Queue (ft)	0	2	46	53	70	71	6	10	24	15
95th Queue (ft)	6	16	310	331	615	623	34	129	174	142
Link Distance (ft)	258	258	559	559	5294	5294	602	449	488	488
Upstream Blk Time (%)			4	5				0		0
Queuing Penalty (veh)			0	0				0		0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T	T	T
Maximum Queue (ft)	12	43	279	299	706	710	61	185	341	237
Average Queue (ft)	0	3	35	40	53	54	6	8	22	13
95th Queue (ft)	8	23	267	285	530	537	35	111	165	128
Link Distance (ft)	258	258	559	559	5294	5294	602	449	488	488
Upstream Blk Time (%)			3	4				0		0
Queuing Penalty (veh)			0	0				0		0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	95	100
Average Queue (ft)	14	14
95th Queue (ft)	150	159
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	149	184
Average Queue (ft)	9	11
95th Queue (ft)	123	131
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	194	284
Average Queue (ft)	10	11
95th Queue (ft)	130	139
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 4444
Network wide Queuing Penalty, Interval #2: 8804
Network wide Queuing Penalty, All Intervals: 7714

Figure K-7: Scenario 5 Tier 1 (S5T1) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/08/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	14792	14579	14602	14687	14506	14705	14553
Vehs Exited	14202	13997	14293	14144	14163	14443	14126
Starting Vehs	1286	1270	1347	1223	1269	1347	1344
Ending Vehs	1876	1852	1656	1766	1612	1609	1771
Travel Distance (mi)	35093	34926	35264	35135	35436	35508	35142
Travel Time (hr)	1650.6	1694.9	1609.7	1775.6	1663.6	1581.1	1768.8
Total Delay (hr)	801.1	847.1	753.3	926.4	805.3	720.1	917.8
Total Stops	28057	29061	27420	31299	26578	27460	28269
Fuel Used (gal)	1041.9	1051.4	1042.0	1067.7	1052.5	1042.7	1069.4

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	14542	14647	14784	14701
Vehs Exited	14078	14196	13924	14296
Starting Vehs	1205	1292	1257	1284
Ending Vehs	1669	1743	2117	1689
Travel Distance (mi)	35026	35429	34789	35355
Travel Time (hr)	1583.3	1731.3	1735.7	1686.5
Total Delay (hr)	734.1	873.7	895.3	829.2
Total Stops	27326	28773	27051	27551
Fuel Used (gal)	1028.7	1066.6	1055.9	1053.9

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3843	3827	3883	3951	3790	3870	3897
Vehs Exited	3612	3596	3706	3518	3559	3716	3675
Starting Vehs	1286	1270	1347	1223	1269	1347	1344
Ending Vehs	1517	1501	1524	1656	1500	1501	1566
Travel Distance (mi)	9046	9036	9170	9073	9050	9156	9280
Travel Time (hr)	365.8	356.3	366.3	374.2	364.5	360.2	375.9
Total Delay (hr)	146.5	136.5	144.0	156.2	144.6	137.5	151.5
Total Stops	6856	6701	6612	6746	6521	7005	6841
Fuel Used (gal)	256.0	254.2	258.6	256.2	256.3	258.5	263.6

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3745	3825	3918	3857
Vehs Exited	3562	3563	3607	3623
Starting Vehs	1205	1292	1257	1284
Ending Vehs	1388	1554	1568	1518
Travel Distance (mi)	9019	9048	9132	9169
Travel Time (hr)	355.7	374.5	368.9	362.8
Total Delay (hr)	137.8	155.4	147.3	140.3
Total Stops	6536	6983	6708	6465
Fuel Used (gal)	254.6	257.3	257.2	257.3

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10949	10752	10719	10736	10716	10835	10656
Vehs Exited	10590	10401	10587	10626	10604	10727	10451
Starting Vehs	1517	1501	1524	1656	1500	1501	1566
Ending Vehs	1876	1852	1656	1766	1612	1609	1771
Travel Distance (mi)	26047	25890	26094	26061	26385	26353	25862
Travel Time (hr)	1284.8	1338.6	1243.4	1401.4	1299.2	1220.9	1392.8
Total Delay (hr)	654.6	710.6	609.3	770.2	660.7	582.6	766.3
Total Stops	21201	22360	20808	24553	20057	20455	21428
Fuel Used (gal)	785.9	797.3	783.5	811.5	796.2	784.2	805.8

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	10797	10822	10866	10844
Vehs Exited	10516	10633	10317	10673
Starting Vehs	1388	1554	1568	1518
Ending Vehs	1669	1743	2117	1689
Travel Distance (mi)	26007	26381	25657	26186
Travel Time (hr)	1227.6	1356.8	1366.8	1323.7
Total Delay (hr)	596.3	718.3	748.0	688.9
Total Stops	20790	21790	20343	21086
Fuel Used (gal)	774.1	809.2	798.7	796.7

1: Lear Way & Vilas Road Performance by movement Interval #1 4:25

1: Lear Way & Vilas Road Performance by movement Interval #2 4:40

1: Lear Way & Vilas Road Performance by movement Entire Run

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #1 4:25

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #2 4:40

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Entire Run

9: Airway Dr./Peace Ln & Vilas Road Performance by movement Interval #1 4:25

9: Airway Dr./Peace Ln & Vilas Road Performance by movement Interval #2 4:40

9: Airway Dr./Peace Ln & Vilas Road Performance by movement Entire Run

20: Old Highway 62 & Vilas Road Performance by movement Interval #1 4:25

20: Old Highway 62 & Vilas Road Performance by movement Interval #2 4:40

20: Old Highway 62 & Vilas Road Performance by movement Entire Run

28: Table Rock Road & Access 2 Performance by movement Interval #1 4:25

28: Table Rock Road & Access 2 Performance by movement Interval #2 4:40

28: Table Rock Road & Access 2 Performance by movement Entire Run

30: Crater Lake Ave & Vilas Road Performance by movement Interval #1 4:25

30: Crater Lake Ave & Vilas Road Performance by movement Interval #2 4:40

30: Crater Lake Ave & Vilas Road Performance by movement Entire Run

74: Table Rock Road & Vilas Road Performance by movement Interval #1 4:25

74: Table Rock Road & Vilas Road Performance by movement Interval #2 4:40

74: Table Rock Road & Vilas Road Performance by movement Entire Run

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #1 4:25

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #2 4:40

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Entire Run

122: Table Rock Road & Access 1 Performance by movement Interval #1 4:25

122: Table Rock Road & Access 1 Performance by movement Interval #2 4:40

122: Table Rock Road & Access 1 Performance by movement Entire Run

171: Bypass & NB Off Performance by movement Interval #1 4:25

171: Bypass & NB Off Performance by movement Interval #2 4:40

171: Bypass & NB Off Performance by movement Entire Run

173: Bypass NB & Vilas Road Performance by movement Interval #1 4:25

173: Bypass NB & Vilas Road Performance by movement Interval #2 4:40

173: Bypass NB & Vilas Road Performance by movement Entire Run

174: SB Off & Bypass Performance by movement Interval #1 4:25

174: SB Off & Bypass Performance by movement Interval #2 4:40

174: SB Off & Bypass Performance by movement Entire Run

175: Bypass SB & Vilas Road Performance by movement Interval #1 4:25

175: Bypass SB & Vilas Road Performance by movement Interval #2 4:40

175: Bypass SB & Vilas Road Performance by movement Entire Run

182: Bypass Performance by movement Interval #1 4:25

182: Bypass Performance by movement Interval #2 4:40

182: Bypass Performance by movement Entire Run

183: Bypass & NB On Performance by movement Interval #1 4:25

183: Bypass & NB On Performance by movement Interval #2 4:40

183: Bypass & NB On Performance by movement Entire Run

Total Network Performance By Interval

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	328	335	163	97	150	161	131
Average Queue (ft)	202	214	108	50	94	93	66
95th Queue (ft)	351	384	174	108	154	164	128
Link Distance (ft)	503	503		1868	1868	4900	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150				100
Storage Blk Time (%)			3	0		11	1
Queuing Penalty (veh)			14	0		16	1

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	360	407	210	144	160	175	132
Average Queue (ft)	187	199	112	45	81	82	52
95th Queue (ft)	321	346	187	118	141	150	101
Link Distance (ft)	503	503		1868	1868	4900	
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)			150				100
Storage Blk Time (%)			5	0		6	0
Queuing Penalty (veh)			20	0		9	0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	369	410	210	151	168	196	162
Average Queue (ft)	191	202	111	46	84	85	55
95th Queue (ft)	329	356	184	116	145	154	109
Link Distance (ft)	503	503		1868	1868	4900	
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)			150				100
Storage Blk Time (%)			4	0		8	0
Queuing Penalty (veh)			18	0		10	1

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	460	477	420	337	3	387	417	395	289	88	259	1308
Average Queue (ft)	363	316	265	256	0	276	314	280	165	31	110	1090
95th Queue (ft)	543	625	523	366	6	442	484	458	299	87	287	1414
Link Distance (ft)		1346	1346	1346		1957	1957	1957	4851	4851	1394	1394
Upstream Blk Time (%)												3
Queuing Penalty (veh)												14
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	18	0				6						0
Queuing Penalty (veh)	68	1				0						1

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	B213
Directions Served	R	T
Maximum Queue (ft)	215	55
Average Queue (ft)	214	3
95th Queue (ft)	217	22
Link Distance (ft)		1964
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	190	
Storage Blk Time (%)	55	
Queuing Penalty (veh)	18	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	550	1332	1286	1230	651	648	5	447	461	421	393	138
Average Queue (ft)	430	657	596	546	98	95	0	247	284	243	176	43
95th Queue (ft)	671	1380	1312	1224	713	701	6	426	454	412	337	107
Link Distance (ft)		1346	1346	1346	2774	2774		1957	1957	1957	4851	4851
Upstream Blk Time (%)		10	5	3	0	0						
Queuing Penalty (veh)		0	0	0	0	0						
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	33	39						4				
Queuing Penalty (veh)	115	106						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	SB	B213	B86	B7	B7
Directions Served	L	T	R	T	T	T	
Maximum Queue (ft)	1187	1506	215	1260	242	200	67
Average Queue (ft)	534	1390	206	431	39	22	14
95th Queue (ft)	1300	1662	273	1263	383	221	178
Link Distance (ft)	1394	1394		1964	1159	726	726
Upstream Blk Time (%)	3	44		4	3	2	2
Queuing Penalty (veh)	12	188		33	22	8	7
Storage Bay Dist (ft)			190				
Storage Blk Time (%)		0	53				
Queuing Penalty (veh)		1	15				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	550	1332	1286	1230	651	648	5	469	476	449	407	138
Average Queue (ft)	414	574	516	476	74	72	0	254	292	252	173	40
95th Queue (ft)	646	1266	1194	1104	614	604	6	431	462	425	329	103
Link Distance (ft)		1346	1346	1346	2774	2774		1957	1957	1957	4851	4851
Upstream Blk Time (%)		8	4	2	0	0						
Queuing Penalty (veh)		0	0	0	0	0						
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	30	29						4				
Queuing Penalty (veh)	103	80						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	SB	B213	B86	B7	B7
Directions Served	L	T	R	T	T	T	
Maximum Queue (ft)	1187	1506	215	1260	242	200	67
Average Queue (ft)	432	1317	208	328	30	17	11
95th Queue (ft)	1168	1673	267	1113	331	190	154
Link Distance (ft)	1394	1394		1964	1159	726	726
Upstream Blk Time (%)	2	33		3	2	1	1
Queuing Penalty (veh)	9	144		25	17	6	5
Storage Bay Dist (ft)			190				
Storage Blk Time (%)		0	54				
Queuing Penalty (veh)		1	16				

Intersection: 8: Bend, Interval #1

Movement	WB	WB
Directions Served	T	
Maximum Queue (ft)	2	2
Average Queue (ft)	0	0
95th Queue (ft)	5	5
Link Distance (ft)	1346	1346
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	258	335
Average Queue (ft)	12	15
95th Queue (ft)	188	240
Link Distance (ft)	1346	1346
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Bend, All Intervals

Movement	WB	WB	WB
Directions Served	T	T	
Maximum Queue (ft)	258	337	2
Average Queue (ft)	9	12	0
95th Queue (ft)	163	207	2
Link Distance (ft)	1346	1346	1346
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	L	T	R
Maximum Queue (ft)	55	215	254	112	151	296	284	91	3	145	26	118
Average Queue (ft)	24	108	151	25	78	197	192	21	0	88	5	65
95th Queue (ft)	65	314	355	99	155	309	304	96	8	149	44	126
Link Distance (ft)		3250	3250			332	332		635		1379	
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						3	0					
Storage Bay Dist (ft)	150			150	150			150		150		150
Storage Blk Time (%)		3	6	0	1	7	7	0		1		1
Queuing Penalty (veh)		1	6	0	5	7	3	0		2		2

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	121	41	73
Average Queue (ft)	72	6	34
95th Queue (ft)	124	72	72
Link Distance (ft)		855	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	B158	B158
Directions Served	L	T	T	R	L	T	T	R	T	T	T	T
Maximum Queue (ft)	94	272	322	124	168	366	345	147	191	173	16	15
Average Queue (ft)	29	161	203	32	88	208	199	20	26	23	0	0
95th Queue (ft)	80	633	679	118	178	366	353	94	179	164	12	10
Link Distance (ft)		3250	3250			332	332		635	635	454	454
Upstream Blk Time (%)						5	3		0	0		
Queuing Penalty (veh)						40	23		2	1		
Storage Bay Dist (ft)	150			150	150			150				
Storage Blk Time (%)		5	8	0	5	11	10	0				
Queuing Penalty (veh)		2	7	0	33	9	4	0				

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, Interval #2

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R
Maximum Queue (ft)	168	150	132	146	64	92
Average Queue (ft)	90	12	59	72	3	34
95th Queue (ft)	156	109	113	127	51	75
Link Distance (ft)		1379			855	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150		150	150		150
Storage Blk Time (%)	3		0	1		0
Queuing Penalty (veh)	5		1	1		0

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	B158	B158
Directions Served	L	T	T	R	L	T	T	R	T	T	T	T
Maximum Queue (ft)	101	286	331	162	174	374	357	175	191	173	16	15
Average Queue (ft)	27	148	190	30	86	205	197	20	20	17	0	0
95th Queue (ft)	77	573	618	113	173	353	343	94	154	141	11	9
Link Distance (ft)		3250	3250			332	332		635	635	454	454
Upstream Blk Time (%)						4	2		0	0		
Queuing Penalty (veh)						31	18		1	1		
Storage Bay Dist (ft)	150			150	150			150				
Storage Blk Time (%)		5	7	0	4	10	9	0				
Queuing Penalty (veh)		2	7	0	26	9	4	0				

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, All Intervals

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R
Maximum Queue (ft)	169	150	139	152	71	100
Average Queue (ft)	90	11	60	72	4	34
95th Queue (ft)	154	97	116	127	56	74
Link Distance (ft)		1379			855	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150		150	150		150
Storage Blk Time (%)	2		1	1		0
Queuing Penalty (veh)	4		1	1		0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	237	257	306	363	256	166	301	304	175	103	304	442
Average Queue (ft)	153	177	168	196	104	114	183	188	86	65	105	260
95th Queue (ft)	250	277	339	361	241	193	326	328	191	115	267	419
Link Distance (ft)			1868	1868			898	898				4922
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250			150	150			150	225	225	
Storage Blk Time (%)	1	3	2	19	2	7	13	14	0			16
Queuing Penalty (veh)	2	8	7	45	5	20	21	19	1			21

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	462	223	338	850	917	275
Average Queue (ft)	279	151	183	600	658	249
95th Queue (ft)	437	288	385	982	1046	349
Link Distance (ft)	4922			8382	8382	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)	35	4	2	51	58	11
Queuing Penalty (veh)	90	14	8	59	221	54

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	263	287	320	362	278	174	381	372	175	110	258	447
Average Queue (ft)	141	162	152	185	85	113	177	170	75	48	75	246
95th Queue (ft)	235	263	283	318	210	199	327	308	172	93	206	408
Link Distance (ft)			1868	1868			898	898				4922
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250			150	150			150	225	225	
Storage Blk Time (%)	0	1	2	19	1	5	11	11	0			12
Queuing Penalty (veh)	1	3	7	41	1	14	16	14	0			15

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	490	225	350	976	1021	275
Average Queue (ft)	269	138	168	540	567	252
95th Queue (ft)	456	280	370	977	1014	350
Link Distance (ft)	4922			8382	8382	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)	30	1	1	45	54	8
Queuing Penalty (veh)	72	3	6	49	192	37

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	270	293	359	413	299	174	391	388	175	122	354	504
Average Queue (ft)	144	166	156	188	90	113	179	174	77	52	83	249
95th Queue (ft)	239	267	298	329	218	198	327	313	177	100	223	411
Link Distance (ft)			1868	1868			898	898				4922
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250			150	150			150	225	225	
Storage Blk Time (%)	1	2	2	19	1	6	11	12	0			13
Queuing Penalty (veh)	1	4	7	42	2	15	18	15	0			17

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	523	225	350	1016	1084	275
Average Queue (ft)	272	141	171	555	589	251
95th Queue (ft)	452	282	374	981	1027	350
Link Distance (ft)	4922			8382	8382	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)	31	1	1	47	55	9
Queuing Penalty (veh)	77	6	7	52	199	41

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	19
95th Queue (ft)	46
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	47
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	47
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	LT	T	R	LTR	L	T	R	LT	R
Maximum Queue (ft)	321	313	153	296	174	252	10	18	99
Average Queue (ft)	210	140	86	153	150	73	1	8	59
95th Queue (ft)	408	402	171	318	197	243	10	31	100
Link Distance (ft)	898	898		849		5123		1997	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			150		150		150		150
Storage Blk Time (%)		4	1		13				0
Queuing Penalty (veh)		17	2		2				0

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	LT	T	R	LTR	L	T	R	LT	R
Maximum Queue (ft)	464	459	174	410	174	325	20	139	119
Average Queue (ft)	195	135	86	154	145	69	2	40	61
95th Queue (ft)	377	372	169	352	198	254	13	187	109
Link Distance (ft)	898	898		849		5123		1997	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			150		150		150		150
Storage Blk Time (%)		2	1		13			2	0
Queuing Penalty (veh)		10	2		2			4	0

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	LT	T	R	LTR	L	T	R	LT	R
Maximum Queue (ft)	493	502	175	422	174	334	21	139	128
Average Queue (ft)	199	136	86	154	146	70	2	32	60
95th Queue (ft)	385	379	169	344	198	251	13	163	107
Link Distance (ft)	898	898		849		5123		1997	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			150		150		150		150
Storage Blk Time (%)		3	1		13			2	0
Queuing Penalty (veh)		12	2		2			3	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	122	133	154	152	205	1748	1633	3	377	355	255	121
Average Queue (ft)	64	77	101	134	200	1202	1056	0	241	207	94	36
95th Queue (ft)	120	143	167	177	230	2010	1845	7	384	365	265	113
Link Distance (ft)		726	726			3250	3250		785	785		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			100	100			160			225	225
Storage Blk Time (%)	0	1		27	43	51			30	7		
Queuing Penalty (veh)	0	0		90	142	364			0	60		

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	248	338	353
Average Queue (ft)	164	217	239
95th Queue (ft)	270	337	366
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	15	13	
Queuing Penalty (veh)	56	35	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	138	147	173	152	205	2862	2829	56	414	495	325	122
Average Queue (ft)	59	71	101	141	201	2409	2323	3	247	231	85	28
95th Queue (ft)	118	133	164	183	240	3184	3166	43	388	412	267	96
Link Distance (ft)		726	726			3250	3250		785	785		
Upstream Blk Time (%)						1	1					
Queuing Penalty (veh)						8	7					
Storage Bay Dist (ft)	160			100	100			160			225	225
Storage Blk Time (%)	1	0		33	48	49			31	10	0	
Queuing Penalty (veh)	1	0		101	147	328			0	84	0	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	256	514	499
Average Queue (ft)	160	220	244
95th Queue (ft)	266	423	438
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	13	13	
Queuing Penalty (veh)	45	32	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	149	155	182	152	205	2862	2829	59	434	516	325	138
Average Queue (ft)	60	72	101	139	201	2118	2017	2	245	225	87	30
95th Queue (ft)	119	135	165	182	238	3275	3238	37	387	402	267	101
Link Distance (ft)		726	726			3250	3250		785	785		
Upstream Blk Time (%)						1	1					
Queuing Penalty (veh)						6	6					
Storage Bay Dist (ft)	160			100	100			160			225	225
Storage Blk Time (%)	0	0		31	46	49			30	9	0	
Queuing Penalty (veh)	1	0		98	145	337			0	78	0	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	532	514
Average Queue (ft)	161	219	243
95th Queue (ft)	267	405	423
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	14	13	
Queuing Penalty (veh)	48	33	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	599	1363	844	652	35	2	237	256	290	271	169	309
Average Queue (ft)	496	779	284	205	7	0	167	177	177	164	83	202
95th Queue (ft)	719	1455	882	641	55	4	248	269	315	294	184	323
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	51	60		0			43		2	7	2	30
Queuing Penalty (veh)	142	167		1			0		9	16	4	22

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	311	234	1244	1003
Average Queue (ft)	210	217	1003	547
95th Queue (ft)	324	283	1395	1185
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		48	44	
Queuing Penalty (veh)		335	153	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	600	1994	1987	1998	104	5	249	265	321	277	169	296
Average Queue (ft)	596	1883	1639	1208	6	0	158	165	155	130	56	160
95th Queue (ft)	614	2204	2536	2513	59	4	229	242	263	247	136	257
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)		56	20	7								
Queuing Penalty (veh)		218	80	26								
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	90	98			0		43		2	3	2	25
Queuing Penalty (veh)	234	254			0		0		6	8	5	17

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	302	235	1329	1083
Average Queue (ft)	176	212	1078	656
95th Queue (ft)	270	282	1319	1290
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		48	40	
Queuing Penalty (veh)		313	130	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	600	1994	1987	1998	115	7	259	274	370	283	170	342
Average Queue (ft)	572	1616	1312	966	6	0	160	168	160	138	62	171
95th Queue (ft)	703	2509	2582	2322	58	4	234	249	277	261	150	278
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)		42	15	5								
Queuing Penalty (veh)		164	60	19								
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	80	88		0	0		43		2	4	2	26
Queuing Penalty (veh)	211	232		0	0		0		7	10	5	18

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	334	235	1359	1092
Average Queue (ft)	184	213	1060	630
95th Queue (ft)	286	282	1350	1269
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		48	41	
Queuing Penalty (veh)		318	136	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement	NB
Directions Served	TR
Maximum Queue (ft)	2
Average Queue (ft)	0
95th Queue (ft)	2
Link Distance (ft)	1806
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	NB
Directions Served	TR
Maximum Queue (ft)	2
Average Queue (ft)	0
95th Queue (ft)	2
Link Distance (ft)	1806
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 171: Bypass & NB Off, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	256	255	232	212	444	467	440	279	34	51	47	32
Average Queue (ft)	218	214	185	143	328	351	323	110	6	11	16	4
95th Queue (ft)	284	295	281	248	516	514	492	326	40	65	51	50
Link Distance (ft)	207	207	207	207	443	443	443		503	503	1058	
Upstream Blk Time (%)	52	46	14	1	3	4	2					
Queuing Penalty (veh)	238	209	61	5	12	14	7					
Storage Bay Dist (ft)								250				200
Storage Blk Time (%)							26	0				0
Queuing Penalty (veh)							28	0				0

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	272	274	253	246	446	445	422	282	5	17	80	54
Average Queue (ft)	219	216	178	136	274	306	271	66	0	1	20	2
95th Queue (ft)	296	304	278	250	431	427	403	198	6	14	60	38
Link Distance (ft)	207	207	207	207	443	443	443		503	503	1058	
Upstream Blk Time (%)	49	45	10	1	1	1	0					
Queuing Penalty (veh)	209	191	43	6	3	3	1					
Storage Bay Dist (ft)								250				200
Storage Blk Time (%)							12					0
Queuing Penalty (veh)							11					0

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	272	274	255	246	478	488	462	326	39	55	84	85
Average Queue (ft)	219	215	179	138	287	317	283	77	2	3	19	3
95th Queue (ft)	293	302	279	249	457	453	430	236	19	33	58	42
Link Distance (ft)	207	207	207	207	443	443	443		503	503	1058	
Upstream Blk Time (%)	50	45	11	1	2	2	1					
Queuing Penalty (veh)	216	195	47	6	5	6	2					
Storage Bay Dist (ft)								250				200
Storage Blk Time (%)							15	0				0
Queuing Penalty (veh)							15	0				0

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	55
Average Queue (ft)	26
95th Queue (ft)	66
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	24	83
Average Queue (ft)	3	25
95th Queue (ft)	47	106
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	1
Queuing Penalty (veh)	2	14
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	24	98
Average Queue (ft)	2	25
95th Queue (ft)	41	99
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	1
Queuing Penalty (veh)	2	10
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB
Directions Served	T	T	T	T	R	T	T	T	T	L	T	T
Maximum Queue (ft)	539	507	472	380	95	390	417	40	39	197	211	164
Average Queue (ft)	508	469	395	268	14	200	191	23	23	94	116	100
95th Queue (ft)	571	542	507	407	125	522	540	168	170	214	226	188
Link Distance (ft)	454	454	454	454		635	635	332	332	207	207	207
Upstream Blk Time (%)	55	21	3	0		5	5	2	2	5	1	0
Queuing Penalty (veh)	225	86	12	0		43	42	14	18	16	4	0
Storage Bay Dist (ft)						250						
Storage Blk Time (%)					10							
Queuing Penalty (veh)					1							

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	SB	SB	SB	B168
Directions Served	LT	R	R	T
Maximum Queue (ft)	373	394	225	81
Average Queue (ft)	254	144	91	20
95th Queue (ft)	440	421	270	192
Link Distance (ft)	472	472		705
Upstream Blk Time (%)	2	1		
Queuing Penalty (veh)	8	3		
Storage Bay Dist (ft)			200	
Storage Blk Time (%)			7 1	
Queuing Penalty (veh)			29 4	

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB
Directions Served	T	T	T	T	R	T	T	T	T	L	T	T
Maximum Queue (ft)	573	520	484	451	95	478	492	79	100	218	230	198
Average Queue (ft)	500	463	372	274	4	245	244	38	40	86	100	91
95th Queue (ft)	599	573	521	434	68	652	674	217	216	203	201	173
Link Distance (ft)	454	454	454	454		635	635	332	332	207	207	207
Upstream Blk Time (%)	54	24	2	0		9	11	2	2	5	1	0
Queuing Penalty (veh)	205	91	8	1		67	87	12	15	15	2	1
Storage Bay Dist (ft)						250						
Storage Blk Time (%)					9							
Queuing Penalty (veh)					1							

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	SB	SB	SB	B168
Directions Served	LT	R	R	T
Maximum Queue (ft)	443	434	225	208
Average Queue (ft)	270	117	65	44
95th Queue (ft)	495	379	228	302
Link Distance (ft)	472	472		705
Upstream Blk Time (%)	6	0		2
Queuing Penalty (veh)	29	1		15
Storage Bay Dist (ft)			200	
Storage Blk Time (%)			4 0	
Queuing Penalty (veh)			14 2	

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB
Directions Served	T	T	T	T	R	T	T	T	T	L	T	T
Maximum Queue (ft)	573	522	489	475	158	508	547	79	101	220	253	210
Average Queue (ft)	502	465	377	272	7	234	231	34	36	88	104	93
95th Queue (ft)	594	566	520	428	85	623	645	206	206	206	208	177
Link Distance (ft)	454	454	454	454		635	635	332	332	207	207	207
Upstream Blk Time (%)	54	23	2	0		8	10	2	2	5	1	0
Queuing Penalty (veh)	210	90	9	1		61	76	12	16	15	3	1
Storage Bay Dist (ft)						250						
Storage Blk Time (%)						10						
Queuing Penalty (veh)						1						

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	SB	SB	SB	B168
Directions Served	LT	R	R	T
Maximum Queue (ft)	459	462	225	269
Average Queue (ft)	266	123	71	39
95th Queue (ft)	483	390	239	279
Link Distance (ft)	472	472		705
Upstream Blk Time (%)	5	0		1
Queuing Penalty (veh)	24	2		12
Storage Bay Dist (ft)			200	
Storage Blk Time (%)			5 1	
Queuing Penalty (veh)			17 2	

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	NB	SB	NW	B8003	B8003	B177	B177
Directions Served	T	T	T	R	T		T	T
Maximum Queue (ft)	5	17	64	45	187	40	301	77
Average Queue (ft)	1	3	15	10	33	6	65	11
95th Queue (ft)	12	23	76	52	241	88	288	101
Link Distance (ft)	258	258	559	602	449	449	474	474
Upstream Blk Time (%)					0	0	0	
Queuing Penalty (veh)					1	0	0	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T		T	T
Maximum Queue (ft)	17	22	118	164	195	208	61	190	44	385	394
Average Queue (ft)	1	2	42	47	39	43	7	11	2	50	34
95th Queue (ft)	10	15	294	302	339	351	36	133	53	258	219
Link Distance (ft)	258	258	559	559	5294	5294	602	449	449	474	474
Upstream Blk Time (%)			1	2				0	0	0	0
Queuing Penalty (veh)			0	0				0	0	1	0
Storage Bay Dist (ft)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T		T	T
Maximum Queue (ft)	22	33	118	186	195	208	70	282	84	434	394
Average Queue (ft)	1	2	32	39	30	32	8	16	3	53	28
95th Queue (ft)	10	17	253	265	293	303	40	164	63	265	196
Link Distance (ft)	258	258	559	559	5294	5294	602	449	449	474	474
Upstream Blk Time (%)			1	2				0	0	0	0
Queuing Penalty (veh)			0	0				1	0	1	0
Storage Bay Dist (ft)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	49	100
Average Queue (ft)	7	21
95th Queue (ft)	107	193
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	148	155
Average Queue (ft)	7	7
95th Queue (ft)	106	111
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	148	205
Average Queue (ft)	7	10
95th Queue (ft)	106	135
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 3456
Network wide Queuing Penalty, Interval #2: 4251
Network wide Queuing Penalty, All Intervals: 4052

Figure K-8: Scenario 1 Tier 2 (S1T2) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/08/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	14543	14634	14507	14623	14773	14711	13738
Vehs Exited	14159	13933	13983	14103	14291	14203	13130
Starting Vehs	1211	1199	1152	1192	1260	1263	1210
Ending Vehs	1595	1900	1676	1712	1742	1771	1818
Travel Distance (mi)	33334	32818	32771	33070	33362	33490	30389
Travel Time (hr)	1440.9	1573.3	1460.0	1560.1	1670.5	1574.3	1741.8
Total Delay (hr)	631.3	775.1	664.8	755.6	860.3	762.2	1001.6
Total Stops	30590	31532	29304	33382	32944	31779	26576
Fuel Used (gal)	956.3	974.3	948.0	976.0	1007.5	985.9	969.1

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	14499	14778	14407	14668
Vehs Exited	13728	14155	13877	14010
Starting Vehs	1276	1201	1236	1211
Ending Vehs	2047	1824	1766	1869
Travel Distance (mi)	32495	33354	32574	32704
Travel Time (hr)	1797.2	1633.5	1597.0	1635.4
Total Delay (hr)	1006.4	823.1	806.2	838.7
Total Stops	33554	33358	30149	31518
Fuel Used (gal)	1015.5	998.4	980.0	983.9

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10

Volumes adjusted by PHF, Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3826	3922	3716	3824	3951	3783	3857
Vehs Exited	3702	3659	3493	3579	3612	3594	3610
Starting Vehs	1211	1199	1152	1192	1260	1263	1210
Ending Vehs	1335	1462	1375	1437	1599	1452	1457
Travel Distance (mi)	8821	8635	8363	8521	8773	8675	8631
Travel Time (hr)	341.1	329.4	328.4	339.2	363.4	349.8	342.0
Total Delay (hr)	126.9	120.0	125.8	132.3	150.6	139.3	133.6
Total Stops	7027	6348	6396	7236	7377	6960	6686
Fuel Used (gal)	244.8	238.9	231.8	238.9	250.4	242.5	243.0

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3952	3816	3597	3858
Vehs Exited	3685	3521	3446	3638
Starting Vehs	1276	1201	1236	1211
Ending Vehs	1543	1496	1387	1447
Travel Distance (mi)	8695	8532	8310	8675
Travel Time (hr)	362.1	341.8	341.4	345.0
Total Delay (hr)	150.8	134.5	139.6	133.5
Total Stops	8049	7008	6952	7141
Fuel Used (gal)	246.4	240.5	236.0	240.5

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10717	10712	10791	10799	10822	10928	9881
Vehs Exited	10457	10274	10490	10524	10679	10609	9520
Starting Vehs	1335	1462	1375	1437	1599	1452	1457
Ending Vehs	1595	1900	1676	1712	1742	1771	1818
Travel Distance (mi)	24512	24184	24408	24549	24588	24816	21758
Travel Time (hr)	1099.8	1243.9	1131.7	1220.9	1307.1	1224.5	1399.9
Total Delay (hr)	504.4	655.1	539.1	623.3	709.7	622.9	868.0
Total Stops	23563	25184	22908	26146	25567	24819	19890
Fuel Used (gal)	711.6	735.4	716.3	737.1	757.1	743.5	726.0

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	10547	10962	10810	10707
Vehs Exited	10043	10634	10431	10368
Starting Vehs	1543	1496	1387	1447
Ending Vehs	2047	1824	1766	1786
Travel Distance (mi)	23800	24821	24265	24029
Travel Time (hr)	1435.1	1291.7	1255.6	1290.4
Total Delay (hr)	855.6	688.6	666.6	705.2
Total Stops	25505	26350	23197	24377
Fuel Used (gal)	769.1	757.9	744.0	740.1

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	EB	B159	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	T	L	T	R	L	T	R	L	T
Maximum Queue (ft)	287	314	101	5	75	322	122	161	121	74	98	61
Average Queue (ft)	164	98	26	1	34	172	33	98	26	37	52	12
95th Queue (ft)	297	261	94	11	86	342	125	162	141	79	107	76
Link Distance (ft)	491	491		443		1305			1832		2003	2003
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		1										
Storage Bay Dist (ft)			150		150		150	150		150		
Storage Blk Time (%)		5	0			11	0	4				
Queuing Penalty (veh)		9	0			10	0	5				

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	137
Average Queue (ft)	73
95th Queue (ft)	140
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	1
Queuing Penalty (veh)	0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	B159	B159	WB	WB	WB	B8	B8	NB	NB
Directions Served	L	T	R	T	T	L	T	R	T		L	T
Maximum Queue (ft)	384	486	166	130	193	163	621	174	79	47	172	289
Average Queue (ft)	166	156	44	7	18	38	306	31	26	13	114	93
95th Queue (ft)	327	412	141	87	158	140	896	124	198	145	186	464
Link Distance (ft)	491	491		443	443		1305		504	504		1832
Upstream Blk Time (%)	0	2			0		5		2	1		
Queuing Penalty (veh)	0	10			1		24		5	2		
Storage Bay Dist (ft)			150			150		150			150	
Storage Blk Time (%)		10	0				24	0			15	
Queuing Penalty (veh)		16	0				20	0			15	

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	NB	SB	SB	SB	B21	B21
Directions Served	R	L	T	R	T	T
Maximum Queue (ft)	155	126	183	154	3	7
Average Queue (ft)	51	50	26	75	0	0
95th Queue (ft)	159	103	155	145	4	7
Link Distance (ft)		2003	2003		67	67
Upstream Blk Time (%)						0
Queuing Penalty (veh)						0
Storage Bay Dist (ft)	150			150		
Storage Blk Time (%)			0	5		
Queuing Penalty (veh)			0	0		

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	B159	B159	WB	WB	WB	B8	B8	NB	NB
Directions Served	L	T	R	T	T	L	T	R	T		L	T
Maximum Queue (ft)	406	508	173	130	193	180	638	174	79	47	172	333
Average Queue (ft)	166	142	40	5	14	37	274	32	19	10	110	76
95th Queue (ft)	320	382	132	75	136	130	803	124	171	126	181	408
Link Distance (ft)	491	491		443	443		1305		504	504		1832
Upstream Blk Time (%)	0	2			0		4		1	1		
Queuing Penalty (veh)	0	7			1		18		3	2		
Storage Bay Dist (ft)			150			150		150			150	
Storage Blk Time (%)		8	0				21	0			12	
Queuing Penalty (veh)		14	0				18	0			13	

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	NB	SB	SB	SB	B21	B21
Directions Served	R	L	T	R	T	T
Maximum Queue (ft)	159	126	210	168	3	7
Average Queue (ft)	47	51	23	75	0	0
95th Queue (ft)	144	104	140	144	3	6
Link Distance (ft)		2003	2003		67	67
Upstream Blk Time (%)						0
Queuing Penalty (veh)						0
Storage Bay Dist (ft)	150			150		
Storage Blk Time (%)			0	4		
Queuing Penalty (veh)			0	0		

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	T	R	L	TR	L
Maximum Queue (ft)	504	636	420	231	20	392	413	378	70	291	92	149
Average Queue (ft)	410	348	247	151	3	273	306	268	37	180	44	86
95th Queue (ft)	624	906	706	244	18	443	477	450	76	310	101	170
Link Distance (ft)		1269	1269	1269		1951	1951	1951	1951	4851	4851	1383
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	27						9					
Queuing Penalty (veh)	97						0					

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	716	215
Average Queue (ft)	458	207
95th Queue (ft)	875	252
Link Distance (ft)	1383	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)	1	50
Queuing Penalty (veh)	8	16

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB	
Directions Served	L	T	T	TR	L	T	T	T	R	L	TR	L	
Maximum Queue (ft)	534	605	444	335	34	427	446	406	104	332	116	225	
Average Queue (ft)	367	248	154	144	5	262	294	258	40	168	42	85	
95th Queue (ft)	577	696	463	278	22	420	443	411	86	285	98	204	
Link Distance (ft)		1269	1269	1269		1951	1951	1951	1951	4851	4851	1383	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	390							305					
Storage Blk Time (%)	19	0							8				
Queuing Penalty (veh)	62	0							0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	852	215
Average Queue (ft)	553	211
95th Queue (ft)	989	242
Link Distance (ft)	1383	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)	1	53
Queuing Penalty (veh)	9	15

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	T	R	L	TR	L
Maximum Queue (ft)	537	710	485	347	34	442	462	432	110	351	121	236
Average Queue (ft)	377	272	177	146	4	265	297	260	39	171	42	85
95th Queue (ft)	590	754	534	271	21	426	451	421	84	291	99	197
Link Distance (ft)		1269	1269	1269		1951	1951	1951	1951	4851	4851	1383
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	21	0				8						
Queuing Penalty (veh)	71	0				0						

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	884	215
Average Queue (ft)	530	210
95th Queue (ft)	967	245
Link Distance (ft)	1383	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)	1	52
Queuing Penalty (veh)	8	15

Intersection: 9: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	31	27
Average Queue (ft)	1	0
95th Queue (ft)	8	0
Link Distance (ft)	1269	1269
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	482	440
Average Queue (ft)	23	26
95th Queue (ft)	275	301
Link Distance (ft)	1269	1269
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	508	466
Average Queue (ft)	18	20
95th Queue (ft)	238	260
Link Distance (ft)	1269	1269
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	B26	B13	B158	B158	NB
Directions Served	L	T	R	L	T	T	R	T	T	T		L
Maximum Queue (ft)	169	326	161	174	429	389	161	380	223	221	39	164
Average Queue (ft)	122	319	52	151	284	261	47	156	48	46	10	126
95th Queue (ft)	207	328	165	207	501	446	168	517	246	299	112	201
Link Distance (ft)		310			369	369		451	363	454	454	
Upstream Blk Time (%)		20			9	2		5	3	4		
Queuing Penalty (veh)		289			65	15		68	41	26		
Storage Bay Dist (ft)	150		150	150			150					150
Storage Blk Time (%)	5	28	0	35	12	22	0					30
Queuing Penalty (veh)	69	77	1	216	19	10	0					72

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, Interval #1

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	510	174	137	117	148
Average Queue (ft)	268	130	95	39	92
95th Queue (ft)	761	208	171	227	168
Link Distance (ft)	1620			741	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150	150		150
Storage Blk Time (%)	0	24	11	0	4
Queuing Penalty (veh)	0	34	19	0	3

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	B26	B13	B158	B158	NB
Directions Served	L	T	R	L	T	T	R	T	T	T		L
Maximum Queue (ft)	175	329	175	175	481	457	175	573	486	610	323	175
Average Queue (ft)	126	318	50	156	386	355	73	368	251	292	19	155
95th Queue (ft)	204	327	165	218	557	528	212	755	605	751	165	212
Link Distance (ft)		310			369	369		451	363	454	454	
Upstream Blk Time (%)		18			14	10		16	15	21	0	
Queuing Penalty (veh)		249			94	63		220	195	141	1	
Storage Bay Dist (ft)	150		150	150			150					150
Storage Blk Time (%)	5	27	0	24	40	53	0					63
Queuing Penalty (veh)	65	71	1	141	59	23	1					140

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, Interval #2

Movement	NB	NB	B16	SB	SB	SB
Directions Served	T	R	T	L	T	R
Maximum Queue (ft)	1308	175	84	166	330	173
Average Queue (ft)	777	125	35	87	71	103
95th Queue (ft)	1755	205	198	174	304	184
Link Distance (ft)	1620		323		741	
Upstream Blk Time (%)	14		8			
Queuing Penalty (veh)	0		0			
Storage Bay Dist (ft)		150		150		150
Storage Blk Time (%)	0	22		14	0	11
Queuing Penalty (veh)	2	28		22	0	8

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	B26	B13	B158	B158	NB
Directions Served	L	T	R	L	T	T	R	T	T	T		L
Maximum Queue (ft)	175	330	175	175	484	458	175	573	486	610	323	175
Average Queue (ft)	125	318	51	155	361	332	67	317	202	233	16	148
95th Queue (ft)	205	327	165	216	558	520	203	726	556	686	153	213
Link Distance (ft)		310			369	369		451	363	454	454	
Upstream Blk Time (%)		19			13	8		14	12	17	0	
Queuing Penalty (veh)		259			87	51		182	156	112	1	
Storage Bay Dist (ft)	150		150	150			150					150
Storage Blk Time (%)	5	27	0	27	33	45	0					55
Queuing Penalty (veh)	66	72	1	160	49	20	1					123

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, All Intervals

Movement	NB	NB	B16	SB	SB	SB
Directions Served	T	R	T	L	T	R
Maximum Queue (ft)	1308	175	84	166	333	173
Average Queue (ft)	654	126	27	89	63	100
95th Queue (ft)	1610	206	170	174	287	181
Link Distance (ft)	1620		323		741	
Upstream Blk Time (%)	11		6			
Queuing Penalty (veh)	0		0			
Storage Bay Dist (ft)		150		150		150
Storage Blk Time (%)	0	22		13	0	9
Queuing Penalty (veh)	1	29		21	0	7

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	L	T	T	R	L	T
Maximum Queue (ft)	171	151	183	12	117	210	162	151	166	76	30	288
Average Queue (ft)	108	87	91	3	58	141	86	73	92	25	11	194
95th Queue (ft)	181	168	181	15	123	219	172	158	179	76	36	310
Link Distance (ft)		504		943	943			1225	1225			1956
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		200			225	225			150	200	
Storage Blk Time (%)		0	1			1	0	0	2			8
Queuing Penalty (veh)		2	2			4	1	0	2			1

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	294	138
Average Queue (ft)	204	62
95th Queue (ft)	326	190
Link Distance (ft)	1956	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)	18	
Queuing Penalty (veh)	20	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	L	T	T	R	L	T
Maximum Queue (ft)	211	168	209	12	148	225	234	276	259	122	46	314
Average Queue (ft)	99	76	82	1	53	129	80	91	100	24	9	176
95th Queue (ft)	180	149	164	9	124	216	209	294	223	80	33	284
Link Distance (ft)		504		943	943			1225	1225			1956
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		200			225	225			150	200	
Storage Blk Time (%)	0	0	0			3	3	0	2			5
Queuing Penalty (veh)	0	0	1			11	10	0	3			0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	328	201
Average Queue (ft)	183	39
95th Queue (ft)	297	121
Link Distance (ft)	1956	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)	14	
Queuing Penalty (veh)	15	

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	L	T	T	R	L	T
Maximum Queue (ft)	216	181	223	19	167	242	235	286	269	140	46	326
Average Queue (ft)	101	79	84	1	54	132	81	87	98	24	10	180
95th Queue (ft)	180	154	168	11	124	217	201	269	213	79	34	291
Link Distance (ft)		504		943	943			1225	1225			1956
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		200			225	225			150	200	
Storage Blk Time (%)	0	0	0			2	2	0	2			5
Queuing Penalty (veh)	0	1	1			10	7	0	3			1

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	343	220
Average Queue (ft)	188	44
95th Queue (ft)	305	141
Link Distance (ft)	1956	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)	15	
Queuing Penalty (veh)	16	

Intersection: 27: Vilas Road, Interval #1

Movement	EB	B7	B7	WB	WB
Directions Served	T	T		T	T
Maximum Queue (ft)	1925	259	44	312	326
Average Queue (ft)	1448	81	6	250	269
95th Queue (ft)	2394	376	98	381	392
Link Distance (ft)	2112	482	482	310	310
Upstream Blk Time (%)	6	2	0	3	6
Queuing Penalty (veh)	78	16	1	20	47
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 27: Vilas Road, Interval #2

Movement	EB	B7	B7	WB	WB
Directions Served	T	T		T	T
Maximum Queue (ft)	2229	586	337	346	351
Average Queue (ft)	2022	318	24	290	297
95th Queue (ft)	2595	703	193	417	427
Link Distance (ft)	2112	482	482	310	310
Upstream Blk Time (%)	24	15	0	6	10
Queuing Penalty (veh)	311	98	1	44	70
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 27: Vilas Road, All Intervals

Movement	EB	B7	B7	WB	WB
Directions Served	T	T		T	T
Maximum Queue (ft)	2229	587	341	346	353
Average Queue (ft)	1883	261	20	281	290
95th Queue (ft)	2677	663	174	411	420
Link Distance (ft)	2112	482	482	310	310
Upstream Blk Time (%)	19	12	0	5	9
Queuing Penalty (veh)	253	77	1	38	64
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	39
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	50	14	24
Average Queue (ft)	20	1	2
95th Queue (ft)	49	17	41
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	50	14	24
Average Queue (ft)	20	0	2
95th Queue (ft)	49	15	35
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 30: Vilas Road, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	15	77	37	118
Average Queue (ft)	3	42	23	67
95th Queue (ft)	17	80	46	124
Link Distance (ft)	943	838	5083	2069
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 30: Vilas Road, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	22	98	60	147
Average Queue (ft)	1	43	25	61
95th Queue (ft)	14	85	51	121
Link Distance (ft)	943	838	5083	2069
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 30: Vilas Road, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	27	103	60	167
Average Queue (ft)	2	43	24	62
95th Queue (ft)	15	84	50	122
Link Distance (ft)	943	838	5083	2069
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	B213	B213	WB	WB	WB	WB	B7	NB	NB
Directions Served	L	T	TR	T		L	L	T	R	T	L	T
Maximum Queue (ft)	221	269	233	6	6	190	297	473	242	48	6	387
Average Queue (ft)	129	172	80	1	1	122	167	382	148	4	1	210
95th Queue (ft)	232	289	213	12	12	198	303	528	260	47	10	386
Link Distance (ft)		763	763	1383	1383		482	482	482	2112		786
Upstream Blk Time (%)							0	2				
Queuing Penalty (veh)							1	13				
Storage Bay Dist (ft)	160					100					160	
Storage Blk Time (%)	11	20				14	29					13
Queuing Penalty (veh)	13	27				37	74					0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	R	R	L	L	T	TR
Maximum Queue (ft)	541	325	275	208	260	1182	1140
Average Queue (ft)	371	287	220	203	247	728	668
95th Queue (ft)	656	402	387	237	319	1393	1292
Link Distance (ft)	786					3493	3493
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		225	225	160	160		
Storage Blk Time (%)	1	47	5	83	5	23	
Queuing Penalty (veh)	9	159	15	346	20	96	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	B10	B86	WB	WB	WB	WB	B7	NB	NB
Directions Served	L	T	TR	T	T	L	L	T	R	T	L	T
Maximum Queue (ft)	299	492	410	111	180	204	445	543	312	736	62	538
Average Queue (ft)	164	273	169	33	30	134	184	420	143	126	5	249
95th Queue (ft)	313	527	431	343	366	218	330	601	263	629	53	464
Link Distance (ft)		763	763	1104	1964		482	482	482	2112		786
Upstream Blk Time (%)		3	0	2	0		0	11		0		
Queuing Penalty (veh)		7	1	11	0		1	54		3		
Storage Bay Dist (ft)	160					100					160	
Storage Blk Time (%)	22	49				21	34					17
Queuing Penalty (veh)	23	61				49	82					0

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	NB	NB	SB	SB	SB	SB	B116	B116
Directions Served	T	R	R	L	L	T	TR	T	T
Maximum Queue (ft)	669	325	275	210	260	3512	3500	873	859
Average Queue (ft)	424	299	229	208	258	2563	2533	222	211
95th Queue (ft)	708	388	383	219	286	4080	4097	915	888
Link Distance (ft)	786					3493	3493	1153	1153
Upstream Blk Time (%)	0					28	26	12	11
Queuing Penalty (veh)	1					0	0	0	0
Storage Bay Dist (ft)		225	225	160	160				
Storage Blk Time (%)	2	57	4	97	11	17			
Queuing Penalty (veh)	15	181	11	377	42	67			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B10	B86	B213	B213	WB	WB	WB	WB	B7
Directions Served	L	T	TR	T	T	T		L	L	T	R	T
Maximum Queue (ft)	299	492	410	111	180	6	6	204	448	543	325	736
Average Queue (ft)	156	249	147	25	23	0	0	131	180	410	144	97
95th Queue (ft)	297	489	393	296	316	6	6	213	324	586	262	544
Link Distance (ft)		763	763	1104	1964	1383	1383		482	482	482	2112
Upstream Blk Time (%)		2	0	1	0				0	9		0
Queuing Penalty (veh)		5	1	8	0				1	43		2
Storage Bay Dist (ft)	160							100				
Storage Blk Time (%)	19	42						19	33			
Queuing Penalty (veh)	20	53						46	80			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	B116	B116
Directions Served	L	T	T	R	R	L	L	T	TR	T	T
Maximum Queue (ft)	62	544	674	325	275	210	260	3512	3500	873	859
Average Queue (ft)	4	239	411	296	227	207	255	2120	2083	168	160
95th Queue (ft)	46	447	698	392	384	226	299	3999	4002	792	768
Link Distance (ft)		786	786					3493	3493	1153	1153
Upstream Blk Time (%)			0					21	19	9	8
Queuing Penalty (veh)			0					0	0	0	0
Storage Bay Dist (ft)	160			225	225	160	160				
Storage Blk Time (%)		16	2	54	4	94	9	18			
Queuing Penalty (veh)		0	14	175	12	369	37	75			

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	T	T	R	L	T	TR	L
Maximum Queue (ft)	492	640	368	260	176	458	524	290	151	236	255	235
Average Queue (ft)	361	414	124	124	48	319	358	211	63	151	171	212
95th Queue (ft)	602	776	317	258	178	511	590	357	136	240	258	284
Link Distance (ft)		1951	1951	1951		3034	3034			5548	5548	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250			205	90			95
Storage Blk Time (%)	17	22		0	0	62	37	3	3	24		48
Queuing Penalty (veh)	41	54		0	1	1	132	12	7	20		291

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	1044	649
Average Queue (ft)	777	323
95th Queue (ft)	1259	919
Link Distance (ft)	1798	1798
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	46	
Queuing Penalty (veh)	150	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	588	1351	939	935	224	13	510	588	290	163	265	276
Average Queue (ft)	478	864	332	232	52	1	291	326	208	67	151	166
95th Queue (ft)	755	1778	1125	762	180	16	474	545	365	149	245	259
Link Distance (ft)		1951	1951	1951			3034	3034			5548	5548
Upstream Blk Time (%)		2	0									
Queuing Penalty (veh)		8	1									
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	50	59		0	0		59	30	4	3	25	
Queuing Penalty (veh)	116	137		1	1		1	97	13	6	20	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1218	1030
Average Queue (ft)	205	808	413
95th Queue (ft)	287	1306	1076
Link Distance (ft)		1798	1798
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	42	46	
Queuing Penalty (veh)	239	140	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	588	1351	942	935	236	13	540	638	290	169	274	292
Average Queue (ft)	450	755	282	206	51	0	298	333	209	66	151	167
95th Queue (ft)	731	1631	994	678	180	14	484	557	363	146	244	259
Link Distance (ft)		1951	1951	1951			3034	3034			5548	5548
Upstream Blk Time (%)		2	0									
Queuing Penalty (veh)		6	1									
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	42	50		0	0		59	31	4	3	25	
Queuing Penalty (veh)	98	117		1	1		1	106	13	6	20	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1260	1056
Average Queue (ft)	207	801	391
95th Queue (ft)	286	1295	1042
Link Distance (ft)		1798	1798
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	44	46	
Queuing Penalty (veh)	252	143	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #1

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	LT	R
Maximum Queue (ft)	252	254	259	199	407	406	349	148	68	8	18
Average Queue (ft)	199	203	156	122	268	300	195	39	12	1	7
95th Queue (ft)	287	274	285	218	454	460	387	168	122	11	61
Link Distance (ft)	207	207	207	207	443	443	443		491	1058	
Upstream Blk Time (%)	20	18	6	1	2	1	1		0		
Queuing Penalty (veh)	81	75	25	4	4	2	3		3		
Storage Bay Dist (ft)								250			200
Storage Blk Time (%)							3				0
Queuing Penalty (veh)							5				0

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	LT	R
Maximum Queue (ft)	267	263	264	216	472	485	431	275	292	24	74
Average Queue (ft)	203	196	150	117	311	340	264	62	111	2	5
95th Queue (ft)	281	280	270	222	539	542	500	255	438	13	51
Link Distance (ft)	207	207	207	207	443	443	443		491	1058	
Upstream Blk Time (%)	24	21	7	1	10	12	5		7		
Queuing Penalty (veh)	92	78	28	5	26	31	12		52		
Storage Bay Dist (ft)								250			200
Storage Blk Time (%)							8				0
Queuing Penalty (veh)							14				0

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	LT	R
Maximum Queue (ft)	268	267	278	218	474	486	441	301	339	27	92
Average Queue (ft)	202	198	152	118	301	331	247	56	87	2	5
95th Queue (ft)	282	279	273	221	522	525	478	237	386	13	53
Link Distance (ft)	207	207	207	207	443	443	443		491	1058	
Upstream Blk Time (%)	23	20	7	1	8	9	4		5		
Queuing Penalty (veh)	90	78	27	5	20	23	10		40		
Storage Bay Dist (ft)								250			200
Storage Blk Time (%)							7				0
Queuing Penalty (veh)							12				0

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	130
Average Queue (ft)	61
95th Queue (ft)	167
Link Distance (ft)	258
Upstream Blk Time (%)	1
Queuing Penalty (veh)	7
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	21	271
Average Queue (ft)	2	149
95th Queue (ft)	34	320
Link Distance (ft)	258	258
Upstream Blk Time (%)		13
Queuing Penalty (veh)		131
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	21	271
Average Queue (ft)	1	128
95th Queue (ft)	29	298
Link Distance (ft)	258	258
Upstream Blk Time (%)		10
Queuing Penalty (veh)		100
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	B158	B13	B26	WB	WB	WB	SB	SB
Directions Served	T	T	T	T	T	T	T	L	T	T	LT	R
Maximum Queue (ft)	497	452	403	325	287	145	41	183	247	205	347	522
Average Queue (ft)	412	365	272	185	77	44	20	78	137	65	209	406
95th Queue (ft)	544	529	437	351	320	262	163	191	263	199	370	625
Link Distance (ft)	454	454	454	454	363	451	369	207	207	207	472	472
Upstream Blk Time (%)	8	2	0	0	4	2	1	2	5	1	0	15
Queuing Penalty (veh)	29	7	0	0	55	30	8	5	10	2	1	55
Storage Bay Dist (ft)												
Storage Blk Time (%)					2							
Queuing Penalty (veh)					0							

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	SB	B168
Directions Served	R	T
Maximum Queue (ft)	470	409
Average Queue (ft)	319	121
95th Queue (ft)	623	501
Link Distance (ft)	472	705
Upstream Blk Time (%)	2	1
Queuing Penalty (veh)	7	9
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	B158	B13	B26	WB	WB	WB	SB	SB
Directions Served	T	T	T	T	T	T	T	L	T	T	LT	R
Maximum Queue (ft)	530	479	454	314	415	270	90	231	261	229	432	558
Average Queue (ft)	417	368	275	171	85	25	6	88	170	87	226	494
95th Queue (ft)	564	532	429	294	338	165	79	211	287	228	431	648
Link Distance (ft)	454	454	454	454	363	451	369	207	207	207	472	472
Upstream Blk Time (%)	8	2	0	0	4	1	0	4	11	2	0	43
Queuing Penalty (veh)	28	8	1	0	50	11	1	7	22	4	1	151
Storage Bay Dist (ft)												
Storage Blk Time (%)	1											
Queuing Penalty (veh)	0											

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	SB	B168
Directions Served	R	T
Maximum Queue (ft)	486	718
Average Queue (ft)	414	443
95th Queue (ft)	623	947
Link Distance (ft)	472	705
Upstream Blk Time (%)	5	13
Queuing Penalty (veh)	17	142
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B158	B13	B26	WB	WB	WB	SB	SB
Directions Served	T	T	T	T	T	T	T	L	T	T	LT	R
Maximum Queue (ft)	531	483	455	354	444	332	131	235	265	243	441	559
Average Queue (ft)	416	367	274	174	83	29	9	86	162	82	222	473
95th Queue (ft)	559	531	431	309	334	192	105	206	284	222	418	656
Link Distance (ft)	454	454	454	454	363	451	369	207	207	207	472	472
Upstream Blk Time (%)	8	2	0	0	4	1	0	3	10	2	0	36
Queuing Penalty (veh)	28	8	1	0	51	16	3	7	19	3	1	127
Storage Bay Dist (ft)												
Storage Blk Time (%)					1							
Queuing Penalty (veh)					0							

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	SB	B168
Directions Served	R	T
Maximum Queue (ft)	489	718
Average Queue (ft)	391	366
95th Queue (ft)	636	894
Link Distance (ft)	472	705
Upstream Blk Time (%)	4	10
Queuing Penalty (veh)	15	109
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	SB	SB	B191	B191	NW	B8003	B177	B177
Directions Served	T	T	T	T	T	R	T	T	T
Maximum Queue (ft)	22	276	400	208	216	50	221	254	102
Average Queue (ft)	3	103	164	94	99	9	32	71	15
95th Queue (ft)	21	463	538	615	630	48	230	317	120
Link Distance (ft)	258	559	559	5294	5294	602	449	474	474
Upstream Blk Time (%)		2	8				0	0	
Queuing Penalty (veh)		0	0				1	1	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	SB	SB	B191	B191	NW	B8003	B8003	B177	B177
Directions Served	T	T	T	T	T	R	T		T	T
Maximum Queue (ft)	32	650	672	2617	2624	92	281	10	453	326
Average Queue (ft)	2	427	480	961	992	10	17	0	71	25
95th Queue (ft)	18	876	889	2947	2982	55	168	13	328	176
Link Distance (ft)	258	559	559	5294	5294	602	449	449	474	474
Upstream Blk Time (%)		19	44	4	3		0		0	0
Queuing Penalty (veh)		0	0	0	0		1		1	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	SB	SB	B191	B191	NW	B8003	B8003	B177	B177
Directions Served	T	T	T	T	T	R	T		T	T
Maximum Queue (ft)	40	650	672	2617	2624	106	368	10	485	343
Average Queue (ft)	2	349	404	752	776	10	21	0	71	23
95th Queue (ft)	19	835	862	2605	2639	54	184	11	325	164
Link Distance (ft)	258	559	559	5294	5294	602	449	449	474	474
Upstream Blk Time (%)		15	35	3	3		0		0	0
Queuing Penalty (veh)		0	0	0	0		1		1	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	89	88
Average Queue (ft)	13	13
95th Queue (ft)	142	140
Link Distance (ft)	559	559
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	50	42
Average Queue (ft)	7	2
95th Queue (ft)	104	50
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	140	130
Average Queue (ft)	8	4
95th Queue (ft)	114	80
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 3314
Network wide Queuing Penalty, Interval #2: 4950
Network wide Queuing Penalty, All Intervals: 4541

Figure K-9: Scenario 2 Tier 2 (S2T2) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/08/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	14820	14155	14930	13621	13801	14088	13670
Vehs Exited	13933	13648	14259	13113	13230	13554	13128
Starting Vehs	1316	1373	1394	1174	1275	1312	1282
Ending Vehs	2203	1880	2065	1682	1846	1846	1824
Travel Distance (mi)	32668	31838	33465	30433	30832	31657	30434
Travel Time (hr)	1967.8	2163.3	1883.8	2125.3	2268.9	2109.8	2430.9
Total Delay (hr)	1171.0	1384.0	1068.3	1380.3	1514.0	1336.1	1684.4
Total Stops	26262	24869	27971	21840	23747	24262	22093
Fuel Used (gal)	1066.3	1096.4	1060.1	1062.0	1104.5	1084.1	1127.0

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	14010	13603	14798	14195
Vehs Exited	13416	13061	13881	13554
Starting Vehs	1282	1297	1222	1300
Ending Vehs	1876	1839	2139	1938
Travel Distance (mi)	31259	30440	32748	31683
Travel Time (hr)	2179.7	2300.0	1854.1	1881.2
Total Delay (hr)	1415.9	1554.1	1055.8	1083.6
Total Stops	23586	22911	25568	24451
Fuel Used (gal)	1091.9	1102.1	1037.1	1045.7

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	4056	4006	4082	3833	3984	4065	3890
Vehs Exited	3719	3715	3854	3499	3707	3781	3510
Starting Vehs	1316	1373	1394	1174	1275	1312	1282
Ending Vehs	1653	1664	1622	1508	1552	1596	1662
Travel Distance (mi)	9081	9003	9115	8496	8994	9041	8341
Travel Time (hr)	384.1	393.2	377.2	347.4	376.9	371.1	379.4
Total Delay (hr)	163.6	174.0	155.6	140.8	157.9	151.6	176.3
Total Stops	6807	7026	7096	5986	6959	7073	6254
Fuel Used (gal)	261.6	261.0	260.8	242.0	257.9	258.6	242.6

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3990	3956	4074	3957
Vehs Exited	3685	3541	3738	3817
Starting Vehs	1282	1297	1222	1328
Ending Vehs	1587	1712	1558	1468
Travel Distance (mi)	8904	8719	8993	8985
Travel Time (hr)	367.5	382.7	356.2	359.3
Total Delay (hr)	150.7	170.4	137.7	140.8
Total Stops	6303	6776	6458	6544
Fuel Used (gal)	253.3	252.8	252.7	254.4

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10764	10149	10848	9788	9817	10023	9780
Vehs Exited	10214	9933	10405	9614	9523	9773	9618
Starting Vehs	1653	1664	1622	1508	1552	1596	1662
Ending Vehs	2203	1880	2065	1682	1846	1846	1824
Travel Distance (mi)	23587	22835	24350	21937	21839	22616	22093
Travel Time (hr)	1583.7	1770.1	1506.6	1778.0	1892.1	1738.7	2051.5
Total Delay (hr)	1007.5	1210.0	912.7	1239.5	1356.2	1184.5	1508.1
Total Stops	19455	17843	20875	15854	16788	17189	15839
Fuel Used (gal)	804.8	835.3	799.2	820.0	846.6	825.4	884.3

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	10020	9647	10724	10715
Vehs Exited	9731	9520	10143	10064
Starting Vehs	1587	1712	1558	1468
Ending Vehs	1876	1839	2139	2119
Travel Distance (mi)	22355	21722	23755	23758
Travel Time (hr)	1812.2	1917.3	1497.9	1521.9
Total Delay (hr)	1265.2	1383.6	918.1	942.9
Total Stops	17283	16135	19110	19351
Fuel Used (gal)	838.7	849.3	784.5	791.3

1: Lear Way & Vilas Road Performance by movement Interval #1 4:25

1: Lear Way & Vilas Road Performance by movement Interval #2 4:40

1: Lear Way & Vilas Road Performance by movement Entire Run

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #1 4:25

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #2 4:40

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Entire Run

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Interval #1 4:25

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Interval #2 4:40

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Entire Run

20: Old Highway 62 & Vilas Road Performance by movement Interval #1 4:25

20: Old Highway 62 & Vilas Road Performance by movement Interval #2 4:40

20: Old Highway 62 & Vilas Road Performance by movement Entire Run

28: Table Rock Road & Access 2 Performance by movement Interval #1 4:25

28: Table Rock Road & Access 2 Performance by movement Interval #2 4:40

28: Table Rock Road & Access 2 Performance by movement Entire Run

30: Crater Lake Ave & Vilas Road Performance by movement Interval #1 4:25

30: Crater Lake Ave & Vilas Road Performance by movement Interval #2 4:40

30: Crater Lake Ave & Vilas Road Performance by movement Entire Run

74: Table Rock Road & Vilas Road Performance by movement Interval #1 4:25

74: Table Rock Road & Vilas Road Performance by movement Interval #2 4:40

74: Table Rock Road & Vilas Road Performance by movement Entire Run

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #1 4:25

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #2 4:40

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Entire Run

122: Table Rock Road & Access 1 Performance by movement Interval #1 4:25

122: Table Rock Road & Access 1 Performance by movement Interval #2 4:40

122: Table Rock Road & Access 1 Performance by movement Entire Run

171: Bypass & NB Off Performance by movement Interval #1 4:25

171: Bypass & NB Off Performance by movement Interval #2 4:40

171: Bypass & NB Off Performance by movement Entire Run

173: Bypass NB & Vilas Road Performance by movement Interval #1 4:25

173: Bypass NB & Vilas Road Performance by movement Interval #2 4:40

173: Bypass NB & Vilas Road Performance by movement Entire Run

174: SB Off & Bypass Performance by movement Interval #1 4:25

174: SB Off & Bypass Performance by movement Interval #2 4:40

174: SB Off & Bypass Performance by movement Entire Run

175: Bypass SB & Vilas Road Performance by movement Interval #1 4:25

175: Bypass SB & Vilas Road Performance by movement Interval #2 4:40

175: Bypass SB & Vilas Road Performance by movement Entire Run

182: Bypass Performance by movement Interval #1 4:25

182: Bypass Performance by movement Interval #2 4:40

182: Bypass Performance by movement Entire Run

183: Bypass & NB On Performance by movement Interval #1 4:25

183: Bypass & NB On Performance by movement Interval #2 4:40

183: Bypass & NB On Performance by movement Entire Run

Total Network Performance By Interval

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	LT
Maximum Queue (ft)	170	279	274	140	55	132	150	63	120	30	54	60
Average Queue (ft)	106	104	131	50	18	62	84	14	68	10	29	33
95th Queue (ft)	185	262	263	140	46	142	159	64	116	30	62	64
Link Distance (ft)		492	492			1857	1857			4893		2892
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	150			150	150			150	150			150
Storage Blk Time (%)	5	1	4	0	0	1	2		0			
Queuing Penalty (veh)	17	2	7	0	0	0	1		0			

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	99
Average Queue (ft)	51
95th Queue (ft)	100
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	LT
Maximum Queue (ft)	174	285	309	175	118	428	459	119	156	144	103	176
Average Queue (ft)	112	91	134	53	24	112	134	17	78	18	29	46
95th Queue (ft)	188	235	267	156	91	403	430	81	142	119	86	187
Link Distance (ft)		492	492			1857	1857			4893		2892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150	150			150	150			150
Storage Blk Time (%)	6	1	5	0	0	9	10	0	3			0
Queuing Penalty (veh)	19	2	8	0	0	3	4	0	4			0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	126
Average Queue (ft)	54
95th Queue (ft)	111
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	2
Queuing Penalty (veh)	2

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	LT
Maximum Queue (ft)	174	313	338	175	120	437	463	130	156	146	110	177
Average Queue (ft)	110	94	133	52	23	100	122	17	75	16	29	43
95th Queue (ft)	188	242	266	152	83	358	384	77	137	105	81	167
Link Distance (ft)		492	492			1857	1857			4893		2892
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	150			150	150			150	150			150
Storage Blk Time (%)	5	1	5	0	0	7	8	0	3			0
Queuing Penalty (veh)	18	2	8	0	0	3	3	0	3			0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	133
Average Queue (ft)	53
95th Queue (ft)	109
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	2
Queuing Penalty (veh)	1

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	B7	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	T	L	T	T	TR	L	TR	L
Maximum Queue (ft)	530	772	675	379	15	3	364	399	369	286	90	232
Average Queue (ft)	469	448	339	218	1	0	275	297	279	177	36	89
95th Queue (ft)	614	1014	846	423	12	6	406	445	426	293	94	256
Link Distance (ft)		1270	1270	1270	2849		1957	1957	1957	4851	4851	1394
Upstream Blk Time (%)		1	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305						
Storage Blk Time (%)	41	0					13					
Queuing Penalty (veh)	151	0					0					

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	1178	215
Average Queue (ft)	1032	215
95th Queue (ft)	1238	217
Link Distance (ft)	1394	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)	1	59
Queuing Penalty (veh)	9	19

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B7	B7	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	533	927	811	665	76	72	7	482	520	482	327	114
Average Queue (ft)	457	610	490	266	19	14	0	295	321	301	161	36
95th Queue (ft)	659	1319	1166	654	150	134	5	474	503	478	284	93
Link Distance (ft)		1270	1270	1270	2849	2849		1957	1957	1957	4851	4851
Upstream Blk Time (%)		6	0	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	48	0						19				
Queuing Penalty (veh)	165	0						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	449	1230	215
Average Queue (ft)	98	1055	215
95th Queue (ft)	336	1195	216
Link Distance (ft)	1394	1394	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			190
Storage Blk Time (%)		0	61
Queuing Penalty (veh)		1	18

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B7	B7	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	549	973	856	670	76	72	10	482	525	484	332	124
Average Queue (ft)	460	571	453	255	15	11	0	290	315	296	165	36
95th Queue (ft)	650	1258	1101	608	130	116	5	460	490	467	287	93
Link Distance (ft)		1270	1270	1270	2849	2849		1957	1957	1957	4851	4851
Upstream Blk Time (%)		5	0	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	46	0						17				
Queuing Penalty (veh)	161	0						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	484	1243	215
Average Queue (ft)	96	1049	215
95th Queue (ft)	319	1209	216
Link Distance (ft)	1394	1394	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			190
Storage Blk Time (%)		0	61
Queuing Penalty (veh)		3	18

Intersection: 7: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	520	487
Average Queue (ft)	88	83
95th Queue (ft)	592	571
Link Distance (ft)	1270	1270
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	529	436
Average Queue (ft)	24	20
95th Queue (ft)	298	273
Link Distance (ft)	1270	1270
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	943	881
Average Queue (ft)	39	35
95th Queue (ft)	386	364
Link Distance (ft)	1270	1270
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	B26	B26	B158	B158	NB	NB
Directions Served	L	T	TR	L	T	TR	T	T	T	T	L	TR
Maximum Queue (ft)	164	345	390	174	467	471	374	398	4	6	130	191
Average Queue (ft)	94	234	278	140	397	416	71	97	0	0	72	101
95th Queue (ft)	183	368	408	220	522	535	275	324	0	0	140	184
Link Distance (ft)		3000	3000		376	376	862	862	454	454		1707
Upstream Blk Time (%)					23	28	0	1				
Queuing Penalty (veh)					211	249	4	5				
Storage Bay Dist (ft)	150			150							150	
Storage Blk Time (%)	0	14		4	39						1	3
Queuing Penalty (veh)	0	21		35	65						2	4

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	149	189
Average Queue (ft)	84	93
95th Queue (ft)	154	189
Link Distance (ft)		756
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)	1	4
Queuing Penalty (veh)	2	5

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	B26	B26	B158	B158	B158	NB
Directions Served	L	T	TR	L	T	TR	T	T	T	T		L
Maximum Queue (ft)	174	442	484	175	459	464	672	674	261	318	171	168
Average Queue (ft)	87	245	290	126	379	389	448	455	162	210	33	90
95th Queue (ft)	180	435	473	232	584	579	1180	1191	511	661	213	168
Link Distance (ft)		3000	3000		376	376	862	862	454	454	454	
Upstream Blk Time (%)					43	53	34	37	3	25	1	
Queuing Penalty (veh)					364	446	289	313	15	139	3	
Storage Bay Dist (ft)	150			150								150
Storage Blk Time (%)	1	15		1	54							3
Queuing Penalty (veh)	6	21		8	85							8

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	NB	SB	SB
Directions Served	TR	L	TR
Maximum Queue (ft)	275	172	397
Average Queue (ft)	119	98	182
95th Queue (ft)	239	190	447
Link Distance (ft)	1707		756
Upstream Blk Time (%)			1
Queuing Penalty (veh)			0
Storage Bay Dist (ft)		150	
Storage Blk Time (%)	6	2	26
Queuing Penalty (veh)	7	3	31

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	B26	B26	B158	B158	B158	NB
Directions Served	L	T	TR	L	T	TR	T	T	T	T		L
Maximum Queue (ft)	174	454	490	175	475	478	689	692	261	318	171	168
Average Queue (ft)	88	242	287	129	383	395	357	369	123	159	25	85
95th Queue (ft)	181	420	459	230	572	572	1055	1067	448	579	183	163
Link Distance (ft)		3000	3000		376	376	862	862	454	454	454	
Upstream Blk Time (%)					38	47	26	28	2	19	0	
Queuing Penalty (veh)					326	397	218	236	11	104	2	
Storage Bay Dist (ft)	150			150								150
Storage Blk Time (%)	1	15		2	50							3
Queuing Penalty (veh)	4	21		15	80							6

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	NB	SB	SB
Directions Served	TR	L	TR
Maximum Queue (ft)	276	172	412
Average Queue (ft)	114	94	160
95th Queue (ft)	227	182	404
Link Distance (ft)	1707		756
Upstream Blk Time (%)			1
Queuing Penalty (veh)			0
Storage Bay Dist (ft)		150	
Storage Blk Time (%)	5	2	21
Queuing Penalty (veh)	6	3	25

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	109	135	264	282	16	114	197	203	140	150	67	25
Average Queue (ft)	55	77	133	117	4	56	114	136	73	83	25	6
95th Queue (ft)	112	132	259	236	18	123	213	222	145	154	68	27
Link Distance (ft)		1857	1857		925	925			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)			5	2			1	1	0	1		
Queuing Penalty (veh)			25	5			3	2	0	2		

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	305	325	182
Average Queue (ft)	219	227	54
95th Queue (ft)	326	345	181
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	14	24	
Queuing Penalty (veh)	2	26	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	116	138	243	272	24	136	192	206	170	172	71	40
Average Queue (ft)	51	69	112	111	4	55	96	122	68	74	21	10
95th Queue (ft)	101	119	212	223	16	114	174	193	132	142	53	33
Link Distance (ft)		1857	1857		925	925			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)			3	2			0	0	0	1		
Queuing Penalty (veh)			12	4			0	1	0	1		

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	332	350	243
Average Queue (ft)	184	196	49
95th Queue (ft)	295	308	149
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	7	18	
Queuing Penalty (veh)	1	18	

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	122	151	286	310	28	146	218	230	183	182	81	40
Average Queue (ft)	52	71	117	112	4	56	100	126	70	76	22	9
95th Queue (ft)	104	122	225	227	17	116	185	201	136	145	57	31
Link Distance (ft)		1857	1857		925	925			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)			3	2			0	0	0	1		
Queuing Penalty (veh)			16	4			1	1	0	1		

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	355	368	258
Average Queue (ft)	193	204	50
95th Queue (ft)	305	319	158
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	9	20	
Queuing Penalty (veh)	1	20	

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	16
95th Queue (ft)	43
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	39
Average Queue (ft)	16
95th Queue (ft)	42
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	42
Average Queue (ft)	16
95th Queue (ft)	42
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LT	LTR	L	TR
Maximum Queue (ft)	11	106	44	61	74
Average Queue (ft)	2	52	24	34	45
95th Queue (ft)	13	105	49	66	80
Link Distance (ft)	925	844	5175		2829
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				150	
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LT	LTR	L	TR
Maximum Queue (ft)	21	107	59	90	102
Average Queue (ft)	1	46	20	35	43
95th Queue (ft)	11	87	48	72	82
Link Distance (ft)	925	844	5175		2829
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				150	
Storage Blk Time (%)		0			0
Queuing Penalty (veh)		0			0

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LT	LTR	L	TR
Maximum Queue (ft)	23	121	65	94	103
Average Queue (ft)	1	47	21	35	43
95th Queue (ft)	12	92	48	70	82
Link Distance (ft)	925	844	5175		2829
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				150	
Storage Blk Time (%)		0			0
Queuing Penalty (veh)		0			0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	L	T	T	R	R
Maximum Queue (ft)	203	212	208	205	2913	2929	175	14	261	228	139	120
Average Queue (ft)	127	138	147	186	1785	2252	166	3	188	161	62	44
95th Queue (ft)	246	249	233	239	3378	3423	211	17	280	250	142	126
Link Distance (ft)		522	522		3000	3000			786	786		
Upstream Blk Time (%)					3	10						
Queuing Penalty (veh)					28	100						
Storage Bay Dist (ft)	160			100			150	160			225	225
Storage Blk Time (%)	21	7		46	52	61	7		16	2	0	0
Queuing Penalty (veh)	37	9		153	172	373	39		1	17	0	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	554	438
Average Queue (ft)	248	373	279
95th Queue (ft)	279	639	500
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	47	7	
Queuing Penalty (veh)	187	30	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	L	T	T	R	R
Maximum Queue (ft)	245	281	274	205	3037	3019	175	52	296	286	198	160
Average Queue (ft)	134	174	168	149	2779	2919	170	5	168	144	68	51
95th Queue (ft)	259	318	256	228	3716	3362	201	23	267	243	160	133
Link Distance (ft)		522	522		3000	3000			786	786		
Upstream Blk Time (%)		0			15	39						
Queuing Penalty (veh)		0			130	351						
Storage Bay Dist (ft)	160			100			150	160			225	225
Storage Blk Time (%)	19	10		30	36	61	9		12	1	0	0
Queuing Penalty (veh)	31	11		94	112	348	46		1	6	0	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	621	510
Average Queue (ft)	238	321	244
95th Queue (ft)	294	568	430
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	45	5	
Queuing Penalty (veh)	165	19	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	L	T	T	R	R
Maximum Queue (ft)	250	288	278	205	3042	3019	175	52	308	291	210	163
Average Queue (ft)	132	165	163	158	2539	2758	169	5	173	148	67	49
95th Queue (ft)	256	304	251	236	3870	3596	204	21	271	246	156	131
Link Distance (ft)		522	522		3000	3000			786	786		
Upstream Blk Time (%)		0			12	32						
Queuing Penalty (veh)		0			105	288						
Storage Bay Dist (ft)	160			100			150	160			225	225
Storage Blk Time (%)	20	9		34	40	61	8		13	1	0	0
Queuing Penalty (veh)	32	10		109	127	355	44		1	9	0	0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	659	539
Average Queue (ft)	240	333	252
95th Queue (ft)	292	588	449
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	45	5	
Queuing Penalty (veh)	170	21	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	515	699	297	283	178	2	342	364	277	150	240	238
Average Queue (ft)	372	437	130	141	52	0	248	263	180	47	149	169
95th Queue (ft)	646	859	287	298	177	3	371	394	334	127	248	253
Link Distance (ft)		1957	1957	1957			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	23	29		0	0		57	22	2	2	26	
Queuing Penalty (veh)	60	77		0	0		1	79	7	5	15	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	234	1008	609
Average Queue (ft)	204	738	277
95th Queue (ft)	285	1251	827
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	46	43	
Queuing Penalty (veh)	300	152	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	548	899	640	466	191	3	354	392	290	147	271	287
Average Queue (ft)	341	436	133	131	39	0	202	214	124	39	144	161
95th Queue (ft)	630	969	457	399	148	3	312	334	263	106	235	256
Link Distance (ft)		1957	1957	1957			3034	3034			5548	5548
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	19	22		0	0		49	13	0	1	27	
Queuing Penalty (veh)	46	55		0	0		0	41	1	1	14	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1106	863
Average Queue (ft)	205	621	211
95th Queue (ft)	283	1136	709
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	43	46	
Queuing Penalty (veh)	258	153	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	552	928	642	522	208	5	376	409	290	161	283	295
Average Queue (ft)	348	437	132	134	42	0	213	226	138	41	145	163
95th Queue (ft)	635	945	425	379	156	3	331	353	285	111	238	255
Link Distance (ft)		1957	1957	1957			3034	3034			5548	5548
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	20	24		0	0		51	15	1	1	27	
Queuing Penalty (veh)	50	61		0	0		1	51	3	2	15	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1142	952
Average Queue (ft)	205	649	227
95th Queue (ft)	284	1170	740
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	44	46	
Queuing Penalty (veh)	269	153	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement	NB
Directions Served	TR
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	1810
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	NB
Directions Served	TR
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	1810
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 171: Bypass & NB Off, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	T	R	LT	R
Maximum Queue (ft)	205	204	147	88	330	338	321	187	23	48
Average Queue (ft)	135	110	64	41	231	256	235	94	10	7
95th Queue (ft)	227	228	154	104	382	383	359	241	33	64
Link Distance (ft)	207	207	207	207	442	442	442		1058	
Upstream Blk Time (%)	1	1	0		0	0	0			
Queuing Penalty (veh)	6	2	0		1	1	1			
Storage Bay Dist (ft)								250		200
Storage Blk Time (%)							12			0
Queuing Penalty (veh)							19			0

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	236	235	209	117	443	439	441	349	196	197	43	65
Average Queue (ft)	124	92	47	25	302	313	297	137	76	79	20	3
95th Queue (ft)	234	225	142	81	528	508	503	360	359	366	52	41
Link Distance (ft)	207	207	207	207	442	442	442		492	492	1058	
Upstream Blk Time (%)	4	2	1	0	18	14	13		6	7		
Queuing Penalty (veh)	20	11	3	0	55	42	39		26	30		
Storage Bay Dist (ft)								250				200
Storage Blk Time (%)							34					0
Queuing Penalty (veh)							52					0

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	241	242	221	138	445	442	444	349	196	197	44	99
Average Queue (ft)	126	96	51	29	285	299	282	127	58	60	18	4
95th Queue (ft)	233	227	146	88	501	485	476	336	310	316	48	47
Link Distance (ft)	207	207	207	207	442	442	442		492	492	1058	
Upstream Blk Time (%)	4	2	1	0	14	10	10		4	5		
Queuing Penalty (veh)	16	9	3	0	42	32	29		20	23		
Storage Bay Dist (ft)								250				200
Storage Blk Time (%)							28					0
Queuing Penalty (veh)							43					0

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	100
Average Queue (ft)	63
95th Queue (ft)	152
Link Distance (ft)	258
Upstream Blk Time (%)	6
Queuing Penalty (veh)	65
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB
Directions Served	TR
Maximum Queue (ft)	265
Average Queue (ft)	236
95th Queue (ft)	343
Link Distance (ft)	258
Upstream Blk Time (%)	70
Queuing Penalty (veh)	750
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB
Directions Served	TR
Maximum Queue (ft)	265
Average Queue (ft)	194
95th Queue (ft)	354
Link Distance (ft)	258
Upstream Blk Time (%)	54
Queuing Penalty (veh)	579
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB	B168	B168
Directions Served	T	T	T	T	L	T	T	LT	R	R	T	T
Maximum Queue (ft)	390	377	317	281	139	213	140	492	485	277	338	399
Average Queue (ft)	279	234	213	186	50	129	81	318	339	181	103	147
95th Queue (ft)	414	376	322	293	131	223	147	581	651	395	420	490
Link Distance (ft)	454	454	454	454	207	207	207	457	457		705	705
Upstream Blk Time (%)	0	0	0		0	2	0	28	17		4	6
Queuing Penalty (veh)	1	1	0		0	5	0	184	111		29	38
Storage Bay Dist (ft)											250	
Storage Blk Time (%)				2					20	2		
Queuing Penalty (veh)				0					111	9		

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	B158	B158	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	T	L	T	T	LT	R	R
Maximum Queue (ft)	462	418	346	315	22	9	177	243	214	503	284	129
Average Queue (ft)	267	223	201	171	2	0	61	141	127	406	194	91
95th Queue (ft)	422	373	322	293	23	11	179	270	242	689	603	303
Link Distance (ft)	454	454	454	454	862	862	207	207	207	457	457	
Upstream Blk Time (%)	1	0					3	12	8	65	31	
Queuing Penalty (veh)	3	0					7	31	20	394	187	
Storage Bay Dist (ft)												250
Storage Blk Time (%)				2							27	6
Queuing Penalty (veh)				0							138	33

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	B168	B168
Directions Served	T	T
Maximum Queue (ft)	681	722
Average Queue (ft)	611	658
95th Queue (ft)	892	917
Link Distance (ft)	705	705
Upstream Blk Time (%)	12	70
Queuing Penalty (veh)	69	423
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B158	B158	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	T	L	T	T	LT	R	R
Maximum Queue (ft)	463	434	354	327	22	9	195	251	214	511	496	280
Average Queue (ft)	270	226	204	174	2	0	59	138	116	384	229	113
95th Queue (ft)	421	373	323	293	20	10	169	260	226	670	630	335
Link Distance (ft)	454	454	454	454	862	862	207	207	207	457	457	
Upstream Blk Time (%)	1	0	0				2	10	6	56	28	
Queuing Penalty (veh)	3	0	0				5	25	15	342	168	
Storage Bay Dist (ft)												250
Storage Blk Time (%)				2							25	5
Queuing Penalty (veh)				0							131	27

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	B168	B168
Directions Served	T	T
Maximum Queue (ft)	688	722
Average Queue (ft)	489	535
95th Queue (ft)	950	993
Link Distance (ft)	705	705
Upstream Blk Time (%)	10	54
Queuing Penalty (veh)	59	326
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T	T	T
Maximum Queue (ft)	4	22	501	548	470	501	48	88	122	57
Average Queue (ft)	1	4	249	326	113	127	10	12	21	12
95th Queue (ft)	8	25	670	739	782	812	48	139	127	105
Link Distance (ft)	258	258	559	559	5294	5294	602	449	473	473
Upstream Blk Time (%)			3	17				0		
Queuing Penalty (veh)			0	0				0		
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T	T	T
Maximum Queue (ft)	4	22	618	639	5312	5318	72	182	280	97
Average Queue (ft)	0	2	560	598	3824	3831	7	10	23	6
95th Queue (ft)	4	17	787	758	7162	7155	44	128	167	75
Link Distance (ft)	258	258	559	559	5294	5294	602	449	473	473
Upstream Blk Time (%)			64	88	55	54		0	0	0
Queuing Penalty (veh)			0	0	0	0		1	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	SB	SB	B191	B191	NW	B8003	B177	B177
Directions Served	T	T	T	T	T	T	R	T	T	T
Maximum Queue (ft)	8	38	633	646	5312	5318	87	223	308	148
Average Queue (ft)	0	2	485	532	2928	2937	8	11	23	7
95th Queue (ft)	6	19	846	845	6856	6853	45	131	158	83
Link Distance (ft)	258	258	559	559	5294	5294	602	449	473	473
Upstream Blk Time (%)			48	70	41	41		0	0	0
Queuing Penalty (veh)			0	0	0	0		1	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	150	151
Average Queue (ft)	15	15
95th Queue (ft)	155	162
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	94	101
Average Queue (ft)	4	5
95th Queue (ft)	82	86
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	245	250
Average Queue (ft)	7	7
95th Queue (ft)	104	109
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 3302
Network wide Queuing Penalty, Interval #2: 6221
Network wide Queuing Penalty, All Intervals: 5492

Figure K-10: Scenario 3 Tier 2 (S3T2) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/08/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	13498	13348	13441	13445	13323	13403	13178
Vehs Exited	12873	13035	13000	12911	13072	12900	12909
Starting Vehs	1164	1251	1224	1179	1194	1177	1129
Ending Vehs	1789	1564	1665	1713	1445	1680	1398
Travel Distance (mi)	31983	31985	31962	31894	32112	31862	31856
Travel Time (hr)	1745.8	1658.0	1680.8	1596.4	1584.8	1653.9	1540.1
Total Delay (hr)	969.6	880.6	904.2	821.4	805.4	880.2	767.3
Total Stops	25035	24410	24564	23983	23757	24519	23047
Fuel Used (gal)	988.7	968.5	979.2	954.5	953.5	966.5	940.1

Summary of All Intervals

Run Number	18	19	20		Avg
Start Time	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60
# of Intervals	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2
Vehs Entered	13492	13400	13226	13332	13371
Vehs Exited	13201	12955	12767	13114	12973
Starting Vehs	1184	1065	1167	1259	1179
Ending Vehs	1475	1510	1626	1477	1580
Travel Distance (mi)	32325	32015	31454	32153	31964
Travel Time (hr)	1571.6	1561.4	1556.1	1551.6	1609.1
Total Delay (hr)	787.7	784.1	794.0	771.8	833.3
Total Stops	23206	22872	22153	23292	23714
Fuel Used (gal)	956.6	950.2	943.4	949.6	959.2

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10

Volumes adjusted by PHF, Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3499	3648	3518	3547	3561	3637	3471
Vehs Exited	3326	3370	3372	3406	3343	3325	3279
Starting Vehs	1164	1251	1224	1179	1194	1177	1129
Ending Vehs	1337	1529	1370	1320	1412	1489	1321
Travel Distance (mi)	8252	8469	8341	8441	8304	8380	8219
Travel Time (hr)	349.9	352.0	338.3	337.7	335.6	345.7	330.1
Total Delay (hr)	149.9	145.7	135.2	132.7	134.3	142.2	131.4
Total Stops	6115	6182	5842	6137	5661	6187	5726
Fuel Used (gal)	235.2	238.9	232.7	234.8	229.4	235.1	229.0

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg	
Vehs Entered	3545	3519	3448	3502	3534
Vehs Exited	3377	3245	3313	3393	3343
Starting Vehs	1184	1065	1167	1259	1179
Ending Vehs	1352	1339	1302	1368	1377
Travel Distance (mi)	8419	8214	8052	8318	8310
Travel Time (hr)	338.6	325.3	329.7	343.4	338.7
Total Delay (hr)	135.0	126.3	134.9	141.4	137.2
Total Stops	5712	5415	5625	6026	5874
Fuel Used (gal)	234.1	228.5	227.1	233.1	232.5

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	9999	9700	9923	9898	9762	9766	9707
Vehs Exited	9547	9665	9628	9505	9729	9575	9630
Starting Vehs	1337	1529	1370	1320	1412	1489	1321
Ending Vehs	1789	1564	1665	1713	1445	1680	1398
Travel Distance (mi)	23731	23515	23621	23453	23807	23482	23637
Travel Time (hr)	1395.9	1306.0	1342.5	1258.7	1249.2	1308.2	1210.0
Total Delay (hr)	819.8	734.9	769.0	688.7	671.1	737.9	635.9
Total Stops	18920	18228	18722	17846	18096	18332	17321
Fuel Used (gal)	753.6	729.6	746.5	719.8	724.1	731.5	711.1

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	9947	9881	9778	9830
Vehs Exited	9824	9710	9454	9721
Starting Vehs	1352	1339	1302	1368
Ending Vehs	1475	1510	1626	1477
Travel Distance (mi)	23906	23801	23401	23836
Travel Time (hr)	1233.0	1236.1	1226.3	1208.2
Total Delay (hr)	652.7	657.7	659.1	630.4
Total Stops	17494	17457	16528	17266
Fuel Used (gal)	722.4	721.7	716.3	716.5

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	EB	B159	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	T	L	T	R	L	T	R	L	T
Maximum Queue (ft)	157	287	122	252	120	357	94	142	154	58	104	83
Average Queue (ft)	97	132	41	41	45	139	25	91	45	26	52	21
95th Queue (ft)	174	302	122	244	133	395	88	160	267	61	105	130
Link Distance (ft)		491		443		1161			4905			2840
Upstream Blk Time (%)		0		0								
Queuing Penalty (veh)		0		1								
Storage Bay Dist (ft)	150		150		150		150	150		100	150	
Storage Blk Time (%)	4	3	0			9	0	10		0	0	
Queuing Penalty (veh)	24	10	0			16	0	10		0	0	

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	105
Average Queue (ft)	55
95th Queue (ft)	120
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	4
Queuing Penalty (veh)	4

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	B159	B159	WB	WB	WB	B8	B8	NB	NB
Directions Served	L	T	R	T		L	T	R	T		L	T
Maximum Queue (ft)	174	320	166	437	158	250	1116	175	428	380	174	1815
Average Queue (ft)	86	133	45	47	9	107	645	78	141	76	144	747
95th Queue (ft)	169	275	131	267	110	283	1429	211	560	425	215	2162
Link Distance (ft)		491		443	443		1161		647	647		4905
Upstream Blk Time (%)		0		0	0		23		7	3		
Queuing Penalty (veh)		3		1	0		125		20	9		
Storage Bay Dist (ft)	150		150			150		150			150	
Storage Blk Time (%)	2	3	0			0	52	0			65	0
Queuing Penalty (veh)	11	11	0			1	83	1			64	0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	98	140	836	173
Average Queue (ft)	24	48	264	110
95th Queue (ft)	71	114	931	208
Link Distance (ft)			2840	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	150		150
Storage Blk Time (%)	0	1	1	32
Queuing Penalty (veh)	0	1	1	33

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	B159	B159	WB	WB	WB	B8	B8	NB	NB
Directions Served	L	T	R	T		L	T	R	T		L	T
Maximum Queue (ft)	174	356	175	445	158	250	1116	175	428	380	174	1815
Average Queue (ft)	89	133	44	46	7	92	523	65	107	58	132	577
95th Queue (ft)	171	282	129	261	95	257	1304	190	486	366	211	1911
Link Distance (ft)		491		443	443		1161		647	647		4905
Upstream Blk Time (%)		0		0	0		17		6	3		
Queuing Penalty (veh)		3		1	0		93		15	7		
Storage Bay Dist (ft)	150		150			150		150			150	
Storage Blk Time (%)	2	3	0			0	42	0			51	0
Queuing Penalty (veh)	15	11	0			1	66	1			51	0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	102	151	836	173
Average Queue (ft)	25	49	205	97
95th Queue (ft)	69	112	813	196
Link Distance (ft)			2840	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	150		150
Storage Blk Time (%)	0	1	0	25
Queuing Penalty (veh)	0	1	1	26

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	B11	B11	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	549	883	718	328	66	67	26	295	334	288	353	95
Average Queue (ft)	504	525	342	162	8	8	5	181	208	185	221	37
95th Queue (ft)	624	1185	908	263	80	94	22	317	347	316	369	97
Link Distance (ft)		1123	1123	1123	2997	2997		1957	1957	1957	4851	4851
Upstream Blk Time (%)		4	0	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	48	0						3				
Queuing Penalty (veh)	139	0						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB	SB	B213
Directions Served	L	T	R	T
Maximum Queue (ft)	105	1473	215	591
Average Queue (ft)	51	1344	214	197
95th Queue (ft)	115	1632	217	632
Link Distance (ft)		1394		1964
Upstream Blk Time (%)		36		
Queuing Penalty (veh)		316		
Storage Bay Dist (ft)	190		190	
Storage Blk Time (%)		0	62	
Queuing Penalty (veh)		0	110	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B11	B11	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	549	1010	848	491	277	253	66	426	456	427	348	138
Average Queue (ft)	500	705	476	161	63	42	7	210	238	215	188	45
95th Queue (ft)	653	1391	1171	351	349	308	53	369	403	376	317	108
Link Distance (ft)		1123	1123	1123	2997	2997		1957	1957	1957	4851	4851
Upstream Blk Time (%)		14	0	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	53	0						4				
Queuing Penalty (veh)	142	0						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	SB	B213	B86
Directions Served	L	T	R	T	T
Maximum Queue (ft)	116	1517	215	2078	931
Average Queue (ft)	51	1476	214	1563	251
95th Queue (ft)	107	1511	218	2482	1046
Link Distance (ft)		1394		1964	1967
Upstream Blk Time (%)		78		35	0
Queuing Penalty (veh)		632		286	1
Storage Bay Dist (ft)	190		190		
Storage Blk Time (%)		0	61		
Queuing Penalty (veh)		3	103		

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B11	B11	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	550	1052	900	520	286	272	67	426	458	427	381	143
Average Queue (ft)	501	662	444	161	50	34	6	203	231	208	196	43
95th Queue (ft)	647	1353	1116	334	304	271	47	358	391	363	332	106
Link Distance (ft)		1123	1123	1123	2997	2997		1957	1957	1957	4851	4851
Upstream Blk Time (%)		12	0	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	51	0						4				
Queuing Penalty (veh)	141	0						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	SB	B213	B86
Directions Served	L	T	R	T	T
Maximum Queue (ft)	124	1517	215	2078	931
Average Queue (ft)	51	1444	214	1233	190
95th Queue (ft)	109	1616	218	2504	905
Link Distance (ft)		1394		1964	1967
Upstream Blk Time (%)		68		26	0
Queuing Penalty (veh)		553		215	1
Storage Bay Dist (ft)	190		190		
Storage Blk Time (%)		0	61		
Queuing Penalty (veh)		2	105		

Intersection: 9: Airway Dr/Peace LN & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	B26	B158	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	T	T	L	T	R	L	T
Maximum Queue (ft)	169	496	189	151	445	219	50	275	1286	166	129	29
Average Queue (ft)	88	293	58	78	259	58	5	271	1061	119	74	9
95th Queue (ft)	177	549	199	164	495	332	83	292	1573	203	133	48
Link Distance (ft)		2458			380	862	448		1308			899
Upstream Blk Time (%)					7	1	0		36			
Queuing Penalty (veh)					75	8	1		0			
Storage Bay Dist (ft)	150		200	150				250		150	150	
Storage Blk Time (%)	2	13	0	1	16			77		19	1	
Queuing Penalty (veh)	18	35	1	12	17			156		48	1	

Intersection: 9: Airway Dr/Peace LN & Vilas Road, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	99
Average Queue (ft)	55
95th Queue (ft)	107
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 9: Airway Dr/Peace LN & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	B26	B158	B158	NB	NB	NB	SB
Directions Served	L	T	R	L	TR	T	T		L	T	R	L
Maximum Queue (ft)	174	587	208	174	503	861	434	79	275	1368	174	161
Average Queue (ft)	70	232	35	100	388	458	162	6	272	1278	102	87
95th Queue (ft)	154	572	143	212	613	1158	562	87	294	1670	192	154
Link Distance (ft)		2458			380	862	448	448		1308		
Upstream Blk Time (%)					30	18	11	0		91		
Queuing Penalty (veh)					295	173	55	0		0		
Storage Bay Dist (ft)	150		200	150					250		150	150
Storage Blk Time (%)	0	9	0	0	40				86	0	14	2
Queuing Penalty (veh)	4	22	0	0	39				162	0	34	1

Intersection: 9: Airway Dr/Peace LN & Vilas Road, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	157	141
Average Queue (ft)	18	55
95th Queue (ft)	89	114
Link Distance (ft)	899	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		1
Queuing Penalty (veh)		1

Intersection: 9: Airway Dr/Peace LN & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	B26	B158	B158	NB	NB	NB	SB
Directions Served	L	T	R	L	TR	T	T		L	T	R	L
Maximum Queue (ft)	174	640	225	174	503	861	434	79	275	1368	175	161
Average Queue (ft)	74	247	41	95	357	362	124	5	272	1226	106	84
95th Queue (ft)	160	571	158	202	602	1047	492	75	293	1677	196	149
Link Distance (ft)		2458			380	862	448	448		1308		
Upstream Blk Time (%)					24	13	9	0		77		
Queuing Penalty (veh)					240	131	42	0		0		
Storage Bay Dist (ft)	150		200	150					250		150	150
Storage Blk Time (%)	1	10	0	0	34				83	0	15	2
Queuing Penalty (veh)	8	25	0	3	33				160	0	37	1

Intersection: 9: Airway Dr/Peace LN & Vilas Road, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	157	147
Average Queue (ft)	16	55
95th Queue (ft)	81	113
Link Distance (ft)	899	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		1
Queuing Penalty (veh)		1

Intersection: 11: Bend, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 11: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	330	512
Average Queue (ft)	15	21
95th Queue (ft)	210	246
Link Distance (ft)	1123	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	330	512
Average Queue (ft)	11	16
95th Queue (ft)	182	213
Link Distance (ft)	1123	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	76	101	227	145	10	228	164	160	248	296	204	74
Average Queue (ft)	37	58	134	66	2	130	110	75	147	155	67	22
95th Queue (ft)	80	109	244	140	11	233	169	170	275	292	173	92
Link Distance (ft)			647		965	965			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250		200			225	225			150	200
Storage Blk Time (%)			2	0					2	9	0	
Queuing Penalty (veh)			9	0					5	22	1	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	309	316	206
Average Queue (ft)	202	212	68
95th Queue (ft)	317	328	189
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	8	19	0
Queuing Penalty (veh)	2	34	0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	91	154	272	156	12	352	249	262	590	545	225	66
Average Queue (ft)	35	64	119	57	1	155	122	90	194	187	79	20
95th Queue (ft)	77	121	224	122	9	343	235	253	583	501	203	54
Link Distance (ft)			647		965	965			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250		200			225	225			150	200
Storage Blk Time (%)			2	0			10	7	2	10	0	
Queuing Penalty (veh)			7	0			39	26	4	22	0	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	348	399	242
Average Queue (ft)	188	195	64
95th Queue (ft)	301	319	172
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	7	17	1
Queuing Penalty (veh)	1	27	3

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	98	160	279	173	20	366	249	290	617	573	225	97
Average Queue (ft)	35	62	122	59	1	149	119	87	182	179	76	21
95th Queue (ft)	78	118	229	127	9	322	222	237	529	462	196	66
Link Distance (ft)			647		965	965			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250		200			225	225			150	200
Storage Blk Time (%)			2	0			8	5	2	9	0	
Queuing Penalty (veh)			8	0			30	19	4	22	1	

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	367	416	274
Average Queue (ft)	191	199	65
95th Queue (ft)	306	322	176
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	7	17	1
Queuing Penalty (veh)	2	29	2

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	23
95th Queue (ft)	47
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	20
95th Queue (ft)	49
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	21
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Vilas Road & Crater Lake Ave, Interval #1

Movement	EB	EB	WB	WB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	LTR	L	T	R
Maximum Queue (ft)	84	178	167	83	36	46	101	20
Average Queue (ft)	37	108	100	34	16	23	61	3
95th Queue (ft)	87	204	185	94	42	53	102	19
Link Distance (ft)		965	790		5147		2879	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150		150		150
Storage Blk Time (%)		5	3	0				
Queuing Penalty (veh)		5	1	0				

Intersection: 30: Vilas Road & Crater Lake Ave, Interval #2

Movement	EB	EB	WB	WB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	LTR	L	T	R
Maximum Queue (ft)	163	240	205	81	46	66	109	30
Average Queue (ft)	45	102	87	25	18	23	53	3
95th Queue (ft)	117	191	156	65	44	54	92	18
Link Distance (ft)		965	790		5147		2879	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150		150		150
Storage Blk Time (%)	0	3	2	0			0	
Queuing Penalty (veh)	0	3	1	0			0	

Intersection: 30: Vilas Road & Crater Lake Ave, All Intervals

Movement	EB	EB	WB	WB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	LTR	L	T	R
Maximum Queue (ft)	168	254	216	110	49	73	114	33
Average Queue (ft)	43	103	91	27	17	23	55	3
95th Queue (ft)	111	194	164	74	43	54	95	18
Link Distance (ft)		965	790		5147		2879	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150		150		150
Storage Blk Time (%)	0	4	2	0			0	
Queuing Penalty (veh)	0	3	1	0			0	

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB
Directions Served	L	T	R	L	L	T	R	T	L	T	T	R
Maximum Queue (ft)	300	622	38	140	205	569	175	2052	50	283	402	312
Average Queue (ft)	225	441	5	82	174	533	153	1288	12	176	211	218
95th Queue (ft)	379	669	49	146	261	616	225	2460	47	294	418	351
Link Distance (ft)		1967				467		2458		785	785	
Upstream Blk Time (%)						41		0				
Queuing Penalty (veh)						552		4				
Storage Bay Dist (ft)	160		200	100	100		150		160			225
Storage Blk Time (%)	17	70	0	6	17	55	3			9	1	16
Queuing Penalty (veh)	61	105	0	52	148	413	25			1	8	50

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	R	L	T	TR
Maximum Queue (ft)	269	247	421	457
Average Queue (ft)	108	191	278	303
95th Queue (ft)	313	302	487	511
Link Distance (ft)			3493	3493
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	225	160		
Storage Blk Time (%)	0	25	18	
Queuing Penalty (veh)	1	103	48	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB
Directions Served	L	T	R	L	L	T	R	T	L	T	T	R
Maximum Queue (ft)	300	627	149	152	205	581	175	2461	64	293	315	298
Average Queue (ft)	218	398	8	96	171	537	162	2232	13	154	152	168
95th Queue (ft)	375	617	71	160	255	594	217	2874	46	253	276	296
Link Distance (ft)	1967						467	2458	785		785	
Upstream Blk Time (%)							41	1				
Queuing Penalty (veh)							505	15				
Storage Bay Dist (ft)	160	200		100	100	150		160				225
Storage Blk Time (%)	22	62	0	10	19	55	2			8	1	5
Queuing Penalty (veh)	74	88	0	78	150	380	20			1	3	15

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	R	L	T	TR
Maximum Queue (ft)	247	260	428	453
Average Queue (ft)	57	159	225	258
95th Queue (ft)	219	273	385	413
Link Distance (ft)			3493	3493
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	225	160		
Storage Blk Time (%)	0	13	13	
Queuing Penalty (veh)	0	50	34	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB
Directions Served	L	T	R	L	L	T	R	T	L	T	T	R
Maximum Queue (ft)	300	677	149	152	205	583	175	2461	74	340	435	323
Average Queue (ft)	220	409	8	93	172	536	160	2004	12	159	166	180
95th Queue (ft)	376	631	67	157	257	600	220	3048	46	264	320	314
Link Distance (ft)		1967				467		2458		785	785	
Upstream Blk Time (%)						41		1				
Queuing Penalty (veh)						517		12				
Storage Bay Dist (ft)	160		200	100	100		150		160			225
Storage Blk Time (%)	20	64	0	9	18	55	3			8	1	8
Queuing Penalty (veh)	71	92	0	71	150	389	21			1	4	24

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	R	L	T	TR
Maximum Queue (ft)	274	260	488	518
Average Queue (ft)	69	167	238	269
95th Queue (ft)	246	282	415	441
Link Distance (ft)			3493	3493
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	225	160		
Storage Blk Time (%)	0	16	14	
Queuing Penalty (veh)	0	64	38	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	247	265	230	240	211	2	257	267	262	252	133	277
Average Queue (ft)	182	194	147	164	62	0	182	188	184	139	60	166
95th Queue (ft)	307	341	252	262	211	5	265	273	276	264	127	295
Link Distance (ft)		1957	1957	1957			1949	1949	1949			5554
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)					0	0	48		4	3	3	23
Queuing Penalty (veh)					1	1	0		16	9	7	17

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	282	234	1175	745
Average Queue (ft)	181	210	896	329
95th Queue (ft)	298	288	1338	936
Link Distance (ft)	5554		1804	1804
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		42	37	
Queuing Penalty (veh)		275	124	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	326	336	219	225	248	4	263	270	265	251	167	256
Average Queue (ft)	174	191	112	125	50	0	165	172	160	119	61	145
95th Queue (ft)	323	339	201	214	184	4	244	251	244	223	140	244
Link Distance (ft)		1957	1957	1957			1949	1949	1949			5554
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	0	0		0	0		46		3	1	4	22
Queuing Penalty (veh)	0	1		0	1		0		10	3	8	15

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	278	235	1179	920
Average Queue (ft)	160	203	722	217
95th Queue (ft)	254	289	1199	699
Link Distance (ft)	5554		1804	1804
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		39	41	
Queuing Penalty (veh)		239	127	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	335	356	246	255	257	6	288	293	293	286	170	295
Average Queue (ft)	176	192	120	135	53	0	169	176	166	124	61	150
95th Queue (ft)	320	340	217	230	191	4	250	258	253	234	137	258
Link Distance (ft)		1957	1957	1957			1949	1949	1949			5554
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	0	0		0	0		46		3	2	3	22
Queuing Penalty (veh)	0	0		0	1		0		12	5	8	15

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	313	235	1226	952
Average Queue (ft)	165	205	764	244
95th Queue (ft)	266	289	1249	765
Link Distance (ft)	5554		1804	1804
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		40	40	
Queuing Penalty (veh)		248	126	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #1

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	NB
Directions Served	L	L	T	T	T	T	T	R	T	LT
Maximum Queue (ft)	237	232	210	187	475	488	433	284	358	50
Average Queue (ft)	187	162	138	88	375	402	324	70	137	13
95th Queue (ft)	283	288	219	196	553	558	538	297	480	52
Link Distance (ft)	201	201	201	201	443	443	443		491	1058
Upstream Blk Time (%)	31	17	3	0	14	20	6		8	
Queuing Penalty (veh)	110	61	9	1	34	49	15		61	
Storage Bay Dist (ft)								250		
Storage Blk Time (%)							14			
Queuing Penalty (veh)							21			

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	NB
Directions Served	L	L	T	T	T	T	T	R	T	LT
Maximum Queue (ft)	252	253	230	208	507	526	504	350	511	57
Average Queue (ft)	204	186	137	89	452	479	416	112	410	10
95th Queue (ft)	271	284	233	202	551	568	539	381	701	41
Link Distance (ft)	201	201	201	201	443	443	443		491	1058
Upstream Blk Time (%)	34	20	3	0	34	52	13		35	
Queuing Penalty (veh)	113	66	9	1	79	119	29		239	
Storage Bay Dist (ft)								250		
Storage Blk Time (%)							20			
Queuing Penalty (veh)							27			

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	NB
Directions Served	L	L	T	T	T	T	T	R	T	LT
Maximum Queue (ft)	254	265	232	209	512	526	506	350	511	65
Average Queue (ft)	200	180	137	88	434	461	394	102	344	11
95th Queue (ft)	276	287	230	201	568	583	557	363	705	44
Link Distance (ft)	201	201	201	201	443	443	443		491	1058
Upstream Blk Time (%)	33	19	3	0	29	44	11		28	
Queuing Penalty (veh)	112	64	9	1	68	102	26		194	
Storage Bay Dist (ft)								250		
Storage Blk Time (%)							18			
Queuing Penalty (veh)							26			

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	12
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	4	24
Average Queue (ft)	0	1
95th Queue (ft)	5	11
Link Distance (ft)	258	258
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	4	30
Average Queue (ft)	0	1
95th Queue (ft)	5	12
Link Distance (ft)	258	258
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	EB	B158	B26	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	T	T	T	L	T	T	L	LT	R	R
Maximum Queue (ft)	487	495	489	481	78	137	215	173	214	236	322	161
Average Queue (ft)	409	416	423	209	10	42	159	72	123	131	118	40
95th Queue (ft)	526	534	531	703	104	134	249	197	253	264	336	180
Link Distance (ft)	448	448	448	862	380	201	201	201	472	472	472	
Upstream Blk Time (%)	7	8	11	3	0	0	5	0				
Queuing Penalty (veh)	30	34	44	33	3	1	11	1				
Storage Bay Dist (ft)												200
Storage Blk Time (%)			56								6	0
Queuing Penalty (veh)			1								16	0

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	B158	B26	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	R	T	T	L	T	T	L	LT	R
Maximum Queue (ft)	512	503	508	94	714	70	191	258	222	357	375	356
Average Queue (ft)	415	417	413	6	208	8	54	187	99	177	197	115
95th Queue (ft)	545	532	530	79	678	89	156	260	233	379	401	345
Link Distance (ft)	448	448	448		862	380	201	201	201	472	472	472
Upstream Blk Time (%)	8	6	8		1	0	3	17	4	1	1	
Queuing Penalty (veh)	33	25	31		16	1	6	31	7	3	2	
Storage Bay Dist (ft)				250								
Storage Blk Time (%)			52									7
Queuing Penalty (veh)			1									18

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	SB	B168	B168
Directions Served	R	T	T
Maximum Queue (ft)	178	6	18
Average Queue (ft)	28	1	1
95th Queue (ft)	148	10	24
Link Distance (ft)		705	705
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B158	B26	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	R	T	T	L	T	T	L	LT	R
Maximum Queue (ft)	513	508	512	94	726	132	199	258	230	375	375	363
Average Queue (ft)	414	417	415	4	208	8	51	180	92	164	181	115
95th Queue (ft)	541	533	530	68	684	93	151	261	226	355	376	343
Link Distance (ft)	448	448	448		862	380	201	201	201	472	472	472
Upstream Blk Time (%)	8	7	9		2	0	2	14	3	1	1	
Queuing Penalty (veh)	32	27	34		20	1	4	26	5	2	2	
Storage Bay Dist (ft)				250								
Storage Blk Time (%)				53								7
Queuing Penalty (veh)				1								17

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	SB	B168	B168
Directions Served	R	T	T
Maximum Queue (ft)	202	6	18
Average Queue (ft)	31	0	1
95th Queue (ft)	156	8	21
Link Distance (ft)		705	705
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	NB	NW	B8003	B8003	B177	B177
Directions Served	T	T	R	T		T	T
Maximum Queue (ft)	14	22	34	96	42	129	77
Average Queue (ft)	2	4	7	14	6	25	12
95th Queue (ft)	20	23	38	154	92	178	113
Link Distance (ft)	258	258	602	449	449	488	488
Upstream Blk Time (%)				0	0	0	
Queuing Penalty (veh)				0	0	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NB	NW	B8003	B177	B177
Directions Served	T	T	R	T	T	T
Maximum Queue (ft)	3	34	51	88	254	132
Average Queue (ft)	0	2	4	4	15	7
95th Queue (ft)	3	21	29	76	137	83
Link Distance (ft)	258	258	602	449	488	488
Upstream Blk Time (%)				0	0	0
Queuing Penalty (veh)				0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	NW	B8003	B8003	B177	B177
Directions Served	T	T	R	T		T	T
Maximum Queue (ft)	17	46	62	184	42	292	200
Average Queue (ft)	0	3	5	6	1	18	8
95th Queue (ft)	10	22	31	100	44	148	91
Link Distance (ft)	258	258	602	449	449	488	488
Upstream Blk Time (%)				0	0	0	0
Queuing Penalty (veh)				0	0	0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	96	52
Average Queue (ft)	14	7
95th Queue (ft)	152	113
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	163	200
Average Queue (ft)	7	8
95th Queue (ft)	105	113
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	259	251
Average Queue (ft)	9	8
95th Queue (ft)	118	113
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 3640
Network wide Queuing Penalty, Interval #2: 5131
Network wide Queuing Penalty, All Intervals: 4758

Figure K-11: Scenario 5 Tier 2 (S5T2) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/08/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	14348	14290	14459	14489	14459	14617	14494
Vehs Exited	14383	14287	14495	14417	14454	14626	14481
Starting Vehs	1239	1242	1256	1231	1185	1231	1251
Ending Vehs	1204	1245	1220	1303	1190	1222	1264
Travel Distance (mi)	33596	33591	33697	33882	33827	34218	34083
Travel Time (hr)	1290.3	1402.1	1337.7	1383.8	1346.9	1354.5	1403.4
Total Delay (hr)	471.5	583.0	518.0	558.4	521.5	520.6	574.4
Total Stops	21773	23130	22388	22803	22502	23282	22850
Fuel Used (gal)	938.2	965.7	954.8	968.2	959.5	963.8	975.4

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	14263	14436	14115	14663
Vehs Exited	14210	14282	14162	14691
Starting Vehs	1158	1174	1199	1253
Ending Vehs	1211	1328	1152	1225
Travel Distance (mi)	33336	33635	33191	34305
Travel Time (hr)	1298.1	1388.2	1310.5	1346.6
Total Delay (hr)	486.3	569.0	500.7	513.3
Total Stops	21596	22930	22220	23086
Fuel Used (gal)	937.9	961.1	935.1	969.2

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3790	3716	3836	3772	3721	3842	3782
Vehs Exited	3740	3657	3810	3689	3634	3764	3716
Starting Vehs	1239	1242	1256	1231	1185	1231	1251
Ending Vehs	1289	1301	1282	1314	1272	1309	1317
Travel Distance (mi)	8788	8860	8798	8733	8603	8974	8871
Travel Time (hr)	320.1	337.2	329.1	328.4	322.4	326.5	333.4
Total Delay (hr)	105.5	121.9	114.8	115.7	111.8	108.8	117.9
Total Stops	5583	5972	5917	5634	5840	5858	5843
Fuel Used (gal)	241.6	248.2	246.1	243.4	240.0	246.6	247.7

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3741	3716	3660	3766
Vehs Exited	3655	3562	3559	3685
Starting Vehs	1158	1174	1199	1217
Ending Vehs	1244	1328	1300	1304
Travel Distance (mi)	8734	8622	8496	8772
Travel Time (hr)	324.3	325.7	328.4	328.8
Total Delay (hr)	112.2	115.5	121.2	115.4
Total Stops	5547	5784	6033	5821
Fuel Used (gal)	243.7	240.8	238.6	244.5

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10558	10574	10623	10717	10738	10775	10712
Vehs Exited	10643	10630	10685	10728	10820	10862	10765
Starting Vehs	1289	1301	1282	1314	1272	1309	1317
Ending Vehs	1204	1245	1220	1303	1190	1222	1264
Travel Distance (mi)	24808	24731	24899	25148	25224	25244	25212
Travel Time (hr)	970.3	1064.8	1008.6	1055.4	1024.5	1028.0	1070.0
Total Delay (hr)	366.0	461.1	403.1	442.6	409.7	411.8	456.5
Total Stops	16190	17158	16471	17169	16662	17424	17007
Fuel Used (gal)	696.6	717.5	708.7	724.8	719.5	717.2	727.7

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	10522	10720	10455	10803
Vehs Exited	10555	10720	10603	10935
Starting Vehs	1244	1328	1300	1357
Ending Vehs	1211	1328	1152	1225
Travel Distance (mi)	24602	25012	24694	25295
Travel Time (hr)	973.8	1062.6	982.1	1004.8
Total Delay (hr)	374.0	453.4	379.5	390.0
Total Stops	16049	17146	16187	17003
Fuel Used (gal)	694.1	720.3	696.5	716.4

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	150	166	150	78	86	86	132	49	124	47	58	105
Average Queue (ft)	88	79	70	30	48	45	78	21	72	14	30	57
95th Queue (ft)	158	166	151	78	92	96	141	70	123	45	61	109
Link Distance (ft)		492	492			1856	1856		4888	4888		2118
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150	150			150			150	
Storage Blk Time (%)	2	1	0	0			0	0				
Queuing Penalty (veh)	7	1	0	0			0	0				

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	22	75
Average Queue (ft)	4	41
95th Queue (ft)	21	79
Link Distance (ft)	2118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	169	264	209	95	100	101	154	52	138	50	70	107
Average Queue (ft)	88	86	69	24	46	44	77	16	64	10	28	46
95th Queue (ft)	162	205	163	65	91	89	133	41	117	36	57	90
Link Distance (ft)		492	492			1856	1856		4888	4888		2118
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	150			150	150			150				150
Storage Blk Time (%)	4	0	0	0			0					
Queuing Penalty (veh)	12	1	0	0			0					

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	36	93
Average Queue (ft)	9	37
95th Queue (ft)	31	74
Link Distance (ft)	2118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	171	265	224	109	103	101	160	66	148	60	70	113
Average Queue (ft)	88	85	69	25	46	45	77	18	66	11	29	49
95th Queue (ft)	161	196	160	69	91	91	135	50	119	38	58	95
Link Distance (ft)		492	492			1856	1856		4888	4888		2118
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	150			150	150			150				150
Storage Blk Time (%)	3	0	0	0			0	0				
Queuing Penalty (veh)	11	1	0	0			0	0				

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	38	101
Average Queue (ft)	8	38
95th Queue (ft)	29	76
Link Distance (ft)	2118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	366	262	250	309	7	405	431	414	314	74	207	1126
Average Queue (ft)	235	166	154	187	1	294	324	296	177	30	102	893
95th Queue (ft)	394	280	264	322	9	468	494	475	346	76	286	1269
Link Distance (ft)		1333	1333	1333		1957	1957	1957	4851	4851	1394	1394
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	1					12						1
Queuing Penalty (veh)	5					0						5

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB	B7
Directions Served	R	R	T
Maximum Queue (ft)	175	162	137
Average Queue (ft)	173	156	29
95th Queue (ft)	183	178	266
Link Distance (ft)			726
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	150	150	
Storage Blk Time (%)	43	34	
Queuing Penalty (veh)	16	12	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	419	392	334	312	8	435	454	448	362	142	460	1268
Average Queue (ft)	221	171	157	177	1	264	292	269	168	41	110	991
95th Queue (ft)	381	318	287	298	7	432	456	439	306	103	329	1247
Link Distance (ft)		1333	1333	1333		1957	1957	1957	4851	4851	1394	1394
Upstream Blk Time (%)												1
Queuing Penalty (veh)												2
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	2	0				11						2
Queuing Penalty (veh)	5	1				0						16

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	B213	B7
Directions Served	R	R	T	T
Maximum Queue (ft)	175	162	29	108
Average Queue (ft)	174	158	2	2
95th Queue (ft)	179	169	32	62
Link Distance (ft)			1964	726
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)	41	33		
Queuing Penalty (veh)	14	11		

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	438	396	346	345	16	450	473	457	381	142	462	1277
Average Queue (ft)	225	170	156	179	1	272	300	275	170	38	108	967
95th Queue (ft)	384	310	282	304	8	442	466	449	316	98	320	1265
Link Distance (ft)		1333	1333	1333		1957	1957	1957	4851	4851	1394	1394
Upstream Blk Time (%)												0
Queuing Penalty (veh)												2
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	2	0				11						2
Queuing Penalty (veh)	5	1				0						13

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	B213	B7
Directions Served	R	R	T	T
Maximum Queue (ft)	175	162	29	246
Average Queue (ft)	174	158	2	9
95th Queue (ft)	181	172	28	138
Link Distance (ft)			1964	726
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)	42	33		
Queuing Penalty (veh)	14	12		

Intersection: 8: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	101	108
Average Queue (ft)	0	1
95th Queue (ft)	0	11
Link Distance (ft)	1333	1333
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	451	346
Average Queue (ft)	32	24
95th Queue (ft)	347	290
Link Distance (ft)	1333	1333
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	552	453
Average Queue (ft)	24	19
95th Queue (ft)	300	250
Link Distance (ft)	1333	1333
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	B26	B26	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	T	T	L	T	R
Maximum Queue (ft)	166	288	297	173	155	337	316	38	20	174	399	144
Average Queue (ft)	114	181	210	59	93	150	152	2	1	154	173	81
95th Queue (ft)	195	323	323	176	175	313	309	27	18	200	476	147
Link Distance (ft)		3009	3009			346	346	862	862		1379	
Upstream Blk Time (%)						1	1					
Queuing Penalty (veh)						9	6					
Storage Bay Dist (ft)	150			150	150					150		150
Storage Blk Time (%)	14	4	11	0	7	4				25	0	1
Queuing Penalty (veh)	86	5	12	1	46	4				51	0	3

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	135	53	139
Average Queue (ft)	77	13	77
95th Queue (ft)	149	104	143
Link Distance (ft)		815	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)	3		2
Queuing Penalty (veh)	6		2

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	B26	B26	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	T	T	L	T	R
Maximum Queue (ft)	174	314	326	175	172	356	346	38	19	174	389	165
Average Queue (ft)	92	149	188	57	82	133	125	2	1	142	107	77
95th Queue (ft)	175	273	303	171	165	285	260	27	19	202	347	154
Link Distance (ft)		3009	3009			346	346	862	862		1379	
Upstream Blk Time (%)						1	0					
Queuing Penalty (veh)						5	2					
Storage Bay Dist (ft)	150			150	150					150		150
Storage Blk Time (%)	8	3	9	0	5	4				18	0	3
Queuing Penalty (veh)	45	3	9	1	31	3				34	0	6

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	151	177	152
Average Queue (ft)	75	10	73
95th Queue (ft)	137	82	138
Link Distance (ft)		815	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)	2		2
Queuing Penalty (veh)	3		2

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	B26	B26	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	T	T	L	T	R
Maximum Queue (ft)	174	341	348	175	174	398	375	58	29	174	437	169
Average Queue (ft)	98	157	193	57	85	137	132	2	1	145	123	78
95th Queue (ft)	181	287	309	172	168	293	274	27	19	202	384	152
Link Distance (ft)		3009	3009			346	346	862	862		1379	
Upstream Blk Time (%)						1	1					
Queuing Penalty (veh)						6	3					
Storage Bay Dist (ft)	150			150	150					150		150
Storage Blk Time (%)	10	3	9	0	6	4				20	0	2
Queuing Penalty (veh)	56	3	10	1	35	3				38	0	5

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	155	208	164
Average Queue (ft)	75	11	74
95th Queue (ft)	140	88	139
Link Distance (ft)		815	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)	2		2
Queuing Penalty (veh)	4		2

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	93	175	318	245	10	265	197	216	185	180	117	57
Average Queue (ft)	50	75	204	111	1	174	122	142	99	111	46	22
95th Queue (ft)	106	181	350	216	10	281	210	232	194	200	124	57
Link Distance (ft)			1856	1856	921	921			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					225	225			150	200
Storage Blk Time (%)		0	7				1	1	0	3	0	
Queuing Penalty (veh)		0	9				3	5	1	6	0	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	324	323	222
Average Queue (ft)	220	225	93
95th Queue (ft)	348	348	243
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	12	22	0
Queuing Penalty (veh)	2	38	0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	112	211	433	253	23	297	232	245	218	239	185	70
Average Queue (ft)	44	70	195	91	2	164	117	133	101	114	45	17
95th Queue (ft)	92	151	354	196	11	275	207	216	189	203	122	54
Link Distance (ft)			1856	1856	921	921			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					225	225			150	200
Storage Blk Time (%)			7				0	1	0	3	0	
Queuing Penalty (veh)			8				1	4	1	5	1	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	338	372	255
Average Queue (ft)	195	204	72
95th Queue (ft)	315	331	189
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	8	18	0
Queuing Penalty (veh)	2	29	0

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	118	228	441	274	24	321	248	266	235	243	197	76
Average Queue (ft)	45	71	197	96	2	167	118	135	100	113	45	18
95th Queue (ft)	95	159	353	202	11	276	208	220	190	202	122	55
Link Distance (ft)			1856	1856	921	921			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					225	225			150	200
Storage Blk Time (%)		0	7				0	1	0	3	0	
Queuing Penalty (veh)		0	8				2	4	1	5	0	

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	359	391	274
Average Queue (ft)	201	209	77
95th Queue (ft)	324	336	204
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	9	19	0
Queuing Penalty (veh)	2	31	0

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	19
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	42
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	46
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	R	LT	R	LTR	L	TR
Maximum Queue (ft)	165	281	14	208	90	33	52	91
Average Queue (ft)	84	177	2	112	28	15	23	58
95th Queue (ft)	185	320	16	208	84	39	55	97
Link Distance (ft)		921		847		5155		2069
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150		150		150	
Storage Blk Time (%)	0	18		6	0			
Queuing Penalty (veh)	0	18		2	0			

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	R	LT	R	LTR	L	TR
Maximum Queue (ft)	174	342	36	196	112	66	69	124
Average Queue (ft)	70	155	3	89	25	13	21	59
95th Queue (ft)	168	274	24	158	70	41	55	107
Link Distance (ft)		921		847		5155		2069
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150		150		150	
Storage Blk Time (%)	0	11		2	0			0
Queuing Penalty (veh)	0	11		1	0			0

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	R	LT	R	LTR	L	TR
Maximum Queue (ft)	174	360	38	236	134	66	75	128
Average Queue (ft)	73	160	3	95	26	14	21	59
95th Queue (ft)	172	286	23	173	74	40	55	104
Link Distance (ft)		921		847		5155		2069
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150		150		150	
Storage Blk Time (%)	0	13		3	0			0
Queuing Penalty (veh)	0	12		1	0			0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	148	175	170	295	355	973	797	35	364	334	234	141
Average Queue (ft)	92	108	121	220	328	670	540	11	241	211	98	48
95th Queue (ft)	168	187	190	332	423	1142	938	37	390	355	253	157
Link Distance (ft)		726	726			3009	3009		785	785		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			250	250			160			225	225
Storage Blk Time (%)	3	4		4	12	43			26	7	0	0
Queuing Penalty (veh)	4	3		13	33	262			3	56	1	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	259	402	397
Average Queue (ft)	209	285	287
95th Queue (ft)	300	471	428
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	30	15	
Queuing Penalty (veh)	124	49	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	179	198	217	298	355	1074	932	74	361	354	283	144
Average Queue (ft)	84	93	117	202	295	529	453	10	202	180	72	29
95th Queue (ft)	163	175	200	308	427	1057	911	50	321	295	201	109
Link Distance (ft)		726	726			3009	3009		785	785		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			250	250			160			225	225
Storage Blk Time (%)	3	2		2	7	33			19	3	0	
Queuing Penalty (veh)	3	1		6	20	187			2	22	0	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	444	390
Average Queue (ft)	192	220	223
95th Queue (ft)	290	391	357
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	21	9	
Queuing Penalty (veh)	80	28	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	192	215	226	302	355	1217	1044	74	407	403	302	179
Average Queue (ft)	86	97	118	207	303	563	474	11	212	187	78	34
95th Queue (ft)	164	179	198	315	429	1088	922	47	341	312	215	122
Link Distance (ft)		726	726			3009	3009		785	785		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			250	250			160			225	225
Storage Blk Time (%)	3	2		3	8	36			21	4	0	0
Queuing Penalty (veh)	3	2		7	23	206			2	30	0	0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	471	429
Average Queue (ft)	196	236	239
95th Queue (ft)	293	416	382
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	23	10	
Queuing Penalty (veh)	91	34	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	472	587	296	291	215	2	290	291	301	269	158	300
Average Queue (ft)	373	416	132	145	60	0	201	212	205	193	48	193
95th Queue (ft)	590	727	297	296	208	4	304	311	358	310	134	301
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	12	18		1	1		54		9	8	0	33
Queuing Penalty (veh)	33	49		3	2		1		33	18	0	17

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	340	234	1315	968
Average Queue (ft)	217	215	1040	520
95th Queue (ft)	340	284	1468	1202
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		54	39	
Queuing Penalty (veh)		379	136	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	582	1215	802	762	257	15	287	296	356	285	151	307
Average Queue (ft)	505	817	297	234	48	1	178	184	179	153	47	166
95th Queue (ft)	704	1598	1001	756	178	16	262	275	305	285	124	273
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)		3	1	0								
Queuing Penalty (veh)		10	2	0								
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	45	54		1	0		50		5	5	1	27
Queuing Penalty (veh)	115	139		2	1		0		17	11	3	13

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	301	235	1388	1117
Average Queue (ft)	185	217	1131	762
95th Queue (ft)	287	278	1327	1293
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		50	44	
Queuing Penalty (veh)		325	141	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	582	1215	811	772	270	16	315	312	381	286	169	336
Average Queue (ft)	473	720	257	212	51	1	183	191	185	163	47	173
95th Queue (ft)	697	1473	887	677	186	14	274	286	320	294	127	282
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)		2	0	0								
Queuing Penalty (veh)		8	2	0								
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	37	45		1	0		51		6	6	1	28
Queuing Penalty (veh)	95	117		2	1		1		21	13	2	14

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	352	235	1421	1134
Average Queue (ft)	193	217	1109	704
95th Queue (ft)	302	280	1387	1300
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		51	43	
Queuing Penalty (veh)		339	140	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #1

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	LT	R
Maximum Queue (ft)	248	259	218	193	385	404	362	173	6	30	60
Average Queue (ft)	192	190	136	108	256	280	235	68	1	9	9
95th Queue (ft)	303	317	242	202	437	424	384	191	10	37	80
Link Distance (ft)	207	207	207	207	442	442	442		492	1058	
Upstream Blk Time (%)	29	21	6	2	0	1	0				
Queuing Penalty (veh)	123	90	25	7	1	2	1				
Storage Bay Dist (ft)								250			200
Storage Blk Time (%)							9				0
Queuing Penalty (veh)							11				0

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	272	265	248	227	437	439	409	257	11	12	64	86
Average Queue (ft)	193	178	152	114	244	268	232	66	1	1	10	6
95th Queue (ft)	311	312	253	211	419	410	380	187	20	21	40	59
Link Distance (ft)	207	207	207	207	442	442	442		492	492	1058	
Upstream Blk Time (%)	29	23	8	1	1	0	0					
Queuing Penalty (veh)	114	92	29	3	2	1	1					
Storage Bay Dist (ft)								250				200
Storage Blk Time (%)							11					0
Queuing Penalty (veh)							12					0

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B159	B159	NB	NB
Directions Served	L	L	T	T	T	T	T	R	T	T	LT	R
Maximum Queue (ft)	272	272	253	233	452	456	415	257	11	14	66	111
Average Queue (ft)	193	181	148	113	247	271	233	66	1	1	10	6
95th Queue (ft)	309	313	251	209	423	414	381	188	17	19	39	64
Link Distance (ft)	207	207	207	207	442	442	442		492	492	1058	
Upstream Blk Time (%)	29	23	7	1	1	0	0					
Queuing Penalty (veh)	117	91	28	4	2	1	1					
Storage Bay Dist (ft)								250				200
Storage Blk Time (%)							10					0
Queuing Penalty (veh)							12					0

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	23	47
Average Queue (ft)	3	13
95th Queue (ft)	51	73
Link Distance (ft)	258	258
Upstream Blk Time (%)		0
Queuing Penalty (veh)		4
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB
Directions Served	TR
Maximum Queue (ft)	52
Average Queue (ft)	5
95th Queue (ft)	37
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	23	78
Average Queue (ft)	1	7
95th Queue (ft)	25	48
Link Distance (ft)	258	258
Upstream Blk Time (%)		0
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	B158	B158	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	T	L	T	T	LT	R	R
Maximum Queue (ft)	533	482	420	350	195	191	155	151	141	248	281	156
Average Queue (ft)	446	386	298	213	69	66	64	77	72	167	73	33
95th Queue (ft)	595	548	483	391	238	254	180	175	161	376	274	162
Link Distance (ft)	454	454	454	454	862	862	207	207	207	472	472	
Upstream Blk Time (%)	23	6	1	0			3	0	0	4		
Queuing Penalty (veh)	86	24	2	1			8	1	0	14		
Storage Bay Dist (ft)												200
Storage Blk Time (%)				8							3	0
Queuing Penalty (veh)				0							9	2

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	B168
Directions Served	T
Maximum Queue (ft)	65
Average Queue (ft)	31
95th Queue (ft)	245
Link Distance (ft)	705
Upstream Blk Time (%)	1
Queuing Penalty (veh)	7
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB
Directions Served	T	T	T	T	R	T	T	T	T	L	T	T
Maximum Queue (ft)	555	514	460	387	32	427	484	35	37	195	216	193
Average Queue (ft)	445	406	297	195	1	127	133	5	7	65	75	74
95th Queue (ft)	596	564	472	343	38	505	549	64	79	176	178	166
Link Distance (ft)	454	454	454	454		862	862	346	346	207	207	207
Upstream Blk Time (%)	27	10	0	0		1	2	0	0	2	0	0
Queuing Penalty (veh)	95	37	2	0		6	14	0	1	5	0	0
Storage Bay Dist (ft)						250						
Storage Blk Time (%)					5							
Queuing Penalty (veh)					0							

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	SB	SB	SB	B168
Directions Served	LT	R	R	T
Maximum Queue (ft)	400	327	203	65
Average Queue (ft)	177	58	35	9
95th Queue (ft)	363	254	166	134
Link Distance (ft)	472	472		705
Upstream Blk Time (%)	1	0		0
Queuing Penalty (veh)	4	0		1
Storage Bay Dist (ft)			200	
Storage Blk Time (%)			2 0	
Queuing Penalty (veh)			7 1	

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	EB	B158	B158	B26	B26	WB	WB	WB
Directions Served	T	T	T	T	R	T	T	T	T	L	T	T
Maximum Queue (ft)	565	515	466	413	32	437	489	35	37	199	224	194
Average Queue (ft)	445	401	297	199	1	113	117	4	5	65	76	74
95th Queue (ft)	596	561	474	355	33	455	493	55	68	177	177	164
Link Distance (ft)	454	454	454	454		862	862	346	346	207	207	207
Upstream Blk Time (%)	26	9	0	0		1	1	0	0	2	0	0
Queuing Penalty (veh)	93	34	2	1		5	10	0	1	5	1	0
Storage Bay Dist (ft)						250						
Storage Blk Time (%)					5							
Queuing Penalty (veh)					0							

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	SB	SB	SB	B168
Directions Served	LT	R	R	T
Maximum Queue (ft)	411	366	225	130
Average Queue (ft)	175	61	34	14
95th Queue (ft)	367	259	165	166
Link Distance (ft)	472	472		705
Upstream Blk Time (%)	2	0		0
Queuing Penalty (veh)	6	0		2
Storage Bay Dist (ft)			200	
Storage Blk Time (%)			2 0	
Queuing Penalty (veh)			7 1	

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	NB	SB	SB	NW	B8003	B8003	B177	B177
Directions Served	T	T	T	T	R	T		T	T
Maximum Queue (ft)	3	21	29	40	82	190	85	309	180
Average Queue (ft)	0	5	8	11	20	27	18	82	29
95th Queue (ft)	7	27	90	110	89	220	166	327	193
Link Distance (ft)	258	258	559	559	602	449	449	473	473
Upstream Blk Time (%)						0	0	0	0
Queuing Penalty (veh)						1	0	0	0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NB	SB	NW	B8003	B8003	B177	B177
Directions Served	T	T	T	R	T		T	T
Maximum Queue (ft)	10	41	10	89	184	42	483	385
Average Queue (ft)	0	3	1	15	10	2	70	34
95th Queue (ft)	12	25	18	65	129	51	312	208
Link Distance (ft)	258	258	559	602	449	449	473	473
Upstream Blk Time (%)					0	0	0	0
Queuing Penalty (veh)					1	0	1	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	SB	SB	NW	B8003	B8003	B177	B177
Directions Served	T	T	T	T	R	T		T	T
Maximum Queue (ft)	13	46	29	51	106	284	128	489	408
Average Queue (ft)	0	4	2	3	16	14	6	73	33
95th Queue (ft)	11	25	42	55	72	155	91	316	204
Link Distance (ft)	258	258	559	559	602	449	449	473	473
Upstream Blk Time (%)						0	0	0	0
Queuing Penalty (veh)						1	0	1	0
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	152	154
Average Queue (ft)	22	29
95th Queue (ft)	199	233
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	101	129
Average Queue (ft)	6	6
95th Queue (ft)	97	93
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	253	283
Average Queue (ft)	10	11
95th Queue (ft)	128	138
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 2006
Network wide Queuing Penalty, Interval #2: 1830
Network wide Queuing Penalty, All Intervals: 1874

Figure K-12: Scenario 1 Tier 1 Roundabout (S1T1R) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary
2035 SD Bypass Build - FEIS

05/09/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	13805	13792	13715	13841	13621	13640	13457
Vehs Exited	12706	12756	12773	12997	12608	12786	12601
Starting Vehs	1200	1267	1212	1188	1209	1273	1249
Ending Vehs	2299	2303	2154	2032	2222	2127	2105
Travel Distance (mi)	32348	32288	32183	33070	32078	32362	31832
Travel Time (hr)	2030.5	2036.5	2014.6	1795.2	2006.6	1964.9	2099.4
Total Delay (hr)	1236.1	1244.7	1227.1	982.9	1221.7	1169.6	1320.3
Total Stops	27342	26817	25299	26912	24993	28827	24437
Fuel Used (gal)	1054.6	1057.3	1050.9	1013.1	1045.4	1041.4	1066.2

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	13651	13890	13578	13334
Vehs Exited	12567	12747	12234	12514
Starting Vehs	1285	1275	1261	1341
Ending Vehs	2369	2418	2605	2161
Travel Distance (mi)	32178	32424	31189	31349
Travel Time (hr)	2006.2	1942.4	2115.9	2090.9
Total Delay (hr)	1216.1	1146.2	1351.9	1324.4
Total Stops	27980	26834	25450	25016
Fuel Used (gal)	1045.0	1040.6	1056.4	1056.0

Interval #0 Information Seeding

Start Time 4:15
End Time 4:25
Total Time (min) 10
Volumes adjusted by PHF, Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3795	3738	3748	3704	3672	3708	3732
Vehs Exited	3400	3431	3434	3430	3382	3419	3385
Starting Vehs	1200	1267	1212	1188	1209	1273	1249
Ending Vehs	1595	1574	1526	1462	1499	1562	1596
Travel Distance (mi)	8910	8962	8894	8813	8739	8817	8748
Travel Time (hr)	358.6	376.7	355.8	347.0	345.8	361.2	356.0
Total Delay (hr)	139.3	156.6	137.5	131.2	130.7	144.1	140.9
Total Stops	6874	6674	6333	6371	6060	7004	6375
Fuel Used (gal)	247.7	252.8	246.7	243.3	241.7	248.7	244.8

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3726	3715	3835	3662
Vehs Exited	3396	3504	3408	3338
Starting Vehs	1285	1275	1261	1341
Ending Vehs	1615	1486	1688	1665
Travel Distance (mi)	8806	8969	8856	8686
Travel Time (hr)	373.3	361.3	366.1	379.7
Total Delay (hr)	156.4	140.6	148.9	167.1
Total Stops	7216	6539	6343	7079
Fuel Used (gal)	247.9	250.4	247.2	247.1

Interval #2 Information recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10010	10054	9967	10137	9949	9932	9725
Vehs Exited	9306	9325	9339	9567	9226	9367	9216
Starting Vehs	1595	1574	1526	1462	1499	1562	1596
Ending Vehs	2299	2303	2154	2032	2222	2127	2105
Travel Distance (mi)	23438	23326	23290	24257	23339	23545	23083
Travel Time (hr)	1671.9	1659.8	1658.8	1448.2	1660.8	1603.8	1743.4
Total Delay (hr)	1096.8	1088.1	1089.6	851.6	1091.0	1025.4	1179.4
Total Stops	20468	20143	18966	20541	18933	21823	18062
Fuel Used (gal)	806.9	804.5	804.2	769.8	803.7	792.7	821.4

Interval #2 Information recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	9925	10175	9743	9672
Vehs Exited	9171	9243	8826	9176
Starting Vehs	1615	1486	1688	1665
Ending Vehs	2369	2418	2605	2161
Travel Distance (mi)	23372	23455	22333	22663
Travel Time (hr)	1632.9	1581.1	1749.7	1711.2
Total Delay (hr)	1059.7	1005.6	1203.0	1157.3
Total Stops	20764	20295	19107	17937
Fuel Used (gal)	797.1	790.2	809.3	808.9

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	B159	B159	WB	WB	B8	B8	NB	NB
Directions Served	T	R	T		L	T	T		L	R
Maximum Queue (ft)	187	73	18	8	250	1188	241	101	112	77
Average Queue (ft)	104	28	3	1	156	770	53	8	58	42
95th Queue (ft)	186	78	29	18	334	1546	265	121	118	78
Link Distance (ft)	502		228	228		1317	504	504		4905
Upstream Blk Time (%)						18	1	1		
Queuing Penalty (veh)						160	4	2		
Storage Bay Dist (ft)		150			150				150	
Storage Blk Time (%)	2	0				61			0	
Queuing Penalty (veh)	3	0				58			0	

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	B159	B159	WB	WB	B8	B8	NB	NB
Directions Served	T	R	T		L	T	T		L	R
Maximum Queue (ft)	274	136	56	28	250	1434	515	523	131	118
Average Queue (ft)	112	32	4	1	190	1335	424	311	60	45
95th Queue (ft)	225	99	39	16	355	1720	726	746	121	129
Link Distance (ft)	502		228	228		1317	504	504		4905
Upstream Blk Time (%)						77	26	13		
Queuing Penalty (veh)						643	111	54		
Storage Bay Dist (ft)		150			150				150	
Storage Blk Time (%)	2	0				75			2	
Queuing Penalty (veh)	3	0				66			2	

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	B159	B159	WB	WB	B8	B8	NB	NB
Directions Served	T	R	T		L	T	T		L	R
Maximum Queue (ft)	281	137	57	28	250	1434	515	528	141	124
Average Queue (ft)	110	31	3	1	182	1199	335	238	59	44
95th Queue (ft)	216	94	37	16	352	1844	720	677	120	120
Link Distance (ft)	502		228	228		1317	504	504		4905
Upstream Blk Time (%)						62	20	10		
Queuing Penalty (veh)						522	84	41		
Storage Bay Dist (ft)		150			150				150	
Storage Blk Time (%)	2	0				72			2	
Queuing Penalty (veh)	3	0				64			2	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	B9	B9	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	T	T	T	R	L	TR
Maximum Queue (ft)	544	941	800	296	10	6	305	350	309	56	348	80
Average Queue (ft)	487	588	378	180	1	1	202	228	196	29	235	38
95th Queue (ft)	650	1294	977	408	12	10	325	355	319	64	393	84
Link Distance (ft)		1269	1269	1269	2851	2851	1951	1951	1951	1951	4851	4851
Upstream Blk Time (%)		1	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390											
Storage Blk Time (%)	43	0					2					
Queuing Penalty (veh)	135	0					0					

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	162	651	215
Average Queue (ft)	95	461	210
95th Queue (ft)	175	875	240
Link Distance (ft)	1383	1383	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			190
Storage Blk Time (%)		1	48
Queuing Penalty (veh)		12	12

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B9	B9	WB	WB	WB	WB	WB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	T	R	L
Maximum Queue (ft)	550	1275	1178	924	2618	2615	8	396	433	403	117	423
Average Queue (ft)	511	905	552	212	814	804	1	210	239	204	33	221
95th Queue (ft)	641	1685	1380	743	2776	2759	7	361	400	353	84	370
Link Distance (ft)		1269	1269	1269	2851	2851		1951	1951	1951	1951	4851
Upstream Blk Time (%)		39	5	0	19	18						
Queuing Penalty (veh)		0	0	0	0	0						
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	69	0						3				
Queuing Penalty (veh)	201	0						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	407	263	838	215
Average Queue (ft)	133	93	395	199
95th Queue (ft)	383	213	885	261
Link Distance (ft)	4851	1383	1383	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				190
Storage Blk Time (%)			1	39
Queuing Penalty (veh)			8	10

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B9	B9	WB	WB	WB	WB	WB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	T	R	L
Maximum Queue (ft)	550	1277	1194	980	2618	2615	8	408	441	403	119	434
Average Queue (ft)	505	829	510	204	618	610	1	208	237	202	32	224
95th Queue (ft)	645	1624	1298	681	2420	2405	6	353	390	346	80	376
Link Distance (ft)		1269	1269	1269	2851	2851		1951	1951	1951	1951	4851
Upstream Blk Time (%)		29	4	0	14	14						
Queuing Penalty (veh)		0	0	0	0	0						
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	63	0						3				
Queuing Penalty (veh)	184	0						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	407	280	897	215
Average Queue (ft)	110	93	411	202
95th Queue (ft)	340	205	886	258
Link Distance (ft)	4851	1383	1383	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				190
Storage Blk Time (%)			1	41
Queuing Penalty (veh)			9	10

Intersection: 9: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	80	113
Average Queue (ft)	12	16
95th Queue (ft)	177	249
Link Distance (ft)	1269	1269
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	293	294
Average Queue (ft)	13	18
95th Queue (ft)	213	259
Link Distance (ft)	1269	1269
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	293	407
Average Queue (ft)	13	18
95th Queue (ft)	205	257
Link Distance (ft)	1269	1269
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, Interval #1

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B158	B158	B158
Directions Served	L	T	R	T		L	T	R	T	T		
Maximum Queue (ft)	111	2423	225	461	39	146	527	134	729	277	216	210
Average Queue (ft)	25	1390	95	99	0	73	409	36	345	143	90	66
95th Queue (ft)	100	2712	271	431	0	159	657	157	933	351	256	262
Link Distance (ft)		2395		482	482		419		862	227	227	227
Upstream Blk Time (%)		17		11			14		5	22	3	3
Queuing Penalty (veh)		243		82			191		66	105	13	14
Storage Bay Dist (ft)	150		200			150		200				
Storage Blk Time (%)		45	0			1	18	0				
Queuing Penalty (veh)		55	2			8	28	1				

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, Interval #1

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R
Maximum Queue (ft)	166	473	175	225	848	50
Average Queue (ft)	112	309	165	224	618	19
95th Queue (ft)	194	618	200	229	1047	54
Link Distance (ft)		1513			1020	
Upstream Blk Time (%)					10	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)	150		150	200		150
Storage Blk Time (%)	15	0	56	93		
Queuing Penalty (veh)	34	1	81	50		

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, Interval #2

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B158	B158	B158
Directions Served	L	T	R	T		L	T	R	T	T		
Maximum Queue (ft)	174	2518	225	604	498	174	538	225	974	327	217	301
Average Queue (ft)	33	2480	109	562	130	72	468	36	634	199	128	124
95th Queue (ft)	131	2592	291	636	467	168	615	158	1241	404	301	362
Link Distance (ft)		2395		482	482		419		862	227	227	227
Upstream Blk Time (%)		82		86	1		21		14	43	7	8
Queuing Penalty (veh)		1095		576	5		276		181	188	31	33
Storage Bay Dist (ft)	150		200			150		200				
Storage Blk Time (%)	0	64	0			1	24	0				
Queuing Penalty (veh)	0	72	2			7	35	1				

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, Interval #2

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R
Maximum Queue (ft)	174	807	175	225	1066	102
Average Queue (ft)	116	483	165	224	1023	24
95th Queue (ft)	198	1080	202	228	1134	76
Link Distance (ft)		1513			1020	
Upstream Blk Time (%)		2			89	
Queuing Penalty (veh)		0			0	
Storage Bay Dist (ft)	150		150	200		150
Storage Blk Time (%)	18	2	63	98	0	1
Queuing Penalty (veh)	37	6	86	49	0	1

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, All Intervals

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B158	B158	B158
Directions Served	L	T	R	T		L	T	R	T	T		
Maximum Queue (ft)	174	2518	225	604	498	174	541	225	974	327	226	301
Average Queue (ft)	31	2217	106	451	99	72	454	36	564	185	119	110
95th Queue (ft)	124	3229	287	822	407	166	635	158	1200	395	292	343
Link Distance (ft)		2395		482	482		419		862	227	227	227
Upstream Blk Time (%)		66		68	1		19		12	38	6	6
Queuing Penalty (veh)		882		453	4		255		153	167	27	28
Storage Bay Dist (ft)	150		200			150		200				
Storage Blk Time (%)	0	59	0			1	22	0				
Queuing Penalty (veh)	0	68	2			8	33	1				

Intersection: 11: Airway Drive/Peace Lane & Vilas Road, All Intervals

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R
Maximum Queue (ft)	174	807	175	225	1067	104
Average Queue (ft)	115	441	165	224	925	23
95th Queue (ft)	197	996	201	228	1293	71
Link Distance (ft)		1513			1020	
Upstream Blk Time (%)		1			69	
Queuing Penalty (veh)		0			0	
Storage Bay Dist (ft)	150		150	200		150
Storage Blk Time (%)	17	1	61	96	0	1
Queuing Penalty (veh)	36	5	84	49	0	1

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	222	224	168	119	138	249	296	367	595	494	166	118
Average Queue (ft)	150	156	99	57	89	158	252	271	352	249	74	63
95th Queue (ft)	251	259	198	111	151	270	356	465	778	583	191	135
Link Distance (ft)			504		927	927			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300		200			225	225			150	200
Storage Blk Time (%)	0	1					59	23	1	10	0	
Queuing Penalty (veh)	1	3					228	88	3	23	0	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	358	384	260
Average Queue (ft)	247	255	167
95th Queue (ft)	396	411	311
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	14	26	4
Queuing Penalty (veh)	10	127	18

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	B8	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	T	L	TR	L	L	T	T	R
Maximum Queue (ft)	313	334	413	219	33	573	723	300	375	2646	2596	225
Average Queue (ft)	196	203	117	62	2	226	403	291	357	1449	1166	81
95th Queue (ft)	323	332	287	156	46	703	880	329	437	3094	2994	217
Link Distance (ft)			504		1317	927	927			4934	4934	
Upstream Blk Time (%)			0			6	6			1	1	
Queuing Penalty (veh)			3			11	10			0	0	
Storage Bay Dist (ft)	300	300		200				225	225			150
Storage Blk Time (%)	2	6	1	0				95	24	2	17	0
Queuing Penalty (veh)	9	21	4	1				344	86	5	34	0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	309	729	786	275
Average Queue (ft)	96	379	420	214
95th Queue (ft)	268	717	804	359
Link Distance (ft)		8399	8399	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			150
Storage Blk Time (%)		28	36	27
Queuing Penalty (veh)		19	165	129

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B8	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	T	L	TR	L	L	T	T	R
Maximum Queue (ft)	313	334	413	223	33	573	723	300	375	2646	2596	225
Average Queue (ft)	185	191	113	61	2	193	344	281	337	1184	945	79
95th Queue (ft)	310	319	269	147	40	621	798	348	469	2826	2671	211
Link Distance (ft)			504		1317	927	927			4934	4934	
Upstream Blk Time (%)			0			5	4			1	1	
Queuing Penalty (veh)			2			8	7			0	0	
Storage Bay Dist (ft)	300	300		200				225	225			150
Storage Blk Time (%)	2	4	0	0				86	24	2	15	0
Queuing Penalty (veh)	7	17	3	1				315	87	5	31	0

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	330	729	786	275
Average Queue (ft)	88	347	380	202
95th Queue (ft)	244	664	743	351
Link Distance (ft)		8399	8399	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			150
Storage Blk Time (%)		24	33	21
Queuing Penalty (veh)		17	156	101

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	36	39	55
Average Queue (ft)	18	7	22
95th Queue (ft)	45	67	128
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	46	28	173
Average Queue (ft)	20	2	23
95th Queue (ft)	48	33	145
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	47	51	193
Average Queue (ft)	19	3	22
95th Queue (ft)	47	44	141
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	NB	NB	NB	SB
Directions Served	LT	R	L	TR	L	T	R	LTR
Maximum Queue (ft)	149	125	62	106	76	76	33	139
Average Queue (ft)	91	52	25	58	42	37	14	78
95th Queue (ft)	165	116	70	114	77	82	37	146
Link Distance (ft)	927			162		1842		1978
Upstream Blk Time (%)			0	0				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)		150	150		150		150	
Storage Blk Time (%)	2	0	0	0		0		
Queuing Penalty (veh)	4	0	0	0		0		

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B166	NB	NB	NB	SB
Directions Served	LT	R	L	TR	T	L	T	R	LTR
Maximum Queue (ft)	203	121	88	172	247	113	193	50	210
Average Queue (ft)	82	43	20	69	49	51	62	12	84
95th Queue (ft)	155	90	66	163	430	111	310	34	223
Link Distance (ft)	927			162	1904		1842		1978
Upstream Blk Time (%)			0	8	0				
Queuing Penalty (veh)			0	0	0				
Storage Bay Dist (ft)		150	150			150		150	
Storage Blk Time (%)	1	0	0	8		4	0		
Queuing Penalty (veh)	2	0	0	3		7	0		

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B166	NB	NB	NB	SB
Directions Served	LT	R	L	TR	T	L	T	R	LTR
Maximum Queue (ft)	211	150	109	185	247	118	194	55	227
Average Queue (ft)	84	45	21	66	37	49	56	12	82
95th Queue (ft)	158	97	67	153	370	104	274	35	208
Link Distance (ft)	927			162	1904		1842		1978
Upstream Blk Time (%)			0	6	0				
Queuing Penalty (veh)			0	0	0				
Storage Bay Dist (ft)		150	150			150		150	
Storage Blk Time (%)	1	0	0	6		3	0		
Queuing Penalty (veh)	2	0	0	2		5	0		

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	B10	WB	WB	WB	WB	B7	NB	NB	NB
Directions Served	L	T	TR	T	L	L	T	R	T	L	T	T
Maximum Queue (ft)	289	490	416	3	201	305	457	132	79	23	432	676
Average Queue (ft)	194	319	237	0	152	188	351	75	30	4	180	486
95th Queue (ft)	347	470	417	0	226	311	536	138	170	22	410	812
Link Distance (ft)		763	763	1104		482	482	482	2395		786	786
Upstream Blk Time (%)		0	0				5					3
Queuing Penalty (veh)		1	0				26					13
Storage Bay Dist (ft)	160				100					160		
Storage Blk Time (%)	16	66			23	41					4	0
Queuing Penalty (veh)	30	87			64	114					0	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	NB	NB	SB	SB	SB	SB
Directions Served	R	R	L	L	T	TR
Maximum Queue (ft)	325	275	198	240	673	635
Average Queue (ft)	311	249	139	151	398	417
95th Queue (ft)	384	370	218	329	849	827
Link Distance (ft)					3493	3493
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	225	225	160	160		
Storage Blk Time (%)	68	5	23	2	31	
Queuing Penalty (veh)	174	14	92	8	103	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	B10	B86	B213	B213	WB	WB	WB	WB	B7
Directions Served	L	T	TR	T	T	T		L	L	T	R	T
Maximum Queue (ft)	300	860	822	1223	2074	1398	1274	205	555	522	197	1800
Average Queue (ft)	95	794	704	1014	1460	771	553	189	409	282	76	614
95th Queue (ft)	310	942	935	1636	2841	1855	1460	235	650	484	149	1995
Link Distance (ft)		763	763	1104	1964	1383	1383		482	482	482	2395
Upstream Blk Time (%)		76	30	77	59	39	6		18	4		0
Queuing Penalty (veh)		243	96	489	380	124	19		82	19		5
Storage Bay Dist (ft)	160							100				
Storage Blk Time (%)	5	99						66	74			
Queuing Penalty (veh)	9	121						170	190			

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	B116	B116
Directions Served	L	T	T	R	R	L	L	T	TR	T	T
Maximum Queue (ft)	36	603	773	325	275	210	260	3602	3590	1206	1198
Average Queue (ft)	4	219	530	308	246	197	251	2865	2848	636	628
95th Queue (ft)	21	482	855	390	375	223	272	4577	4595	1560	1552
Link Distance (ft)		786	786					3493	3493	1153	1153
Upstream Blk Time (%)			2					59	59	47	46
Queuing Penalty (veh)			8					0	0	0	0
Storage Bay Dist (ft)	160			225	225	160	160				
Storage Blk Time (%)		9	1	76	6	98	14	13			
Queuing Penalty (veh)		0	5	183	14	376	55	40			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B10	B86	B213	B213	WB	WB	WB	WB	B7
Directions Served	L	T	TR	T	T	T		L	L	T	R	T
Maximum Queue (ft)	300	860	822	1223	2074	1398	1274	205	555	527	200	1800
Average Queue (ft)	119	679	591	769	1108	585	419	180	356	298	76	473
95th Queue (ft)	332	1046	987	1667	2692	1674	1301	240	624	503	147	1747
Link Distance (ft)		763	763	1104	1964	1383	1383		482	482	482	2395
Upstream Blk Time (%)		57	23	58	45	29	4		14	5		0
Queuing Penalty (veh)		183	72	367	285	93	14		62	21		4
Storage Bay Dist (ft)	160							100				
Storage Blk Time (%)	8	90						55	65			
Queuing Penalty (veh)	14	113						144	171			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	B116	B116
Directions Served	L	T	T	R	R	L	L	T	TR	T	T
Maximum Queue (ft)	37	604	774	325	275	210	260	3602	3590	1206	1198
Average Queue (ft)	4	210	519	309	247	183	227	2269	2261	483	476
95th Queue (ft)	21	466	846	388	374	244	341	4573	4564	1404	1395
Link Distance (ft)		786	786					3493	3493	1153	1153
Upstream Blk Time (%)			2					44	44	35	34
Queuing Penalty (veh)			9					0	0	0	0
Storage Bay Dist (ft)	160			225	225	160	160				
Storage Blk Time (%)		8	1	74	6	79	11	17			
Queuing Penalty (veh)		0	4	181	14	305	43	56			

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	T	R	T	T	R	L	T	TR	L
Maximum Queue (ft)	320	367	243	242	207	487	593	290	153	269	282	234
Average Queue (ft)	225	249	139	153	79	368	423	234	82	162	179	208
95th Queue (ft)	422	448	239	250	226	686	790	364	166	281	290	286
Link Distance (ft)		1951	1951	1951		3034	3034			5548	5548	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250			205	90			95
Storage Blk Time (%)	3	4		1	0	62	42	6	4	25		43
Queuing Penalty (veh)	6	8		2	1	1	151	21	9	22		264

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	1069	625
Average Queue (ft)	793	221
95th Queue (ft)	1260	726
Link Distance (ft)	1798	1798
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	43	
Queuing Penalty (veh)	146	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	376	421	187	202	207	3	614	670	290	164	306	294
Average Queue (ft)	157	178	79	91	38	0	296	328	166	61	146	160
95th Queue (ft)	380	402	172	197	158	3	637	710	331	138	263	263
Link Distance (ft)		1951	1951	1951			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	1	1		0	0		48	24	4	3	22	
Queuing Penalty (veh)	2	2		0	0		0	79	12	6	19	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1122	842
Average Queue (ft)	184	613	213
95th Queue (ft)	295	1149	729
Link Distance (ft)		1798	1798
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	31	45	
Queuing Penalty (veh)	181	143	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	402	452	244	244	243	3	651	711	290	169	337	321
Average Queue (ft)	173	195	93	106	48	0	314	351	183	66	150	164
95th Queue (ft)	395	419	198	219	178	2	653	735	347	146	268	271
Link Distance (ft)		1951	1951	1951			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	2	2		0	0		51	28	4	3	23	
Queuing Penalty (veh)	3	4		1	0		1	97	14	7	20	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1175	895
Average Queue (ft)	190	656	215
95th Queue (ft)	295	1192	729
Link Distance (ft)		1798	1798
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	34	44	
Queuing Penalty (veh)	201	143	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement	NB
Directions Served	TR
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	1798
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	NB
Directions Served	TR
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	1798
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 171: Bypass & NB Off, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	L	LT	T	TR	T	LT	TR
Maximum Queue (ft)	341	319	330	272	513	5	89
Average Queue (ft)	293	296	302	241	475	1	26
95th Queue (ft)	342	330	330	272	622	9	76
Link Distance (ft)	210	210	228	228	502	998	998
Upstream Blk Time (%)	76	81	79	12	11		
Queuing Penalty (veh)	690	739	360	55	99		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	L	LT	T	TR	T	LT	TR
Maximum Queue (ft)	349	351	349	306	517	20	108
Average Queue (ft)	288	298	305	244	500	2	22
95th Queue (ft)	337	341	333	285	551	12	75
Link Distance (ft)	210	210	228	228	502	998	998
Upstream Blk Time (%)	73	83	77	10	15		
Queuing Penalty (veh)	617	701	330	44	124		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	L	LT	T	TR	T	LT	TR
Maximum Queue (ft)	358	351	349	306	518	21	122
Average Queue (ft)	289	297	304	244	494	1	23
95th Queue (ft)	338	339	333	282	580	11	75
Link Distance (ft)	210	210	228	228	502	998	998
Upstream Blk Time (%)	74	82	78	11	14		
Queuing Penalty (veh)	635	710	338	46	118		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	57
Average Queue (ft)	15
95th Queue (ft)	69
Link Distance (ft)	258
Upstream Blk Time (%)	1
Queuing Penalty (veh)	6
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	37	122
Average Queue (ft)	2	28
95th Queue (ft)	33	132
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	2
Queuing Penalty (veh)	0	22
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	37	124
Average Queue (ft)	1	25
95th Queue (ft)	29	119
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	2
Queuing Penalty (veh)	0	18
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	B158	B26	WB	SB	SB	B168
Directions Served	T	TR	T	T	LT	LT	TR	T
Maximum Queue (ft)	312	305	962	395	77	173	239	72
Average Queue (ft)	285	272	736	228	20	77	79	10
95th Queue (ft)	345	353	1267	537	122	216	276	144
Link Distance (ft)	227	227	862	419	210	386	386	705
Upstream Blk Time (%)	40	33	36	3	4	2	1	1
Queuing Penalty (veh)	344	286	619	48	13	10	5	6
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	B158	B26	WB	WB	SB	SB	B168
Directions Served	T	TR	T	T	LT	T	LT	TR	T
Maximum Queue (ft)	326	313	985	435	252	132	363	377	372
Average Queue (ft)	292	277	910	369	70	8	171	136	79
95th Queue (ft)	321	314	1126	547	245	75	405	391	412
Link Distance (ft)	227	227	862	419	210	210	386	386	705
Upstream Blk Time (%)	48	33	56	6	11	1	8	4	3
Queuing Penalty (veh)	386	264	884	101	39	2	34	17	23
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	B158	B26	WB	WB	SB	SB	B168
Directions Served	T	TR	T	T	LT	T	LT	TR	T
Maximum Queue (ft)	333	319	985	435	256	132	363	383	373
Average Queue (ft)	290	276	868	335	58	6	149	122	62
95th Queue (ft)	330	327	1212	573	222	64	374	368	364
Link Distance (ft)	227	227	862	419	210	210	386	386	705
Upstream Blk Time (%)	46	33	51	5	10	0	7	3	2
Queuing Penalty (veh)	376	270	818	88	33	1	28	14	19
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	NB	SB	SB	NW
Directions Served	T	T	T	T	R
Maximum Queue (ft)	6	17	18	39	11
Average Queue (ft)	1	2	0	3	2
95th Queue (ft)	9	26	4	29	17
Link Distance (ft)	258	258	559	559	602
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	3	196	215	239	253	3
Average Queue (ft)	0	41	52	31	34	0
95th Queue (ft)	0	283	311	328	352	4
Link Distance (ft)	258	559	559	5294	5294	602
Upstream Blk Time (%)		2	3			
Queuing Penalty (veh)		0	0			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	T	R
Maximum Queue (ft)	6	20	196	215	239	253	14
Average Queue (ft)	0	1	31	40	23	26	1
95th Queue (ft)	4	12	244	269	283	303	9
Link Distance (ft)	258	258	559	559	5294	5294	602
Upstream Blk Time (%)			1	2			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	98	145
Average Queue (ft)	21	28
95th Queue (ft)	195	225
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	
Maximum Queue (ft)	18	10
Average Queue (ft)	1	0
95th Queue (ft)	13	12
Link Distance (ft)	559	559
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB	NB
Directions Served	T	T	
Maximum Queue (ft)	98	163	10
Average Queue (ft)	5	7	0
95th Queue (ft)	92	107	10
Link Distance (ft)	559	559	559
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 6505
Network wide Queuing Penalty, Interval #2: 11296
Network wide Queuing Penalty, All Intervals: 10098

Figure K-13: Scenario 2 Tier 1 Roundabout (S2T1R) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/10/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	15214	15341	14778	14924	15161	15044	15121
Vehs Exited	14363	14450	14069	14069	14198	14145	14192
Starting Vehs	1328	1315	1449	1370	1300	1356	1365
Ending Vehs	2179	2206	2158	2225	2263	2255	2294
Travel Distance (mi)	36107	36012	35183	35292	35864	35892	35671
Travel Time (hr)	1941.4	2053.3	2115.0	2064.1	1977.5	2095.2	2018.6
Total Delay (hr)	1049.0	1164.2	1246.3	1194.8	1094.5	1208.8	1137.7
Total Stops	26640	28512	27140	26639	27699	29894	27895
Fuel Used (gal)	1114.4	1133.0	1128.6	1129.8	1115.0	1138.0	1120.3

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	14996	15113	15154	14720
Vehs Exited	14201	14304	14458	13740
Starting Vehs	1426	1343	1334	1342
Ending Vehs	2221	2152	2030	2322
Travel Distance (mi)	35449	35711	36109	34618
Travel Time (hr)	2081.0	1932.5	1893.1	2079.6
Total Delay (hr)	1206.4	1051.2	1002.7	1226.6
Total Stops	26252	25503	27284	28634
Fuel Used (gal)	1131.1	1103.2	1104.6	1114.8

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10

Volumes adjusted by PHF, Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3994	4047	4045	4055	3949	4053	3969
Vehs Exited	3791	3681	3764	3676	3650	3669	3688
Starting Vehs	1328	1315	1449	1370	1300	1356	1365
Ending Vehs	1531	1681	1730	1749	1599	1740	1646
Travel Distance (mi)	9564	9352	9609	9505	9354	9481	9368
Travel Time (hr)	378.6	399.6	416.7	397.7	382.8	398.4	389.9
Total Delay (hr)	142.5	168.1	180.9	163.5	152.7	164.5	158.4
Total Stops	6211	7186	7203	6961	6331	7448	6709
Fuel Used (gal)	267.1	266.8	274.7	270.0	262.8	267.6	265.2

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3989	3977	4006	3999
Vehs Exited	3677	3751	3757	3640
Starting Vehs	1426	1343	1334	1342
Ending Vehs	1738	1569	1583	1701
Travel Distance (mi)	9299	9446	9490	9349
Travel Time (hr)	410.5	375.7	386.2	388.9
Total Delay (hr)	181.2	143.1	152.7	158.5
Total Stops	6925	6128	6501	6758
Fuel Used (gal)	268.6	265.5	268.6	266.7

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	11220	11294	10733	10869	11212	10991	11152
Vehs Exited	10572	10769	10305	10393	10548	10476	10504
Starting Vehs	1531	1681	1730	1749	1599	1740	1646
Ending Vehs	2179	2206	2158	2225	2263	2255	2294
Travel Distance (mi)	26542	26659	25574	25786	26510	26411	26304
Travel Time (hr)	1562.7	1653.7	1698.4	1666.5	1594.7	1696.8	1628.7
Total Delay (hr)	906.5	996.1	1065.4	1031.3	941.8	1044.3	979.3
Total Stops	20429	21326	19937	19678	21368	22446	21186
Fuel Used (gal)	847.3	866.2	853.9	859.8	852.3	870.4	855.1

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	11007	11136	11148	11047
Vehs Exited	10524	10553	10701	10497
Starting Vehs	1738	1569	1583	1658
Ending Vehs	2221	2152	2030	2206
Travel Distance (mi)	26150	26265	26618	26190
Travel Time (hr)	1670.5	1556.8	1507.0	1629.7
Total Delay (hr)	1025.1	908.1	849.9	1068.0
Total Stops	19327	19375	20783	20697
Fuel Used (gal)	862.4	837.7	836.0	853.6

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	WB	WB	NB	NB
Directions Served	R	LT	T	L	R
Maximum Queue (ft)	4	82	15	296	183
Average Queue (ft)	1	39	3	180	82
95th Queue (ft)	7	90	37	328	234
Link Distance (ft)		1868	1868	4893	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150				200
Storage Blk Time (%)				28	
Queuing Penalty (veh)				38	

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	WB	WB	NB	NB
Directions Served	R	LT	T	L	R
Maximum Queue (ft)	14	103	34	452	236
Average Queue (ft)	1	38	3	204	90
95th Queue (ft)	8	88	28	539	255
Link Distance (ft)		1868	1868	4893	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150				200
Storage Blk Time (%)				27	
Queuing Penalty (veh)				35	

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	WB	WB	NB	NB
Directions Served	R	LT	T	L	R
Maximum Queue (ft)	15	114	49	472	256
Average Queue (ft)	1	38	3	198	88
95th Queue (ft)	8	88	30	500	250
Link Distance (ft)		1868	1868	4893	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150				200
Storage Blk Time (%)				27	
Queuing Penalty (veh)				36	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	T	R	L	TR	L
Maximum Queue (ft)	541	880	751	572	6	473	503	466	225	1020	186	208
Average Queue (ft)	503	651	487	327	1	345	372	349	119	693	78	92
95th Queue (ft)	642	1132	961	569	9	564	600	566	279	1236	204	282
Link Distance (ft)		1270	1270	1270		1957	1957	1957		4851	4851	1383
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	390				305				200			
Storage Blk Time (%)	61	0				23		43	0			
Queuing Penalty (veh)	229	2				0		50	1			

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB	B213
Directions Served	T	R	T
Maximum Queue (ft)	1437	215	349
Average Queue (ft)	1248	214	114
95th Queue (ft)	1577	217	586
Link Distance (ft)	1383		1964
Upstream Blk Time (%)	20		
Queuing Penalty (veh)	85		
Storage Bay Dist (ft)		190	
Storage Blk Time (%)	0	68	
Queuing Penalty (veh)	1	29	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B7	B7	WB	WB	WB	WB	WB	NB	
Directions Served	L	T	T	TR	T	T	L	T	T	T		R	L
Maximum Queue (ft)	550	1172	1101	789	82	67	8	624	627	624	225	2000	
Average Queue (ft)	511	811	665	328	9	5	1	351	382	363	109	1366	
95th Queue (ft)	640	1413	1293	632	79	65	7	614	645	642	261	2398	
Link Distance (ft)		1270	1270	1270	2849	2849		1957	1957	1957		4851	
Upstream Blk Time (%)		4	0										
Queuing Penalty (veh)		0	0										
Storage Bay Dist (ft)	390						305					200	
Storage Blk Time (%)	66	1						26		38		0	
Queuing Penalty (veh)	231	2						0		41		1	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	NB	SB	SB	SB	B213	B86	B8	B8
Directions Served	TR	L	T	R	T	T	T	
Maximum Queue (ft)	1000	480	1505	215	1931	657	92	48
Average Queue (ft)	222	103	1456	214	1348	258	25	2
95th Queue (ft)	808	319	1528	220	2457	1017	186	58
Link Distance (ft)	4851	1383	1383		1964	1352	522	522
Upstream Blk Time (%)			75		31	6	0	
Queuing Penalty (veh)			306		254	50	0	
Storage Bay Dist (ft)				190				
Storage Blk Time (%)			0	63				
Queuing Penalty (veh)			1	25				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B7	B7	WB	WB	WB	WB	WB	NB	
Directions Served	L	T	T	TR	T	T	L	T	T	T		R	L
Maximum Queue (ft)	550	1190	1118	838	82	67	11	644	648	640	225	2008	
Average Queue (ft)	509	773	622	328	7	3	1	350	380	360	111	1203	
95th Queue (ft)	640	1358	1229	618	68	57	7	603	635	625	266	2255	
Link Distance (ft)		1270	1270	1270	2849	2849		1957	1957	1957		4851	
Upstream Blk Time (%)		3	0										
Queuing Penalty (veh)		0	0										
Storage Bay Dist (ft)	390						305					200	
Storage Blk Time (%)	64	1						25		39	0		
Queuing Penalty (veh)	231	2						0		43	1		

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	NB	SB	SB	SB	B213	B86	B8	B8
Directions Served	TR	L	T	R	T	T	T	
Maximum Queue (ft)	1025	512	1505	215	1931	657	92	48
Average Queue (ft)	188	100	1406	214	1050	196	19	2
95th Queue (ft)	712	310	1633	219	2372	881	161	50
Link Distance (ft)	4851	1383	1383		1964	1352	522	522
Upstream Blk Time (%)			61		23	5	0	
Queuing Penalty (veh)			251		190	38	0	
Storage Bay Dist (ft)				190				
Storage Blk Time (%)			0	65				
Queuing Penalty (veh)			1	26				

Intersection: 7: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	171	268
Average Queue (ft)	10	7
95th Queue (ft)	152	114
Link Distance (ft)	1270	1270
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Bend, Interval #2

Movement	WB	WB	WB
Directions Served	T	T	
Maximum Queue (ft)	702	763	4
Average Queue (ft)	37	53	0
95th Queue (ft)	343	406	4
Link Distance (ft)	1270	1270	1270
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Bend, All Intervals

Movement	WB	WB	WB
Directions Served	T	T	
Maximum Queue (ft)	712	932	4
Average Queue (ft)	30	42	0
95th Queue (ft)	307	355	4
Link Distance (ft)	1270	1270	1270
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B158	B158	B158	NB
Directions Served	L	T	T	R	L	T	T	R	T	T		L
Maximum Queue (ft)	190	1206	1215	231	142	242	259	150	23	93	61	122
Average Queue (ft)	52	438	451	69	74	135	151	40	3	13	11	71
95th Queue (ft)	182	1152	1161	243	148	255	270	140	42	93	98	129
Link Distance (ft)		2988	2988			363	363		206	206	206	
Upstream Blk Time (%)						0	0		0	0	0	
Queuing Penalty (veh)						0	2		0	1	1	
Storage Bay Dist (ft)	200			250	150			150				150
Storage Blk Time (%)	0	32	32	0	0	4	7	0				1
Queuing Penalty (veh)	0	10	27	1	1	6	6	1				2

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, Interval #1

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	102	190	104	11	99
Average Queue (ft)	15	109	61	1	50
95th Queue (ft)	123	221	110	11	102
Link Distance (ft)	1695			1031	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		250	150		150
Storage Blk Time (%)		3			0
Queuing Penalty (veh)		4			0

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	B158	B158
Directions Served	L	T	T	R	L	T	T	R	T	T	T	T
Maximum Queue (ft)	224	3109	3078	275	155	315	326	161	190	190	154	230
Average Queue (ft)	77	2777	2756	198	74	181	198	45	99	106	23	36
95th Queue (ft)	248	3692	3639	399	156	411	428	152	518	548	128	179
Link Distance (ft)		2988	2988			363	363		862	862	206	206
Upstream Blk Time (%)		61	56			8	9		3	5	0	4
Queuing Penalty (veh)		496	458			69	73		28	41	2	22
Storage Bay Dist (ft)	200			250	150			150				
Storage Blk Time (%)	0	82	86	0	1	10	13	0				
Queuing Penalty (veh)	0	24	68	3	7	12	12	1				

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, Interval #2

Movement	B158	NB	NB	NB	SB	SB	SB
Directions Served		L	T	R	L	T	R
Maximum Queue (ft)	170	143	254	240	120	38	110
Average Queue (ft)	24	66	43	117	54	3	49
95th Queue (ft)	145	124	280	236	104	23	92
Link Distance (ft)	206		1695			1031	
Upstream Blk Time (%)	3						
Queuing Penalty (veh)	15						
Storage Bay Dist (ft)		150		250	150		150
Storage Blk Time (%)		1	0	5	0		0
Queuing Penalty (veh)		1	0	6	1		0

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B26	B158	B158
Directions Served	L	T	T	R	L	T	T	R	T	T	T	T
Maximum Queue (ft)	225	3109	3078	275	165	341	339	175	190	190	154	232
Average Queue (ft)	71	2213	2199	167	74	170	187	44	75	80	18	31
95th Queue (ft)	234	4079	4033	382	154	382	398	149	446	473	113	162
Link Distance (ft)		2988	2988			363	363		862	862	206	206
Upstream Blk Time (%)		46	42			6	7		3	4	0	3
Queuing Penalty (veh)		372	344			52	55		21	31	1	17
Storage Bay Dist (ft)	200			250	150			150				
Storage Blk Time (%)	0	69	73	0	1	9	12	0				
Queuing Penalty (veh)	0	20	58	2	6	10	10	1				

Intersection: 9: Airway Dr/Peace Lane & Vilas Road, All Intervals

Movement	B158	NB	NB	NB	SB	SB	SB
Directions Served		L	T	R	L	T	R
Maximum Queue (ft)	180	150	312	260	128	38	123
Average Queue (ft)	21	67	36	115	56	3	49
95th Queue (ft)	135	126	250	233	106	21	94
Link Distance (ft)	206		1695			1031	
Upstream Blk Time (%)	2						
Queuing Penalty (veh)	11						
Storage Bay Dist (ft)		150		250	150		150
Storage Blk Time (%)		1	0	4	0		0
Queuing Penalty (veh)		1	0	5	0		0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	232	264	413	311	150	308	216	246	305	331	195	226
Average Queue (ft)	165	190	290	122	94	207	139	154	193	199	91	102
95th Queue (ft)	263	300	439	311	161	339	235	266	322	316	222	253
Link Distance (ft)		1868	1868		969	969			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)	1	3	35	0			1	3	4	16	0	0
Queuing Penalty (veh)	2	9	84	0			4	11	12	34	0	0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	449	462	305
Average Queue (ft)	287	300	170
95th Queue (ft)	487	506	346
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)	23	9	0
Queuing Penalty (veh)	18	49	1

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	267	309	475	310	192	366	260	281	348	353	225	283
Average Queue (ft)	149	173	269	108	82	195	157	166	177	175	69	81
95th Queue (ft)	241	273	420	281	154	326	272	295	362	303	183	195
Link Distance (ft)		1868	1868		969	969			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)	0	2	30	0			6	8	1	11	0	0
Queuing Penalty (veh)	1	5	67	0			19	27	3	22	0	0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	494	534	381
Average Queue (ft)	265	274	157
95th Queue (ft)	423	441	310
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)	18	6	0
Queuing Penalty (veh)	13	28	2

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	273	327	482	350	194	376	268	310	393	388	225	318
Average Queue (ft)	153	177	274	112	85	198	153	163	181	181	74	86
95th Queue (ft)	247	280	425	289	156	329	264	288	355	307	194	211
Link Distance (ft)		1868	1868		969	969			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)	0	2	32	0			4	7	2	12	0	0
Queuing Penalty (veh)	1	6	71	0			15	23	6	25	0	0

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	514	547	381
Average Queue (ft)	270	280	160
95th Queue (ft)	440	458	319
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)	19	7	0
Queuing Penalty (veh)	15	33	2

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	21
95th Queue (ft)	52
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	43	78	86
Average Queue (ft)	20	6	19
95th Queue (ft)	48	121	218
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	51	78	86
Average Queue (ft)	20	5	14
95th Queue (ft)	49	105	188
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	158	100	135	189	148
Average Queue (ft)	96	52	79	108	84
95th Queue (ft)	162	105	141	194	156
Link Distance (ft)	969		811	5156	1972
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)	1	0			
Queuing Penalty (veh)	3	0			

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	218	161	155	212	154
Average Queue (ft)	91	58	73	94	75
95th Queue (ft)	174	125	132	179	136
Link Distance (ft)	969		811	5156	1972
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)	2	0			
Queuing Penalty (veh)	3	0			

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	223	161	165	241	174
Average Queue (ft)	92	57	75	97	77
95th Queue (ft)	172	121	134	184	141
Link Distance (ft)	969		811	5156	1972
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)	1	0			
Queuing Penalty (veh)	3	0			

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	L	T	T	R	R
Maximum Queue (ft)	130	185	206	353	1559	1899	250	6	344	371	278	220
Average Queue (ft)	79	121	144	259	715	1178	235	1	218	199	160	85
95th Queue (ft)	144	197	209	390	1663	2071	310	10	351	367	302	229
Link Distance (ft)		522	522		2988	2988			786	786		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			300			225	160			225	225
Storage Blk Time (%)	0	3		5	10	48	2		23	5	1	0
Queuing Penalty (veh)	1	2		17	36	205	10		0	50	4	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	344	364	346
Average Queue (ft)	251	223	237
95th Queue (ft)	388	398	370
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)	8	1	
Queuing Penalty (veh)	35	5	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	B8	B86	B213	WB	WB	WB	WB	NB	NB
Directions Served	L	T	TR	T	T	T	L	L	T	R	L	T
Maximum Queue (ft)	280	597	588	1356	1335	428	405	2768	2838	250	12	377
Average Queue (ft)	96	355	359	538	311	61	293	2011	2334	223	1	230
95th Queue (ft)	261	701	688	1575	1365	479	454	3347	3377	326	9	360
Link Distance (ft)		522	522	1352	1964	1383		2988	2988			786
Upstream Blk Time (%)		30	28	26	8	1		1	2			
Queuing Penalty (veh)		77	70	130	38	7		7	16			
Storage Bay Dist (ft)	160						300			225	160	
Storage Blk Time (%)	2	60					15	22	42	2		28
Queuing Penalty (veh)	3	48					50	74	167	14		0

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	NB	NB	SB	SB	SB	B116	B116
Directions Served	T	R	R	L	T	TR	T	T
Maximum Queue (ft)	547	325	274	400	3576	3583	1178	1159
Average Queue (ft)	283	210	162	333	1730	1698	259	253
95th Queue (ft)	560	372	321	491	4085	4066	1021	1008
Link Distance (ft)	786				3493	3493	1153	1153
Upstream Blk Time (%)	1				27	26	17	17
Queuing Penalty (veh)	3				0	0	0	0
Storage Bay Dist (ft)		225	225	300				
Storage Blk Time (%)	6	19	9	68	1			
Queuing Penalty (veh)	54	47	23	274	3			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B8	B86	B213	WB	WB	WB	WB	NB	NB
Directions Served	L	T	TR	T	T	T	L	L	T	R	L	T
Maximum Queue (ft)	280	597	588	1356	1335	428	405	2768	2838	250	15	404
Average Queue (ft)	92	298	307	408	236	47	285	1698	2055	226	1	227
95th Queue (ft)	240	644	633	1388	1180	413	441	3250	3353	324	9	358
Link Distance (ft)		522	522	1352	1964	1383		2988	2988			786
Upstream Blk Time (%)		23	21	19	6	1		1	1			
Queuing Penalty (veh)		58	53	98	29	5		5	12			
Storage Bay Dist (ft)	160						300			225	160	
Storage Blk Time (%)	1	46					12	19	44	2		26
Queuing Penalty (veh)	2	37					42	65	177	13		0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	SB	SB	SB	B116	B116
Directions Served	T	R	R	L	T	TR	T	T
Maximum Queue (ft)	554	325	274	400	3576	3583	1178	1159
Average Queue (ft)	263	198	143	313	1366	1345	196	192
95th Queue (ft)	524	359	308	477	3679	3653	885	873
Link Distance (ft)	786				3493	3493	1153	1153
Upstream Blk Time (%)	0				20	19	13	13
Queuing Penalty (veh)	2				0	0	0	0
Storage Bay Dist (ft)		225	225	300				
Storage Blk Time (%)	5	15	7	53	1			
Queuing Penalty (veh)	53	36	17	214	3			

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	570	1038	588	261	108	2	444	510	353	148	258	276
Average Queue (ft)	428	564	125	101	19	0	300	329	220	53	173	191
95th Queue (ft)	660	1123	540	309	106	4	502	582	427	140	273	289
Link Distance (ft)		1957	1957	1957			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			300	150		
Storage Blk Time (%)	24	36		0	0		57	17	2		11	
Queuing Penalty (veh)	71	107		1	0		1	61	7		6	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	440	1131	998
Average Queue (ft)	395	832	470
95th Queue (ft)	524	1298	1081
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)	33	33	
Queuing Penalty (veh)	209	124	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	600	1349	844	626	183	19	427	458	326	172	275	296
Average Queue (ft)	473	822	287	161	24	1	240	253	143	41	176	191
95th Queue (ft)	739	1644	955	606	118	16	383	418	298	120	274	286
Link Distance (ft)		1957	1957	1957			3034	3034			5548	5548
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		1	0									
Storage Bay Dist (ft)	450				250	70			300	150		
Storage Blk Time (%)	43	52		0	0		51	6	0	0	15	
Queuing Penalty (veh)	120	142		0	0		1	19	1	0	8	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	440	1223	912
Average Queue (ft)	348	696	382
95th Queue (ft)	541	1272	1018
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)	20	26	
Queuing Penalty (veh)	120	92	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	600	1426	1015	718	190	21	503	577	385	195	288	306
Average Queue (ft)	462	760	248	146	23	1	254	271	162	44	175	191
95th Queue (ft)	722	1548	875	550	115	14	420	469	339	125	274	287
Link Distance (ft)		1957	1957	1957			3034	3034			5548	5548
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		1	0									
Storage Bay Dist (ft)	450				250	70			300	150		
Storage Blk Time (%)	39	48		0	0		53	8	1	0	14	
Queuing Penalty (veh)	107	133		0	0		1	30	2	0	7	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	440	1254	1068
Average Queue (ft)	359	729	403
95th Queue (ft)	542	1289	1037
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)	23	28	
Queuing Penalty (veh)	142	100	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #1

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	TR
Maximum Queue (ft)	158	113	251	257	118	124	17	85
Average Queue (ft)	74	54	196	172	37	36	3	37
95th Queue (ft)	262	230	279	300	169	197	20	89
Link Distance (ft)	252	252	185	185	502	502	990	990
Upstream Blk Time (%)	6	1	21	10				
Queuing Penalty (veh)	62	10	126	60				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	TR
Maximum Queue (ft)	286	246	273	267	194	206	32	134
Average Queue (ft)	80	56	180	154	35	35	4	31
95th Queue (ft)	278	232	289	298	180	186	23	103
Link Distance (ft)	252	252	185	185	502	502	990	990
Upstream Blk Time (%)	8	2	20	11	0	0		
Queuing Penalty (veh)	76	15	107	60	0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	TR
Maximum Queue (ft)	317	269	274	285	237	266	37	138
Average Queue (ft)	78	56	184	158	36	36	4	32
95th Queue (ft)	274	232	288	300	177	188	22	100
Link Distance (ft)	252	252	185	185	502	502	990	990
Upstream Blk Time (%)	7	1	20	11	0	0		
Queuing Penalty (veh)	72	13	112	60	0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	81
Average Queue (ft)	38
95th Queue (ft)	74
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB
Directions Served	TR
Maximum Queue (ft)	95
Average Queue (ft)	35
95th Queue (ft)	80
Link Distance (ft)	258
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB
Directions Served	TR
Maximum Queue (ft)	103
Average Queue (ft)	36
95th Queue (ft)	79
Link Distance (ft)	258
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB	B168	B168
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR	T	T
Maximum Queue (ft)	320	304	975	961	401	406	38	9	216	305	62	63
Average Queue (ft)	288	280	804	803	210	216	7	1	101	126	6	6
95th Queue (ft)	323	310	1196	1190	500	509	45	12	236	347	98	95
Link Distance (ft)	206	206	862	862	363	363	252	252	381	381	705	705
Upstream Blk Time (%)	94	46	59	60	5	7			1	2		
Queuing Penalty (veh)	915	452	578	581	52	67			7	13		
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB	B168	B168
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR	T	T
Maximum Queue (ft)	327	318	985	985	408	404	63	42	275	367	69	96
Average Queue (ft)	289	277	947	941	369	373	5	3	99	104	5	8
95th Queue (ft)	323	304	982	972	398	397	55	42	235	335	88	104
Link Distance (ft)	206	206	862	862	363	363	252	252	381	381	705	705
Upstream Blk Time (%)	95	48	98	98	9	13	0	0	0	2	0	0
Queuing Penalty (veh)	864	436	892	890	86	121	1	0	0	13	0	0
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB	B168	B168
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR	T	T
Maximum Queue (ft)	327	323	985	986	425	418	90	51	296	374	69	96
Average Queue (ft)	289	278	913	908	331	335	5	3	100	110	5	7
95th Queue (ft)	323	306	1132	1123	514	518	53	37	235	338	90	102
Link Distance (ft)	206	206	862	862	363	363	252	252	381	381	705	705
Upstream Blk Time (%)	95	48	88	88	8	12	0	0	0	2	0	0
Queuing Penalty (veh)	877	440	813	813	77	108	1	0	2	13	0	0
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	T	R
Maximum Queue (ft)	10	26	156	266	33	42	15
Average Queue (ft)	1	4	69	119	10	15	2
95th Queue (ft)	13	31	360	441	98	115	15
Link Distance (ft)	258	258	559	559	5294	5294	602
Upstream Blk Time (%)			0	3			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	T	R
Maximum Queue (ft)	6	17	253	299	21	30	15
Average Queue (ft)	0	1	31	53	1	3	1
95th Queue (ft)	6	13	229	278	29	33	10
Link Distance (ft)	258	258	559	559	5294	5294	602
Upstream Blk Time (%)			0	1			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	T	R
Maximum Queue (ft)	13	35	316	388	54	63	18
Average Queue (ft)	1	2	40	69	3	6	1
95th Queue (ft)	8	18	266	325	53	62	12
Link Distance (ft)	258	258	559	559	5294	5294	602
Upstream Blk Time (%)			0	1			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	132	94
Average Queue (ft)	25	14
95th Queue (ft)	203	150
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	148	347
Average Queue (ft)	7	18
95th Queue (ft)	106	174
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	281	347
Average Queue (ft)	11	17
95th Queue (ft)	135	168
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 4599
Network wide Queuing Penalty, Interval #2: 7646
Network wide Queuing Penalty, All Intervals: 6884

Figure K-14: Scenario 3 Tier 1 Roundabout (S3T1R) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/10/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	12531	12679	12760	12751	12828	12692	12331
Vehs Exited	11465	11446	11528	11583	11838	11286	11140
Starting Vehs	1272	1254	1261	1246	1221	1215	1178
Ending Vehs	2338	2487	2493	2414	2211	2621	2369
Travel Distance (mi)	29371	29313	29487	29606	29978	28996	28674
Travel Time (hr)	2371.6	2410.5	2398.0	2421.5	2179.9	2521.5	2499.5
Total Delay (hr)	1670.3	1711.0	1694.8	1713.6	1463.0	1832.4	1816.9
Total Stops	22918	24756	24909	22297	23449	24911	22460
Fuel Used (gal)	1075.7	1084.7	1084.8	1089.9	1043.7	1102.5	1093.8

Summary of All Intervals

Run Number	18	19	20		Avg
Start Time	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60
# of Intervals	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2
Vehs Entered	12583	12741	12647	12787	12664
Vehs Exited	11433	11530	11356	11703	11482
Starting Vehs	1149	1172	1233	1248	1222
Ending Vehs	2299	2383	2524	2332	2402
Travel Distance (mi)	29413	29501	28669	29933	29358
Travel Time (hr)	2362.0	2313.7	2421.5	2253.8	2377.6
Total Delay (hr)	1660.1	1610.0	1737.2	1539.0	1677.1
Total Stops	23222	25137	21999	24469	23687
Fuel Used (gal)	1074.6	1063.8	1075.3	1057.8	1077.0

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3609	3638	3596	3580	3571	3663	3594
Vehs Exited	3226	3239	3225	3188	3220	3199	3181
Starting Vehs	1272	1254	1261	1246	1221	1215	1178
Ending Vehs	1655	1653	1632	1638	1572	1679	1591
Travel Distance (mi)	8410	8335	8435	8248	8349	8433	8456
Travel Time (hr)	371.3	365.5	383.6	372.6	363.6	387.4	366.3
Total Delay (hr)	170.0	165.7	182.3	175.0	163.5	186.0	164.0
Total Stops	6190	6414	6620	5800	6264	6541	5832
Fuel Used (gal)	239.0	237.5	242.9	235.4	234.9	242.2	241.0

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg	
Vehs Entered	3686	3564	3586	3680	3610
Vehs Exited	3187	3159	3161	3295	3207
Starting Vehs	1149	1172	1233	1248	1222
Ending Vehs	1648	1577	1658	1633	1629
Travel Distance (mi)	8433	8292	8298	8569	8387
Travel Time (hr)	359.7	365.9	361.5	372.8	370.0
Total Delay (hr)	157.9	167.8	163.0	167.7	169.4
Total Stops	5739	6062	6098	6626	6201
Fuel Used (gal)	238.2	236.0	235.8	242.9	238.7

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	8922	9041	9164	9171	9257	9029	8737
Vehs Exited	8239	8207	8303	8395	8618	8087	7959
Starting Vehs	1655	1653	1632	1638	1572	1679	1591
Ending Vehs	2338	2487	2493	2414	2211	2621	2369
Travel Distance (mi)	20962	20978	21052	21358	21629	20563	20219
Travel Time (hr)	2000.3	2045.0	2014.3	2048.9	1816.3	2134.1	2133.1
Total Delay (hr)	1500.3	1545.3	1512.4	1538.5	1299.5	1646.5	1652.9
Total Stops	16728	18342	18289	16497	17185	18370	16628
Fuel Used (gal)	836.8	847.2	841.9	854.5	808.8	860.4	852.8

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	8897	9177	9061	9107
Vehs Exited	8246	8371	8195	8408
Starting Vehs	1648	1577	1658	1629
Ending Vehs	2299	2383	2524	2332
Travel Distance (mi)	20980	21209	20371	21364
Travel Time (hr)	2002.3	1947.8	2060.0	1881.0
Total Delay (hr)	1502.2	1442.2	1574.2	1371.3
Total Stops	17483	19075	15901	17843
Fuel Used (gal)	836.3	827.8	839.5	814.9

1: Lear Way & Vilas Road Performance by movement Interval #1 4:25

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Stop/Veh	0.00	0.17	0.88	0.67	0.89	1.05	0.54

1: Lear Way & Vilas Road Performance by movement Interval #2 4:40

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Stop/Veh	0.00	0.00	0.78	0.62	0.96	1.10	0.50

1: Lear Way & Vilas Road Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Stop/Veh	0.00	0.04	0.85	0.66	1.13	1.15	0.53

3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #1 4:25

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.19	0.45	0.46	1.00	0.73	0.75	0.64	0.47	0.00	1.68	1.67	1.65

3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #1 4:25

Movement	All
Stop/Veh	0.89

3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #2 4:40

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.10	0.50	0.48	1.33	1.24	0.94	0.72	0.90	1.00	1.78	1.62	1.70

3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #2 4:40

Movement	All
Stop/Veh	1.17

3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.24	0.50	0.48	1.00	1.14	0.93	0.72	0.83	1.00	1.84	1.71	1.79

3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd Performance by movement Entire Run

Movement	All
Stop/Veh	1.13

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Interval #1 4:25

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.17	0.90	0.84	0.57	0.34	0.38	0.94		0.96	0.92	1.00	0.95

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Interval #1 4:25

Movement	All
Stop/Veh	0.66

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Interval #2 4:40

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.14	0.81	0.86	0.70	0.48	0.42	1.08	1.00	1.08	0.97	0.67	0.98

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Interval #2 4:40

Movement	All
Stop/Veh	0.71

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.35	0.98	1.02	0.68	0.44	0.41	1.08	1.00	1.06	0.98	1.00	0.99

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Entire Run

Movement	All
Stop/Veh	0.73

20: Old Highway 62 & Vilas Road Performance by movement Interval #1 4:25

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	0.86	0.67	0.55	1.46	1.03	0.79	0.92	0.63	0.66	0.90	0.63	0.70

20: Old Highway 62 & Vilas Road Performance by movement Interval #1 4:25

Movement	All
Stop/Veh	0.76

20: Old Highway 62 & Vilas Road Performance by movement Interval #2 4:40

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.01	0.63	0.56	1.63	1.43	1.46	1.25	0.73	0.75	1.08	0.77	0.93

20: Old Highway 62 & Vilas Road Performance by movement Interval #2 4:40

Movement	All
Stop/Veh	0.92

20: Old Highway 62 & Vilas Road Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	0.99	0.65	0.56	1.66	1.35	1.27	1.22	0.72	0.75	1.09	0.77	0.90

20: Old Highway 62 & Vilas Road Performance by movement Entire Run

Movement	All
Stop/Veh	0.91

28: Table Rock Road & Access 2 Performance by movement Interval #1 4:25

Movement	EBR	NBT	SBT	All
Stop/Veh	0.88	0.02	0.00	0.02

28: Table Rock Road & Access 2 Performance by movement Interval #2 4:40

Movement	EBR	NBT	SBT	All
Stop/Veh	1.00	0.16	0.00	0.12

28: Table Rock Road & Access 2 Performance by movement Entire Run

Movement	EBR	NBT	SBT	All
Stop/Veh	1.00	0.12	0.00	0.09

30: Vilas Road & Crater Lake Ave. Performance by movement Interval #1 4:25

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	0.96	0.94	0.98		0.97		0.90	1.00	1.00		0.80	0.85

30: Vilas Road & Crater Lake Ave. Performance by movement Interval #1 4:25

Movement	All
Stop/Veh	0.93

30: Vilas Road & Crater Lake Ave. Performance by movement Interval #2 4:40

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.00	0.96	1.04	1.00	0.85	1.00	0.98	1.25	1.00	1.00	1.20	0.95

30: Vilas Road & Crater Lake Ave. Performance by movement Interval #2 4:40

Movement	All
Stop/Veh	0.97

30: Vilas Road & Crater Lake Ave. Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.00	0.97	1.03	1.00	0.89	1.00	0.99	1.20	1.00	2.00	1.07	0.96

30: Vilas Road & Crater Lake Ave. Performance by movement Entire Run

Movement	All
Stop/Veh	0.98

74: Table Rock Road & Vilas Road Performance by movement Interval #1 4:25

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Stop/Veh	1.04	0.81	1.00	1.30	0.92	1.14	0.73	0.95	0.95	0.83	0.78	0.91	0.91

74: Table Rock Road & Vilas Road Performance by movement Interval #2 4:40

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	0.07	0.05	0.00	1.33	0.87	1.05		0.78	1.13	0.45	0.91	0.90

74: Table Rock Road & Vilas Road Performance by movement Interval #2 4:40

Movement	All
Stop/Veh	0.95

74: Table Rock Road & Vilas Road Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.04	0.81	1.00	1.34	0.90	1.08		0.77	1.12	1.00	0.98	0.93

74: Table Rock Road & Vilas Road Performance by movement Entire Run

Movement	All
Stop/Veh	1.01

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #1 4:25

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.14	0.68	0.25		0.77	0.77	1.00	0.58		1.57	1.12	0.54

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #1 4:25

Movement	All
Stop/Veh	0.85

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #2 4:40

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	0.89	0.53	0.09		0.65	0.65	0.82	0.65	0.00	1.08	0.76	0.62

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #2 4:40

Movement	All
Stop/Veh	0.68

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Stop/Veh	1.06	0.59	0.17	1.00	0.69	0.70	0.90	0.66	1.00	1.33	0.94	0.61

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Entire Run

Movement	All
Stop/Veh	0.76

122: Table Rock Road & Access 1 Performance by movement Interval #1 4:25

Movement	NBT	NBR	SBT	All
Stop/Veh	0.00	0.00	0.00	0.00

122: Table Rock Road & Access 1 Performance by movement Interval #2 4:40

Movement	NBT	NBR	SBT	All
Stop/Veh	0.00	0.00	0.00	0.00

122: Table Rock Road & Access 1 Performance by movement Entire Run

Movement	NBT	NBR	SBT	All
Stop/Veh	0.00	0.00	0.00	0.00

171: Bypass & NB Off Performance by movement Interval #1 4:25

Movement	NBT	NBR	SBT	All
Stop/Veh	0.00	0.00	0.00	0.00

171: Bypass & NB Off Performance by movement Interval #2 4:40

Movement	NBT	NBR	SBT	All
Stop/Veh	0.00	0.00	0.00	0.00

171: Bypass & NB Off Performance by movement Entire Run

Movement	NBT	NBR	SBT	All
Stop/Veh	0.00	0.00	0.00	0.00

173: Bypass NB & Vilas Road Performance by movement Interval #1 4:25

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Stop/Veh	0.05	0.05	0.53	0.50	0.67	0.00	0.00	0.23

173: Bypass NB & Vilas Road Performance by movement Interval #2 4:40

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Stop/Veh	0.20	0.20	0.48	0.58	0.78	0.00	0.01	0.30

173: Bypass NB & Vilas Road Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Stop/Veh	0.16	0.17	0.50	0.56	0.77	0.00	0.01	0.29

174: SB Off & Bypass Performance by movement Interval #1 4:25

Movement	NBT	SBT	SBR	All
Stop/Veh	0.00	0.00	0.01	0.00

174: SB Off & Bypass Performance by movement Interval #2 4:40

Movement	NBT	SBT	SBR	All
Stop/Veh	0.00	0.00	0.04	0.01

174: SB Off & Bypass Performance by movement Entire Run

Movement	NBT	SBT	SBR	All
Stop/Veh	0.00	0.00	0.04	0.01

175: Bypass SB & Vilas Road Performance by movement Interval #1 4:25

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Stop/Veh	0.71	0.50	0.00	0.04	0.57	0.02	0.07	0.31

175: Bypass SB & Vilas Road Performance by movement Interval #2 4:40

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Stop/Veh	0.67	0.60	0.23	0.28	0.63	0.17	0.33	0.45

175: Bypass SB & Vilas Road Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Stop/Veh	0.69	0.50	0.17	0.22	0.62	0.13	0.26	0.42

182: Bypass Performance by movement Interval #1 4:25

Movement	NBT	SBT	SET	SER	All
Stop/Veh	0.00	0.00	0.00	0.00	0.00

182: Bypass Performance by movement Interval #2 4:40

Movement	NBT	SBT	SET	SER	All
Stop/Veh	0.00	0.00	0.00	0.00	0.00

182: Bypass Performance by movement Entire Run

Movement	NBT	SBT	SET	SER	All
Stop/Veh	0.00	0.00	0.00	0.00	0.00

183: Bypass & NB On Performance by movement Interval #1 4:25

Movement	NBT	SBT	NWT	NWR	All
Stop/Veh	0.00	0.00	0.00	0.00	0.00

183: Bypass & NB On Performance by movement Interval #2 4:40

Movement	NBT	SBT	NWT	NWR	All
Stop/Veh	0.00	0.04	0.00	0.00	0.02

183: Bypass & NB On Performance by movement Entire Run

Movement	NBT	SBT	NWT	NWR	All
Stop/Veh	0.00	0.03	0.00	0.00	0.01

Total Network Performance By Interval

Interval Start	4:25	4:40	All
Stop/Veh	1.28	1.64	1.71

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	WB	B8	B8	NB	NB
Directions Served	R	LT	T		L	R
Maximum Queue (ft)	14	1178	541	184	321	142
Average Queue (ft)	2	680	184	44	128	73
95th Queue (ft)	14	1428	626	318	438	154
Link Distance (ft)		1174	647	647	4911	
Upstream Blk Time (%)		24	2	1		
Queuing Penalty (veh)		255	12	6		
Storage Bay Dist (ft)	150					100
Storage Blk Time (%)					42	1
Queuing Penalty (veh)					90	0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	WB	B8	B8	NB	NB
Directions Served	R	LT	T		L	R
Maximum Queue (ft)	4	1296	707	706	1385	168
Average Queue (ft)	0	1209	569	483	763	71
95th Queue (ft)	3	1531	920	982	2060	184
Link Distance (ft)		1174	647	647	4911	
Upstream Blk Time (%)		69	24	15		
Queuing Penalty (veh)		693	122	73		
Storage Bay Dist (ft)	150					100
Storage Blk Time (%)					63	13
Queuing Penalty (veh)					127	4

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	WB	B8	B8	NB	NB
Directions Served	R	LT	T		L	R
Maximum Queue (ft)	16	1296	708	708	1389	170
Average Queue (ft)	1	1081	476	377	610	71
95th Queue (ft)	7	1676	939	928	1834	178
Link Distance (ft)		1174	647	647	4911	
Upstream Blk Time (%)		58	19	11		
Queuing Penalty (veh)		584	95	56		
Storage Bay Dist (ft)	150					100
Storage Blk Time (%)					58	10
Queuing Penalty (veh)					117	3

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	525	561	333	282	13	363	399	374	281	95	82	1454
Average Queue (ft)	452	332	165	171	3	265	300	276	174	36	38	1215
95th Queue (ft)	617	787	410	290	17	440	492	462	298	101	88	1599
Link Distance (ft)		1123	1123	1123		1957	1957	1957	4851	4851		1394
Upstream Blk Time (%)												17
Queuing Penalty (veh)												151
Storage Bay Dist (ft)	390				305						190	
Storage Blk Time (%)	32	0					15					0
Queuing Penalty (veh)	100	1					1					0

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	B213
Directions Served	R	T
Maximum Queue (ft)	215	219
Average Queue (ft)	213	67
95th Queue (ft)	219	325
Link Distance (ft)		1964
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	190	
Storage Blk Time (%)	59	
Queuing Penalty (veh)	106	

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B11	B11	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	547	1198	1122	718	3014	3018	66	1081	1546	1586	474	851
Average Queue (ft)	511	957	552	98	1655	1646	6	505	691	723	197	354
95th Queue (ft)	637	1595	1371	432	3929	3936	52	1045	1420	1487	406	865
Link Distance (ft)		1123	1123	1123	2997	2997		1957	1957	1957	4851	4851
Upstream Blk Time (%)		67	11	0	44	44		0	0	0		
Queuing Penalty (veh)		0	0	0	0	0		0	0	0		
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	83	0						26				
Queuing Penalty (veh)	242	0						1				

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	SB	B213
Directions Served	L	T	R	T
Maximum Queue (ft)	122	1466	215	310
Average Queue (ft)	54	1055	214	43
95th Queue (ft)	115	1401	217	267
Link Distance (ft)		1394		1964
Upstream Blk Time (%)		7		
Queuing Penalty (veh)		60		
Storage Bay Dist (ft)	190		190	
Storage Blk Time (%)		0	61	
Queuing Penalty (veh)		1	102	

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B11	B11	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	548	1198	1122	740	3014	3018	66	1081	1546	1586	477	851
Average Queue (ft)	497	806	459	115	1255	1249	5	447	596	615	192	277
95th Queue (ft)	640	1550	1232	417	3555	3557	46	954	1295	1357	384	777
Link Distance (ft)		1123	1123	1123	2997	2997		1957	1957	1957	4851	4851
Upstream Blk Time (%)		50	8	0	33	33		0	0	0		
Queuing Penalty (veh)		0	0	0	0	0		0	0	0		
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	70	0						23				
Queuing Penalty (veh)	207	0						1				

Intersection: 3: Vilas Road/Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	SB	B213
Directions Served	L	T	R	T
Maximum Queue (ft)	122	1477	215	335
Average Queue (ft)	50	1094	214	49
95th Queue (ft)	109	1467	218	282
Link Distance (ft)		1394		1964
Upstream Blk Time (%)		10		
Queuing Penalty (veh)		83		
Storage Bay Dist (ft)	190		190	
Storage Blk Time (%)		0	61	
Queuing Penalty (veh)		1	103	

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B158	B158	NB
Directions Served	L	T	R	T		L	T	R	T	T		L
Maximum Queue (ft)	144	2897	175	577	220	155	414	130	402	233	246	170
Average Queue (ft)	31	2803	66	440	47	65	301	34	175	62	49	133
95th Queue (ft)	123	3107	195	774	262	169	500	138	588	261	242	193
Link Distance (ft)		2781		467	467		331		585	267	267	
Upstream Blk Time (%)		80		69			11		5	6	3	
Queuing Penalty (veh)		968		418			144		71	37	19	
Storage Bay Dist (ft)	150		150			150		150				150
Storage Blk Time (%)		73	0			0	16	0				18
Queuing Penalty (veh)		104	1			0	26	1				32

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	255	128	160	76	131
Average Queue (ft)	71	71	108	23	76
95th Queue (ft)	279	132	173	116	154
Link Distance (ft)	1308			865	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150	150		150
Storage Blk Time (%)		1	4		4
Queuing Penalty (veh)		1	4		6

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B158	B158	NB
Directions Served	L	T	R	T		L	T	R	T	T		L
Maximum Queue (ft)	161	2904	175	587	410	174	449	175	638	334	308	174
Average Queue (ft)	28	2860	69	544	90	68	364	45	420	201	173	135
95th Queue (ft)	118	2892	200	576	374	183	534	165	926	467	451	200
Link Distance (ft)		2781		467	467		331		585	267	267	
Upstream Blk Time (%)		100		100	0		26		25	42	24	
Queuing Penalty (veh)		1123		562	1		313		302	258	145	
Storage Bay Dist (ft)	150		150			150		150				150
Storage Blk Time (%)		73	0			0	29	0				26
Queuing Penalty (veh)		96	1			2	44	1				43

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	547	170	168	168	154
Average Queue (ft)	121	74	97	21	79
95th Queue (ft)	495	146	164	109	152
Link Distance (ft)	1308			865	
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)		150	150		150
Storage Blk Time (%)	1	2	4		3
Queuing Penalty (veh)	2	3	4		4

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	B7	B7	WB	WB	WB	B26	B158	B158	NB
Directions Served	L	T	R	T		L	T	R	T	T		L
Maximum Queue (ft)	174	2904	175	587	410	174	449	175	638	337	337	174
Average Queue (ft)	29	2847	68	519	80	67	349	42	361	168	143	134
95th Queue (ft)	119	3004	199	700	350	179	532	159	876	438	418	198
Link Distance (ft)		2781		467	467		331		585	267	267	
Upstream Blk Time (%)		95		92	0		22		20	33	19	
Queuing Penalty (veh)		1084		526	1		271		244	203	113	
Storage Bay Dist (ft)	150		150			150		150				150
Storage Blk Time (%)	0	73	0			0	26	0				24
Queuing Penalty (veh)	0	98	1			1	39	1				40

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	558	170	169	173	166
Average Queue (ft)	109	73	100	21	79
95th Queue (ft)	452	143	167	111	153
Link Distance (ft)	1308			865	
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)		150	150		150
Storage Blk Time (%)	0	2	4		3
Queuing Penalty (veh)	2	3	4		4

Intersection: 11: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	286	172
Average Queue (ft)	58	41
95th Queue (ft)	436	345
Link Distance (ft)	1123	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	101	102
Average Queue (ft)	5	5
95th Queue (ft)	85	89
Link Distance (ft)	1123	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	346	274
Average Queue (ft)	18	14
95th Queue (ft)	220	182
Link Distance (ft)	1123	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	T	TR	L	L	T	T	R
Maximum Queue (ft)	162	203	285	149	175	571	488	189	162	293	340	214
Average Queue (ft)	106	129	183	59	158	407	318	131	90	196	210	136
95th Queue (ft)	176	207	299	151	223	650	564	223	197	298	337	257
Link Distance (ft)			647			998	998			4934	4934	
Upstream Blk Time (%)						1	1					
Queuing Penalty (veh)						4	3					
Storage Bay Dist (ft)	250	250		200	150			225	225			150
Storage Blk Time (%)	0	0	9	0	20	45		1	2	6	18	1
Queuing Penalty (veh)	0	2	50	0	50	81		5	7	11	55	3

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	268	427	455	275
Average Queue (ft)	133	294	295	185
95th Queue (ft)	290	453	462	342
Link Distance (ft)		8394	8394	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			150
Storage Blk Time (%)	1	22	34	3
Queuing Penalty (veh)	6	23	138	16

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	B8	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	T	L	T	TR	L	L	T	T
Maximum Queue (ft)	242	293	409	224	42	175	1024	1032	271	333	658	662
Average Queue (ft)	120	153	179	55	3	151	783	746	195	196	333	298
95th Queue (ft)	221	275	372	163	64	236	1255	1266	328	419	736	653
Link Distance (ft)			647		1174		998	998			4934	4934
Upstream Blk Time (%)			0				30	20				
Queuing Penalty (veh)			4				113	72				
Storage Bay Dist (ft)	250	250		200		150			225	225		
Storage Blk Time (%)	0	2	7	0		16	72		36	17	6	21
Queuing Penalty (veh)	2	13	36	0		38	121		125	59	9	60

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	225	349	709	758	275
Average Queue (ft)	129	117	350	376	207
95th Queue (ft)	261	267	656	710	353
Link Distance (ft)			8394	8394	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150	200			150
Storage Blk Time (%)	1	1	26	38	19
Queuing Penalty (veh)	5	4	26	144	85

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	B8	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	T	L	T	TR	L	L	T	T
Maximum Queue (ft)	242	301	423	245	42	175	1024	1032	273	333	658	667
Average Queue (ft)	117	147	180	56	3	152	692	643	179	170	300	277
95th Queue (ft)	211	261	357	160	56	233	1196	1200	312	385	668	598
Link Distance (ft)			647		1174		998	998			4934	4934
Upstream Blk Time (%)			0				23	15				
Queuing Penalty (veh)			3				86	55				
Storage Bay Dist (ft)	250	250		200		150			225	225		
Storage Blk Time (%)	0	2	7	0		17	66		27	13	6	20
Queuing Penalty (veh)	2	10	40	0		41	111		95	46	10	59

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	225	349	709	761	275
Average Queue (ft)	131	121	336	356	202
95th Queue (ft)	260	273	617	664	351
Link Distance (ft)			8394	8394	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150	200			150
Storage Blk Time (%)	1	1	25	37	15
Queuing Penalty (veh)	4	4	25	143	68

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	38	9	48
Average Queue (ft)	22	0	7
95th Queue (ft)	48	0	72
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	37	200	330
Average Queue (ft)	20	36	102
95th Queue (ft)	46	232	409
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	39	200	330
Average Queue (ft)	20	27	79
95th Queue (ft)	47	200	356
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 30: Vilas Road & Crater Lake Ave., Interval #1

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	LT	R
Maximum Queue (ft)	148	134	118	128	63	37	89
Average Queue (ft)	82	71	68	80	19	15	51
95th Queue (ft)	144	132	120	145	132	42	87
Link Distance (ft)	998		761		4941	8343	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		150		150			150
Storage Blk Time (%)	1	0		5	0		0
Queuing Penalty (veh)	4	1		0	0		0

Intersection: 30: Vilas Road & Crater Lake Ave., Interval #2

Movement	EB	EB	WB	B166	NB	NB	SB	SB
Directions Served	LT	R	LTR	T	L	TR	LT	R
Maximum Queue (ft)	258	164	664	472	174	2132	337	166
Average Queue (ft)	96	78	327	110	127	801	79	86
95th Queue (ft)	218	148	869	507	211	2682	330	176
Link Distance (ft)	998		761	1236		4941	8343	
Upstream Blk Time (%)			25	1				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)		150			150			150
Storage Blk Time (%)	3	1			46	1	0	18
Queuing Penalty (veh)	12	2			3	3	0	3

Intersection: 30: Vilas Road & Crater Lake Ave., All Intervals

Movement	EB	EB	WB	B166	NB	NB	SB	SB
Directions Served	LT	R	LTR	T	L	TR	LT	R
Maximum Queue (ft)	269	173	664	472	174	2132	337	166
Average Queue (ft)	92	76	264	84	116	612	64	77
95th Queue (ft)	203	145	771	438	202	2342	287	161
Link Distance (ft)	998		761	1236		4941	8343	
Upstream Blk Time (%)			18	1				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)		150			150			150
Storage Blk Time (%)	3	0			36	1	0	14
Queuing Penalty (veh)	10	2			3	2	0	2

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	B86	WB	WB	WB	WB	B7	NB	NB	NB
Directions Served	L	T	R	T	L	L	T	R	T	T	T	R
Maximum Queue (ft)	226	1938	41	684	152	205	565	175	2146	502	672	325
Average Queue (ft)	62	985	9	78	123	186	539	159	1523	256	398	272
95th Queue (ft)	211	2123	80	426	180	252	573	227	2742	505	765	409
Link Distance (ft)		1967		1964			467		2781	785	785	
Upstream Blk Time (%)		19					35		0		2	
Queuing Penalty (veh)		111					501		1		8	
Storage Bay Dist (ft)	160		200		100	100		150				225
Storage Blk Time (%)	0	84	0		18	34	43	1		13	2	61
Queuing Penalty (veh)	0	100	0		161	305	335	10		0	12	189

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	R	L	T	TR
Maximum Queue (ft)	275	254	1328	1306
Average Queue (ft)	198	191	515	498
95th Queue (ft)	395	318	1152	1101
Link Distance (ft)			3493	3493
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	225	160		
Storage Blk Time (%)	2	62	11	
Queuing Penalty (veh)	7	258	24	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	B86	B213	WB	WB	WB	WB	B7	NB	NB	NB
Directions Served	L	T	T	T	L	L	T	R	T	L	T	T
Maximum Queue (ft)	54	2026	2028	1399	152	205	581	175	2720	6	696	796
Average Queue (ft)	3	2022	1930	1159	129	191	529	147	2283	0	245	648
95th Queue (ft)	47	2040	2446	1962	182	243	616	228	3332	5	540	858
Link Distance (ft)		1967	1964	1394			467		2781		785	785
Upstream Blk Time (%)		99	87	76			30		0		0	9
Queuing Penalty (veh)		555	489	425			404		2		0	42
Storage Bay Dist (ft)	160				100	100		150		160		
Storage Blk Time (%)		100			18	37	34	1			9	0
Queuing Penalty (veh)		111			147	311	248	10			0	2

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	NB	SB	SB	SB	B116	B116
Directions Served	R	R	L	T	TR	T	T
Maximum Queue (ft)	325	275	245	3561	3564	1173	1177
Average Queue (ft)	325	275	245	3312	3308	883	879
95th Queue (ft)	326	275	257	4279	4279	1659	1663
Link Distance (ft)				3493	3493	1153	1153
Upstream Blk Time (%)				80	79	71	63
Queuing Penalty (veh)				0	0	0	0
Storage Bay Dist (ft)	225	225	160				
Storage Blk Time (%)	98	2	100	1			
Queuing Penalty (veh)	283	6	386	2			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B86	B213	WB	WB	WB	WB	B7	NB	NB
Directions Served	L	T	R	T	T	L	L	T	R	T	L	T
Maximum Queue (ft)	226	2035	41	2028	1399	152	205	586	175	2720	6	696
Average Queue (ft)	17	1772	2	1483	879	127	190	531	150	2100	0	247
95th Queue (ft)	110	2693	38	2877	1956	181	246	609	228	3317	5	532
Link Distance (ft)		1967		1964	1394			467		2781		785
Upstream Blk Time (%)		79		66	57			32		0		0
Queuing Penalty (veh)		444		367	319			428		2		0
Storage Bay Dist (ft)	160		200			100	100		150		160	
Storage Blk Time (%)	0	96	0			18	36	36	1			10
Queuing Penalty (veh)	0	108	0			151	309	270	10			0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	SB	SB	SB	B116	B116
Directions Served	T	R	R	L	T	TR	T	T
Maximum Queue (ft)	796	325	275	254	3561	3564	1173	1177
Average Queue (ft)	588	312	256	232	2637	2630	670	666
95th Queue (ft)	899	389	368	305	4807	4807	1589	1590
Link Distance (ft)	785				3493	3493	1153	1153
Upstream Blk Time (%)	7				60	59	53	47
Queuing Penalty (veh)	34				0	0	0	0
Storage Bay Dist (ft)		225	225	160				
Storage Blk Time (%)	1	89	2	91	4			
Queuing Penalty (veh)	5	260	6	354	8			

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	377	404	220	254	204	8	272	279	263	245	148	261
Average Queue (ft)	235	250	145	168	70	1	182	192	176	127	69	169
95th Queue (ft)	416	440	263	290	218	10	264	275	270	234	162	279
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	1	2		1	0		43		6	1	3	26
Queuing Penalty (veh)	2	4		3	1		0		20	2	7	19

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	281	234	1105	764
Average Queue (ft)	186	207	843	313
95th Queue (ft)	297	288	1272	924
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		47	41	
Queuing Penalty (veh)		309	137	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	349	410	229	227	124	17	209	222	233	225	162	255
Average Queue (ft)	88	108	51	52	8	1	114	121	111	92	48	131
95th Queue (ft)	302	365	160	167	70	16	199	209	208	190	118	224
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	1	3		0			22		1	1	1	18
Queuing Penalty (veh)	2	6		0			0		2	2	2	12

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	278	234	843	340
Average Queue (ft)	150	151	344	72
95th Queue (ft)	241	265	713	260
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		21	37	
Queuing Penalty (veh)		126	117	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	405	470	249	272	216	23	277	282	283	261	169	286
Average Queue (ft)	124	142	74	80	23	1	131	138	126	101	53	140
95th Queue (ft)	354	405	203	222	123	15	227	238	233	204	131	241
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	1	3		0	0		27		2	1	1	20
Queuing Penalty (veh)	2	6		1	0		0		6	2	3	14

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	307	235	1106	790
Average Queue (ft)	159	165	464	130
95th Queue (ft)	258	279	986	512
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		27	38	
Queuing Penalty (veh)		172	122	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement	NB
Directions Served	TR
Maximum Queue (ft)	2
Average Queue (ft)	0
95th Queue (ft)	2
Link Distance (ft)	1806
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	NB
Directions Served	TR
Maximum Queue (ft)	2
Average Queue (ft)	0
95th Queue (ft)	2
Link Distance (ft)	1806
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 171: Bypass & NB Off, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	WB	WB	B159	NB
Directions Served	LT	T	TR	T	LT
Maximum Queue (ft)	50	332	282	502	32
Average Queue (ft)	12	306	244	425	12
95th Queue (ft)	76	340	291	676	46
Link Distance (ft)	139	235	235	502	989
Upstream Blk Time (%)	1	76	11	10	
Queuing Penalty (veh)	11	318	47	82	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	LT	T	T	TR	T	LT	TR
Maximum Queue (ft)	184	43	353	297	516	65	33
Average Queue (ft)	45	3	310	247	472	13	2
95th Queue (ft)	179	26	336	280	625	55	24
Link Distance (ft)	139	139	235	235	502	989	989
Upstream Blk Time (%)	12		81	11	14		
Queuing Penalty (veh)	86		314	44	111		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	LT	T	T	TR	T	LT	TR
Maximum Queue (ft)	192	43	354	302	517	72	33
Average Queue (ft)	37	2	309	247	461	13	1
95th Queue (ft)	160	23	337	283	645	53	20
Link Distance (ft)	139	139	235	235	502	989	989
Upstream Blk Time (%)	9		80	11	13		
Queuing Penalty (veh)	67		315	45	104		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	26
Average Queue (ft)	9
95th Queue (ft)	33
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	74	132
Average Queue (ft)	3	21
95th Queue (ft)	47	119
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	2
Queuing Penalty (veh)	0	23
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	74	134
Average Queue (ft)	3	18
95th Queue (ft)	40	105
Link Distance (ft)	258	258
Upstream Blk Time (%)	0	2
Queuing Penalty (veh)	0	18
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	B158	B26	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	T	LT	TR
Maximum Queue (ft)	359	290	384	70	36	10	138	182
Average Queue (ft)	328	263	259	33	5	1	55	39
95th Queue (ft)	381	333	642	192	36	23	127	176
Link Distance (ft)	267	267	585	331	139	139	379	379
Upstream Blk Time (%)	53	7	9	1				0
Queuing Penalty (veh)	372	51	132	9				1
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	B158	B26	WB	WB	SB	SB	B168	B168
Directions Served	T	TR	T	T	LT	T	LT	TR	T	T
Maximum Queue (ft)	385	292	659	222	180	106	407	386	428	431
Average Queue (ft)	338	266	323	41	59	10	227	160	96	102
95th Queue (ft)	378	310	715	201	201	68	518	461	418	446
Link Distance (ft)	267	267	585	331	139	139	379	379	705	705
Upstream Blk Time (%)	56	7	16	0	17	0	29	9	1	3
Queuing Penalty (veh)	366	49	203	5	57	1	115	34	2	11
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	B158	B26	WB	WB	SB	SB	B168	B168
Directions Served	T	TR	T	T	LT	T	LT	TR	T	T
Maximum Queue (ft)	385	298	664	257	180	116	407	405	428	431
Average Queue (ft)	336	266	308	39	46	8	185	131	73	77
95th Queue (ft)	380	317	700	199	176	60	469	415	361	386
Link Distance (ft)	267	267	585	331	139	139	379	379	705	705
Upstream Blk Time (%)	56	7	14	0	13	0	22	7	0	2
Queuing Penalty (veh)	368	49	185	6	43	1	86	26	2	8
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	SB
Directions Served	T
Maximum Queue (ft)	20
Average Queue (ft)	3
95th Queue (ft)	33
Link Distance (ft)	559
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 183: Bypass & NB On, Interval #2

Movement	SB	SB	B191	B191
Directions Served	T	T	T	T
Maximum Queue (ft)	171	193	222	231
Average Queue (ft)	27	36	37	41
95th Queue (ft)	231	261	346	380
Link Distance (ft)	559	559	5294	5294
Upstream Blk Time (%)	2	3		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 183: Bypass & NB On, All Intervals

Movement	SB	SB	B191	B191
Directions Served	T	T	T	T
Maximum Queue (ft)	171	213	222	231
Average Queue (ft)	20	28	28	31
95th Queue (ft)	199	226	299	327
Link Distance (ft)	559	559	5294	5294
Upstream Blk Time (%)	2	2		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	
Maximum Queue (ft)	3	3
Average Queue (ft)	0	0
95th Queue (ft)	0	0
Link Distance (ft)	559	559
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB	NB
Directions Served	T	T	
Maximum Queue (ft)	33	8	5
Average Queue (ft)	1	0	0
95th Queue (ft)	40	7	6
Link Distance (ft)	559	559	559
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 191: Bend, All Intervals

Movement	NB	NB	NB
Directions Served	T	T	
Maximum Queue (ft)	33	11	8
Average Queue (ft)	1	0	0
95th Queue (ft)	34	6	5
Link Distance (ft)	559	559	559
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 6567
Network wide Queuing Penalty, Interval #2: 10383
Network wide Queuing Penalty, All Intervals: 9429

Figure K-15: Scenario 5 Tier 1 Roundabout (S5T1R) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/10/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	14610	14557	14528	14240	14399	14427	14435
Vehs Exited	14203	13966	14066	13915	14085	14065	14212
Starting Vehs	1282	1249	1286	1317	1277	1310	1271
Ending Vehs	1689	1840	1748	1642	1591	1672	1494
Travel Distance (mi)	35609	35423	35341	34884	35126	35315	35473
Travel Time (hr)	1639.5	1751.2	1689.7	1795.8	1691.2	1797.5	1667.0
Total Delay (hr)	762.6	881.7	821.1	936.6	825.0	930.1	792.2
Total Stops	28096	28745	28558	29884	28202	28671	27851
Fuel Used (gal)	1042.5	1063.7	1049.6	1063.7	1050.4	1069.7	1048.0

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	14418	14327	14592	14481
Vehs Exited	14041	14087	14176	14182
Starting Vehs	1245	1310	1265	1262
Ending Vehs	1622	1550	1681	1561
Travel Distance (mi)	35368	35383	35701	35501
Travel Time (hr)	1755.8	1669.2	1681.2	1698.9
Total Delay (hr)	885.0	798.8	801.0	826.0
Total Stops	28708	28042	28847	28795
Fuel Used (gal)	1063.0	1046.4	1056.3	1055.9

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3880	3940	3865	3757	3821	3849	3835
Vehs Exited	3736	3638	3671	3609	3633	3653	3615
Starting Vehs	1282	1249	1286	1317	1277	1310	1271
Ending Vehs	1426	1551	1480	1465	1465	1506	1491
Travel Distance (mi)	9347	9318	9311	9104	9123	9244	9200
Travel Time (hr)	351.2	362.5	357.4	379.7	361.7	372.8	368.0
Total Delay (hr)	120.9	134.3	129.1	155.7	137.0	145.4	141.6
Total Stops	6481	6906	6878	7095	6634	6875	7017
Fuel Used (gal)	258.3	259.3	257.8	259.5	256.4	259.6	260.1

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3896	3785	3880	3841
Vehs Exited	3588	3643	3651	3615
Starting Vehs	1245	1310	1265	1262
Ending Vehs	1553	1452	1494	1488
Travel Distance (mi)	9212	9250	9423	9279
Travel Time (hr)	358.3	357.7	356.5	374.9
Total Delay (hr)	132.6	130.6	124.9	146.7
Total Stops	6775	6854	7154	7279
Fuel Used (gal)	257.1	260.3	260.5	260.5

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10730	10617	10663	10483	10578	10578	10600
Vehs Exited	10467	10328	10395	10306	10452	10412	10597
Starting Vehs	1426	1551	1480	1465	1465	1506	1491
Ending Vehs	1689	1840	1748	1642	1591	1672	1494
Travel Distance (mi)	26262	26105	26030	25780	26002	26071	26272
Travel Time (hr)	1288.3	1388.7	1332.2	1416.1	1329.5	1424.7	1299.1
Total Delay (hr)	641.7	747.4	692.1	780.9	688.0	784.7	650.5
Total Stops	21615	21839	21680	22789	21568	21796	20834
Fuel Used (gal)	784.3	804.5	791.8	804.1	794.0	810.1	787.9

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	10522	10542	10712	10640
Vehs Exited	10453	10444	10525	10452
Starting Vehs	1553	1452	1494	1488
Ending Vehs	1622	1550	1681	1561
Travel Distance (mi)	26156	26133	26278	26222
Travel Time (hr)	1397.5	1311.5	1324.7	1324.0
Total Delay (hr)	752.4	668.2	676.1	679.3
Total Stops	21933	21188	21693	21516
Fuel Used (gal)	806.0	786.1	795.8	795.4

1: Lear Way & Vilas Road Performance by movement Interval #1 4:25

1: Lear Way & Vilas Road Performance by movement Interval #2 4:40

1: Lear Way & Vilas Road Performance by movement Entire Run

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #1 4:25

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #2 4:40

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Entire Run

9: Airway Dr./Peace Ln & Vilas Road Performance by movement Interval #1 4:25

9: Airway Dr./Peace Ln & Vilas Road Performance by movement Interval #2 4:40

9: Airway Dr./Peace Ln & Vilas Road Performance by movement Entire Run

20: Old Highway 62 & Vilas Road Performance by movement Interval #1 4:25

20: Old Highway 62 & Vilas Road Performance by movement Interval #2 4:40

20: Old Highway 62 & Vilas Road Performance by movement Entire Run

28: Table Rock Road & Access 2 Performance by movement Interval #1 4:25

28: Table Rock Road & Access 2 Performance by movement Interval #2 4:40

28: Table Rock Road & Access 2 Performance by movement Entire Run

30: Crater Lake Ave & Vilas Road Performance by movement Interval #1 4:25

30: Crater Lake Ave & Vilas Road Performance by movement Interval #2 4:40

30: Crater Lake Ave & Vilas Road Performance by movement Entire Run

74: Table Rock Road & Vilas Road Performance by movement Interval #1 4:25

74: Table Rock Road & Vilas Road Performance by movement Interval #2 4:40

74: Table Rock Road & Vilas Road Performance by movement Entire Run

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #1 4:25

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #2 4:40

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Entire Run

122: Table Rock Road & Access 1 Performance by movement Interval #1 4:25

122: Table Rock Road & Access 1 Performance by movement Interval #2 4:40

122: Table Rock Road & Access 1 Performance by movement Entire Run

171: Bypass & NB Off Performance by movement Interval #1 4:25

171: Bypass & NB Off Performance by movement Interval #2 4:40

171: Bypass & NB Off Performance by movement Entire Run

173: Bypass NB & Vilas Road Performance by movement Interval #1 4:25

173: Bypass NB & Vilas Road Performance by movement Interval #2 4:40

173: Bypass NB & Vilas Road Performance by movement Entire Run

174: SB Off & Bypass Performance by movement Interval #1 4:25

174: SB Off & Bypass Performance by movement Interval #2 4:40

174: SB Off & Bypass Performance by movement Entire Run

175: Bypass SB & Vilas Road Performance by movement Interval #1 4:25

175: Bypass SB & Vilas Road Performance by movement Interval #2 4:40

175: Bypass SB & Vilas Road Performance by movement Entire Run

182: Bypass Performance by movement Interval #1 4:25

182: Bypass Performance by movement Interval #2 4:40

182: Bypass Performance by movement Entire Run

183: Bypass & NB On Performance by movement Interval #1 4:25

183: Bypass & NB On Performance by movement Interval #2 4:40

183: Bypass & NB On Performance by movement Entire Run

Total Network Performance By Interval

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	179	229	190	114	94	148	107
Average Queue (ft)	129	159	128	41	44	90	61
95th Queue (ft)	189	240	192	118	94	155	116
Link Distance (ft)	503	503		1868	1868	4900	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150				100
Storage Blk Time (%)			9	0		8	0
Queuing Penalty (veh)			39	0		11	1

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	231	287	193	141	127	188	140
Average Queue (ft)	124	152	116	38	51	88	56
95th Queue (ft)	203	241	178	108	109	163	111
Link Distance (ft)	503	503		1868	1868	4900	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150				100
Storage Blk Time (%)			4	0		8	1
Queuing Penalty (veh)			17	0		11	1

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	237	288	210	173	130	190	142
Average Queue (ft)	126	154	119	39	50	89	57
95th Queue (ft)	200	241	182	111	106	161	113
Link Distance (ft)	503	503		1868	1868	4900	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			150				100
Storage Blk Time (%)			5	0		8	1
Queuing Penalty (veh)			23	0		11	1

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	385	333	278	334	6	386	411	390	260	98	225	1304
Average Queue (ft)	291	217	188	228	1	291	328	301	158	37	102	949
95th Queue (ft)	434	342	288	344	11	427	462	442	273	97	268	1406
Link Distance (ft)		1346	1346	1346		1957	1957	1957	4851	4851	1394	1394
Upstream Blk Time (%)												4
Queuing Penalty (veh)												16
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	5	0				10						0
Queuing Penalty (veh)	18	0				0						1

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	B213
Directions Served	R	T
Maximum Queue (ft)	215	51
Average Queue (ft)	215	3
95th Queue (ft)	217	44
Link Distance (ft)		1964
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	190	
Storage Blk Time (%)	55	
Queuing Penalty (veh)	18	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	513	895	799	740	48	47	7	395	432	423	297	118
Average Queue (ft)	304	359	325	303	2	1	0	246	279	253	149	36
95th Queue (ft)	556	826	756	644	37	38	6	392	428	410	269	91
Link Distance (ft)		1346	1346	1346	2774	2774		1957	1957	1957	4851	4851
Upstream Blk Time (%)		1	0	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	14	15						6				
Queuing Penalty (veh)	48	40						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	SB	B213	B86
Directions Served	L	T	R	T	T
Maximum Queue (ft)	526	1517	215	1279	32
Average Queue (ft)	155	1409	214	525	1
95th Queue (ft)	469	1648	218	1411	36
Link Distance (ft)	1394	1394		1964	1159
Upstream Blk Time (%)		52		1	
Queuing Penalty (veh)		225		6	
Storage Bay Dist (ft)			190		
Storage Blk Time (%)		0	56		
Queuing Penalty (veh)		1	16		

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B8	B8	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	516	895	801	743	48	47	8	418	454	443	298	131
Average Queue (ft)	301	325	292	285	1	1	1	257	291	265	151	36
95th Queue (ft)	531	748	683	592	32	33	7	404	440	422	270	93
Link Distance (ft)		1346	1346	1346	2774	2774		1957	1957	1957	4851	4851
Upstream Blk Time (%)		1	0	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	12	11						7				
Queuing Penalty (veh)	40	30						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	SB	B213	B86
Directions Served	L	T	R	T	T
Maximum Queue (ft)	539	1517	215	1279	32
Average Queue (ft)	142	1298	214	399	1
95th Queue (ft)	430	1744	217	1254	31
Link Distance (ft)	1394	1394		1964	1159
Upstream Blk Time (%)		40		1	
Queuing Penalty (veh)		173		5	
Storage Bay Dist (ft)			190		
Storage Blk Time (%)		0	56		
Queuing Penalty (veh)		1	17		

Intersection: 8: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	182	202
Average Queue (ft)	11	29
95th Queue (ft)	172	327
Link Distance (ft)	1346	1346
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	109	212
Average Queue (ft)	7	10
95th Queue (ft)	140	184
Link Distance (ft)	1346	1346
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	291	414
Average Queue (ft)	8	14
95th Queue (ft)	149	226
Link Distance (ft)	1346	1346
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	L	T	R
Maximum Queue (ft)	111	501	524	173	152	262	249	67	9	164	125	139
Average Queue (ft)	33	241	256	55	68	163	160	19	1	109	20	76
95th Queue (ft)	104	512	533	171	146	281	274	89	14	177	128	140
Link Distance (ft)		3250	3250			332	332		635		1379	
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						2	1					
Storage Bay Dist (ft)	150			150	150			150		150		150
Storage Blk Time (%)		19	21	0	0	8	6	0		5		1
Queuing Penalty (veh)		7	20	0	1	7	3	0		10		1

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	145	38	96
Average Queue (ft)	85	10	48
95th Queue (ft)	152	57	94
Link Distance (ft)		855	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B158	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	L	T	R
Maximum Queue (ft)	156	986	998	175	174	328	316	86	10	171	264	172
Average Queue (ft)	41	529	544	76	64	164	162	10	0	99	31	90
95th Queue (ft)	129	1320	1339	206	139	280	284	57	12	166	167	162
Link Distance (ft)		3250	3250			332	332		160		1379	
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						2	2					
Storage Bay Dist (ft)	150			150	150			150		150		150
Storage Blk Time (%)	0	40	43	0	0	7	6	0		3	0	4
Queuing Penalty (veh)	0	14	38	1	0	6	3	0		5	0	7

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	166	175	104
Average Queue (ft)	91	21	41
95th Queue (ft)	160	128	83
Link Distance (ft)		855	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)	6		
Queuing Penalty (veh)	5		

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B26	B158	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	T	L	T
Maximum Queue (ft)	167	1017	1027	175	174	338	326	125	9	10	173	281
Average Queue (ft)	39	460	475	71	65	164	161	12	0	0	101	28
95th Queue (ft)	123	1190	1209	199	140	280	281	66	7	10	169	158
Link Distance (ft)		3250	3250			332	332		635	160		1379
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						2	2					
Storage Bay Dist (ft)	150			150	150			150			150	
Storage Blk Time (%)	0	35	37	0	0	7	6	0			3	0
Queuing Penalty (veh)	0	12	33	1	0	6	3	0			6	0

Intersection: 9: Airway Dr./Peace Ln & Vilas Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	172	168	191	116
Average Queue (ft)	86	90	19	43
95th Queue (ft)	157	158	115	86
Link Distance (ft)			855	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		150
Storage Blk Time (%)	3	5		
Queuing Penalty (veh)	5	4		

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	145	167	172	212	125	174	314	286	169	76	136	298
Average Queue (ft)	85	113	97	122	51	129	197	180	90	43	63	204
95th Queue (ft)	151	177	175	231	146	206	343	318	190	81	191	344
Link Distance (ft)			1868	1868			898	898				4922
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250			150	150			150	225	225	
Storage Blk Time (%)			0	7		10	19	18	0			6
Queuing Penalty (veh)			0	15		29	31	23	1			8

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	330	216	306	561	595	275
Average Queue (ft)	219	124	140	403	430	245
95th Queue (ft)	378	258	334	636	684	344
Link Distance (ft)	4922			8382	8382	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)	20	1	1	43	54	9
Queuing Penalty (veh)	52	2	3	50	206	42

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	191	224	219	256	162	174	336	312	175	90	100	290
Average Queue (ft)	92	116	91	113	45	118	167	150	77	45	48	166
95th Queue (ft)	164	195	186	224	122	189	305	272	175	82	89	257
Link Distance (ft)			1868	1868			898	898				4922
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250			150	150			150	225	225	
Storage Blk Time (%)		0	0	5	0	7	8	8	0			2
Queuing Penalty (veh)		0	1	11	0	18	13	10	0			3

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	336	224	350	610	624	275
Average Queue (ft)	179	103	133	341	360	214
95th Queue (ft)	290	225	318	541	577	362
Link Distance (ft)	4922			8382	8382	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)	15	0	0	37	50	6
Queuing Penalty (veh)	35	1	2	40	178	28

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	195	225	230	277	179	174	363	333	175	92	156	336
Average Queue (ft)	90	116	92	116	46	121	174	157	80	44	52	175
95th Queue (ft)	161	191	184	226	128	193	316	285	179	82	125	284
Link Distance (ft)			1868	1868			898	898				4922
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250			150	150			150	225	225	
Storage Blk Time (%)		0	0	5	0	7	11	10	0			3
Queuing Penalty (veh)		0	1	12	0	21	17	13	1			4

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	392	225	350	643	666	275
Average Queue (ft)	189	108	135	356	377	222
95th Queue (ft)	316	234	322	569	609	361
Link Distance (ft)	4922			8382	8382	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150	200			150
Storage Blk Time (%)	16	0	0	38	51	7
Queuing Penalty (veh)	39	1	2	42	185	31

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	23
95th Queue (ft)	50
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	43
Average Queue (ft)	20
95th Queue (ft)	47
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	46
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	LT	T	R	LTR	L	T	R	LT	R
Maximum Queue (ft)	363	335	146	383	174	336	8	29	104
Average Queue (ft)	225	164	87	216	161	146	1	12	59
95th Queue (ft)	443	440	170	468	198	387	9	44	105
Link Distance (ft)	898	898		849		5123		1997	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			150		150		150		150
Storage Blk Time (%)		7	1		24	0			0
Queuing Penalty (veh)		33	2		4	0			0

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	LT	T	R	LTR	L	T	R	LT	R
Maximum Queue (ft)	532	614	175	476	174	316	19	180	133
Average Queue (ft)	242	199	89	205	148	96	1	63	57
95th Queue (ft)	493	529	179	405	200	298	9	309	110
Link Distance (ft)	898	898		849		5123		1997	
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	0	1							
Storage Bay Dist (ft)			150		150		150		150
Storage Blk Time (%)		4	2		17			4	0
Queuing Penalty (veh)		19	3		3			6	0

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	LT	T	R	LTR	L	T	R	LT	R
Maximum Queue (ft)	541	624	175	528	174	351	21	184	135
Average Queue (ft)	238	190	89	207	151	108	1	51	58
95th Queue (ft)	481	510	177	421	201	323	9	269	109
Link Distance (ft)	898	898		849		5123		1997	
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							
Storage Bay Dist (ft)			150		150		150		150
Storage Blk Time (%)		5	2		19	0		3	0
Queuing Penalty (veh)		22	3		3	0		5	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	104	137	163	152	205	1478	1380	3	387	443	311	118
Average Queue (ft)	58	77	103	143	203	996	846	1	245	230	116	34
95th Queue (ft)	114	142	169	178	209	1628	1496	9	374	414	307	119
Link Distance (ft)		726	726			3250	3250		785	785		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			100	100			160			225	225
Storage Blk Time (%)	0	0		34	48	48			34	11	0	
Queuing Penalty (veh)	0	0		111	157	344			0	101	0	

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	242	321	314
Average Queue (ft)	157	198	232
95th Queue (ft)	265	323	346
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	11	11	
Queuing Penalty (veh)	40	29	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	144	156	191	152	205	2496	2471	6	415	478	325	163
Average Queue (ft)	66	72	98	143	204	2015	1904	0	251	238	98	33
95th Queue (ft)	128	135	161	173	214	2696	2645	5	393	420	274	120
Link Distance (ft)		726	726			3250	3250		785	785		
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	160			100	100			160			225	225
Storage Blk Time (%)	1	0		35	47	49			32	11	0	0
Queuing Penalty (veh)	1	0		108	146	329			0	88	1	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	259	413	405
Average Queue (ft)	159	220	231
95th Queue (ft)	264	378	363
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	14	12	
Queuing Penalty (veh)	50	31	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	148	165	199	152	205	2496	2471	9	432	504	325	174
Average Queue (ft)	64	73	99	143	204	1769	1649	0	249	236	103	33
95th Queue (ft)	125	137	163	174	213	2751	2686	7	389	419	283	120
Link Distance (ft)		726	726			3250	3250		785	785		
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	160			100	100			160			225	225
Storage Blk Time (%)	1	0		35	48	49			32	11	0	0
Queuing Penalty (veh)	1	0		109	149	333			0	91	1	0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	259	428	419
Average Queue (ft)	159	215	231
95th Queue (ft)	265	366	360
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	13	12	
Queuing Penalty (veh)	47	30	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	600	995	549	328	155	28	211	232	298	267	151	254
Average Queue (ft)	503	625	157	152	62	4	140	155	169	150	63	177
95th Queue (ft)	684	1026	443	329	198	41	221	236	316	282	151	284
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	50	58		1	0		38		2	5	3	29
Queuing Penalty (veh)	139	163		1	1		0		6	13	10	21

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	279	235	1265	992
Average Queue (ft)	189	214	1044	569
95th Queue (ft)	301	289	1388	1213
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		45	51	
Queuing Penalty (veh)		313	177	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	600	1975	1942	1859	190	6	210	221	261	256	169	285
Average Queue (ft)	598	1747	1322	866	21	0	128	133	123	131	58	161
95th Queue (ft)	607	2297	2509	2129	112	4	193	202	224	242	142	261
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)		30	6	2								
Queuing Penalty (veh)		117	24	6								
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	89	98		0	0		31		0	3	2	27
Queuing Penalty (veh)	232	254		1	0		0		1	6	5	19

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	320	235	1353	1093
Average Queue (ft)	178	215	1133	739
95th Queue (ft)	276	283	1304	1321
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		46	49	
Queuing Penalty (veh)		301	157	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	600	1975	1942	1859	210	30	234	245	341	287	170	310
Average Queue (ft)	575	1476	1041	694	31	1	131	139	134	136	59	165
95th Queue (ft)	687	2423	2369	1907	138	20	200	212	252	253	144	267
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)		22	5	1								
Queuing Penalty (veh)		88	18	5								
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	79	88		0	0		32		1	3	2	27
Queuing Penalty (veh)	209	231		1	0		0		2	8	6	19

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	335	235	1381	1098
Average Queue (ft)	181	215	1112	698
95th Queue (ft)	282	285	1345	1307
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		46	49	
Queuing Penalty (veh)		304	162	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #1

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	10	12
Average Queue (ft)	1	3
95th Queue (ft)	16	35
Link Distance (ft)	111	111
Upstream Blk Time (%)	0	3
Queuing Penalty (veh)	0	21
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 171: Bypass & NB Off, All Intervals

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	10	12
Average Queue (ft)	1	3
95th Queue (ft)	14	30
Link Distance (ft)	111	111
Upstream Blk Time (%)	0	2
Queuing Penalty (veh)	0	16
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	R
Maximum Queue (ft)	463	452	201	174	118	88	66	117
Average Queue (ft)	302	275	165	126	40	22	29	58
95th Queue (ft)	632	608	221	206	129	106	85	120
Link Distance (ft)	372	372	121	121	503	503	1026	
Upstream Blk Time (%)	43	20	37	7				
Queuing Penalty (veh)	393	178	194	39				
Storage Bay Dist (ft)								200
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	R
Maximum Queue (ft)	497	480	203	183	131	100	245	188
Average Queue (ft)	422	397	153	110	23	10	89	64
95th Queue (ft)	584	558	214	197	90	64	433	158
Link Distance (ft)	372	372	121	121	503	503	1026	
Upstream Blk Time (%)	59	26	28	5			3	
Queuing Penalty (veh)	503	224	136	25			5	
Storage Bay Dist (ft)								200
Storage Blk Time (%)							9	1
Queuing Penalty (veh)							13	0

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	R
Maximum Queue (ft)	498	481	216	188	152	139	245	188
Average Queue (ft)	393	368	156	113	27	12	74	63
95th Queue (ft)	624	600	217	200	101	76	378	150
Link Distance (ft)	372	372	121	121	503	503	1026	
Upstream Blk Time (%)	55	25	30	6			2	
Queuing Penalty (veh)	475	213	151	28			3	
Storage Bay Dist (ft)								200
Storage Blk Time (%)							7	1
Queuing Penalty (veh)							10	0

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	66
Average Queue (ft)	27
95th Queue (ft)	85
Link Distance (ft)	258
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	3	69
Average Queue (ft)	0	19
95th Queue (ft)	4	80
Link Distance (ft)	258	258
Upstream Blk Time (%)		1
Queuing Penalty (veh)		6
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	3	96
Average Queue (ft)	0	21
95th Queue (ft)	4	81
Link Distance (ft)	258	258
Upstream Blk Time (%)		1
Queuing Penalty (veh)		5
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB	B168
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR	T
Maximum Queue (ft)	258	247	524	535	104	113	90	70	336	424	114
Average Queue (ft)	235	220	347	337	38	42	23	16	211	326	32
95th Queue (ft)	262	262	723	741	200	210	84	71	386	486	233
Link Distance (ft)	160	160	635	635	332	332	372	372	387	387	704
Upstream Blk Time (%)	80	30	15	15	1	1			1	9	0
Queuing Penalty (veh)	655	247	125	122	5	7			5	43	0
Storage Bay Dist (ft)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB	B168
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR	T
Maximum Queue (ft)	279	259	757	754	390	402	101	84	393	456	232
Average Queue (ft)	242	227	653	650	213	217	14	8	238	324	41
95th Queue (ft)	276	259	869	867	466	473	65	55	419	475	245
Link Distance (ft)	160	160	635	635	332	332	372	372	387	387	704
Upstream Blk Time (%)	92	38	65	62	7	8			3	7	1
Queuing Penalty (veh)	707	293	495	477	55	61			15	33	7
Storage Bay Dist (ft)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB	B168
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR	T
Maximum Queue (ft)	281	266	757	754	392	408	116	102	400	464	296
Average Queue (ft)	240	225	579	574	171	175	17	10	232	324	39
95th Queue (ft)	273	261	920	926	436	443	70	59	412	478	242
Link Distance (ft)	160	160	635	635	332	332	372	372	387	387	704
Upstream Blk Time (%)	89	36	52	50	6	6			3	8	1
Queuing Penalty (veh)	694	281	403	389	42	47			13	36	5
Storage Bay Dist (ft)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement	NB	NB	B194	B194
Directions Served	T	T	T	T
Maximum Queue (ft)	58	57	37	40
Average Queue (ft)	13	14	4	5
95th Queue (ft)	156	160	66	70
Link Distance (ft)	555	555	4012	4012
Upstream Blk Time (%)	1	2		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 182: Bypass, All Intervals

Movement	NB	NB	B194	B194
Directions Served	T	T	T	T
Maximum Queue (ft)	58	57	37	40
Average Queue (ft)	10	11	3	4
95th Queue (ft)	134	138	57	60
Link Distance (ft)	555	555	4012	4012
Upstream Blk Time (%)	1	1		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	SB	SB	NW
Directions Served	T	T	T	R
Maximum Queue (ft)	19	45	99	3
Average Queue (ft)	2	10	24	0
95th Queue (ft)	22	117	155	6
Link Distance (ft)	258	559	559	602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	T	R
Maximum Queue (ft)	6	15	57	86	109	111	9
Average Queue (ft)	0	1	19	26	19	21	0
95th Queue (ft)	5	14	189	220	230	240	8
Link Distance (ft)	258	258	559	559	5294	5294	602
Upstream Blk Time (%)			1	2			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	T	R
Maximum Queue (ft)	6	28	102	152	109	111	11
Average Queue (ft)	0	2	17	26	15	16	0
95th Queue (ft)	4	16	174	207	198	207	7
Link Distance (ft)	258	258	559	559	5294	5294	602
Upstream Blk Time (%)			0	1			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 191: Bend, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 191: Bend, Interval #2

Movement	NB
Directions Served	T
Maximum Queue (ft)	2
Average Queue (ft)	0
95th Queue (ft)	2
Link Distance (ft)	559
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 191: Bend, All Intervals

Movement	NB
Directions Served	T
Maximum Queue (ft)	2
Average Queue (ft)	0
95th Queue (ft)	2
Link Distance (ft)	559
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 4298
Network wide Queuing Penalty, Interval #2: 5773
Network wide Queuing Penalty, All Intervals: 5404

Figure K-16: Scenario 1 Tier 2 Roundabout (S1T2R) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/10/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	14547	14332	14400	14282	14490	14618	14335
Vehs Exited	13991	13854	13872	13857	14002	14145	13926
Starting Vehs	1156	1210	1224	1183	1228	1142	1177
Ending Vehs	1712	1688	1752	1608	1716	1615	1586
Travel Distance (mi)	33041	32528	32635	32577	33331	33573	32788
Travel Time (hr)	1596.2	1685.1	1693.4	1547.0	1648.6	1518.2	1642.9
Total Delay (hr)	782.4	883.6	891.3	743.2	829.0	693.5	835.9
Total Stops	27474	28401	28130	27274	29735	28993	26835
Fuel Used (gal)	981.2	987.7	1000.5	959.3	993.0	968.7	990.6

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	14630	14741	14183	14413
Vehs Exited	14080	14319	13732	13808
Starting Vehs	1128	1218	1238	1165
Ending Vehs	1678	1640	1689	1770
Travel Distance (mi)	33221	33637	32259	32744
Travel Time (hr)	1545.1	1518.1	1608.4	1678.1
Total Delay (hr)	728.2	688.2	814.5	870.8
Total Stops	29301	28830	27272	29650
Fuel Used (gal)	972.2	976.9	968.8	985.7

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3828	3774	3859	3819	3915	3893	3827
Vehs Exited	3609	3548	3561	3535	3659	3632	3561
Starting Vehs	1156	1210	1224	1183	1228	1142	1177
Ending Vehs	1375	1436	1522	1467	1484	1403	1443
Travel Distance (mi)	8601	8473	8624	8526	8770	8734	8590
Travel Time (hr)	333.3	336.8	349.2	331.8	345.0	329.1	331.8
Total Delay (hr)	122.0	128.8	137.7	122.6	129.5	115.1	120.5
Total Stops	6484	6555	6875	6473	6658	6389	6056
Fuel Used (gal)	237.6	234.5	242.3	235.7	242.7	238.7	237.2

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3893	3853	3685	3846
Vehs Exited	3594	3709	3547	3593
Starting Vehs	1128	1218	1238	1165
Ending Vehs	1427	1362	1376	1448
Travel Distance (mi)	8597	8609	8434	8557
Travel Time (hr)	326.1	327.7	331.6	347.5
Total Delay (hr)	114.9	115.4	124.3	136.7
Total Stops	6596	6491	6532	7135
Fuel Used (gal)	236.9	239.3	234.8	238.9

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10719	10558	10541	10463	10575	10725	10508
Vehs Exited	10382	10306	10311	10322	10343	10513	10365
Starting Vehs	1375	1436	1522	1467	1484	1403	1443
Ending Vehs	1712	1688	1752	1608	1716	1615	1586
Travel Distance (mi)	24440	24055	24011	24052	24561	24839	24198
Travel Time (hr)	1262.9	1348.2	1344.2	1215.2	1303.7	1189.0	1311.1
Total Delay (hr)	660.4	754.8	753.7	620.7	699.5	578.3	715.4
Total Stops	20990	21846	21255	20801	23077	22604	20779
Fuel Used (gal)	743.6	753.2	758.1	723.6	750.2	730.1	753.4

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	10737	10888	10498	10567
Vehs Exited	10486	10610	10185	10245
Starting Vehs	1427	1362	1376	1448
Ending Vehs	1678	1640	1689	1770
Travel Distance (mi)	24624	25028	23826	24187
Travel Time (hr)	1219.0	1190.5	1276.8	1330.6
Total Delay (hr)	613.3	572.8	690.2	734.0
Total Stops	22705	22339	20740	22515
Fuel Used (gal)	735.2	737.6	733.9	746.7

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	EB	B159	B159	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	R	T	T	L	T	R	L	T	R	L
Maximum Queue (ft)	337	470	175	22	59	197	625	150	170	214	146	108
Average Queue (ft)	186	297	82	3	14	48	296	51	114	44	49	48
95th Queue (ft)	331	538	204	48	95	167	658	173	188	207	143	106
Link Distance (ft)	491	491		228	228		1305			1832		2003
Upstream Blk Time (%)		4		0	0							
Queuing Penalty (veh)		19		0	2							
Storage Bay Dist (ft)			150			150		150	150		150	
Storage Blk Time (%)		23	0				34	0	14		0	
Queuing Penalty (veh)		42	1				31	0	15		0	

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	88	147
Average Queue (ft)	15	78
95th Queue (ft)	93	147
Link Distance (ft)	2003	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		3
Queuing Penalty (veh)		0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	B159	B159	WB	WB	WB	B8	B8	NB	NB
Directions Served	L	T	R	T	T	L	T	R	T		L	T
Maximum Queue (ft)	350	577	175	55	165	250	1345	175	389	293	175	619
Average Queue (ft)	184	324	96	4	13	91	950	80	185	89	134	152
95th Queue (ft)	303	570	219	51	92	276	1781	220	564	409	203	519
Link Distance (ft)	491	491		228	228		1305		504	504		1832
Upstream Blk Time (%)		4		0	0		43		12	4		
Queuing Penalty (veh)		18		0	1		197		28	10		
Storage Bay Dist (ft)			150			150		150			150	
Storage Blk Time (%)		29	0				71	0			34	
Queuing Penalty (veh)		48	1				59	1			35	

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	225	122	234	174
Average Queue (ft)	69	49	31	96
95th Queue (ft)	204	106	159	177
Link Distance (ft)		2003	2003	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			150
Storage Blk Time (%)	0		0	8
Queuing Penalty (veh)	1		0	1

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	B159	B159	WB	WB	WB	B8	B8	NB	NB
Directions Served	L	T	R	T	T	L	T	R	T		L	T
Maximum Queue (ft)	385	585	175	77	196	250	1345	175	389	293	175	619
Average Queue (ft)	184	317	92	4	13	81	792	73	141	67	129	126
95th Queue (ft)	310	563	216	50	93	255	1669	211	496	354	201	464
Link Distance (ft)	491	491		228	228		1305		504	504		1832
Upstream Blk Time (%)		4		0	0		32		9	3		
Queuing Penalty (veh)		18		0	1		148		21	8		
Storage Bay Dist (ft)			150			150		150			150	
Storage Blk Time (%)		27	0				62	0			29	
Queuing Penalty (veh)		46	1				52	1			30	

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	225	138	252	175
Average Queue (ft)	64	49	27	91
95th Queue (ft)	191	106	145	171
Link Distance (ft)		2003	2003	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			150
Storage Blk Time (%)	0		0	7
Queuing Penalty (veh)	0		0	1

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	T	R	L	TR	L
Maximum Queue (ft)	450	360	248	262	26	372	414	382	94	315	92	130
Average Queue (ft)	331	154	121	152	6	273	303	270	42	182	45	76
95th Queue (ft)	511	390	259	279	27	414	442	414	91	313	99	135
Link Distance (ft)		1269	1269	1269		1951	1951	1951	1951	4851	4851	1383
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	9	0				8						
Queuing Penalty (veh)	32	0				0						

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	656	215
Average Queue (ft)	411	212
95th Queue (ft)	729	232
Link Distance (ft)	1383	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)	1	50
Queuing Penalty (veh)	8	16

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	T	R	L	TR	L
Maximum Queue (ft)	499	590	469	272	66	406	435	414	274	376	96	189
Average Queue (ft)	319	178	122	143	7	256	284	240	45	171	37	76
95th Queue (ft)	525	486	289	239	52	405	442	399	264	299	87	157
Link Distance (ft)		1269	1269	1269		1951	1951	1951	1951	4851	4851	1383
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	10	0					6					
Queuing Penalty (veh)	33	0					0					

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	875	215
Average Queue (ft)	492	207
95th Queue (ft)	945	249
Link Distance (ft)	1383	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)	1	48
Queuing Penalty (veh)	8	14

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	T	R	L	TR	L
Maximum Queue (ft)	535	682	480	304	72	416	449	431	288	391	111	197
Average Queue (ft)	322	172	122	146	7	260	289	247	44	174	39	76
95th Queue (ft)	522	465	282	249	48	408	443	404	236	303	90	152
Link Distance (ft)		1269	1269	1269		1951	1951	1951	1951	4851	4851	1383
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	10	0				7						
Queuing Penalty (veh)	33	0				0						

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	891	215
Average Queue (ft)	472	208
95th Queue (ft)	900	246
Link Distance (ft)	1383	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)	1	49
Queuing Penalty (veh)	8	15

Intersection: 9: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	130	324
Average Queue (ft)	9	44
95th Queue (ft)	126	368
Link Distance (ft)	1269	1269
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Bend, Interval #2

Movement	WB	WB	WB
Directions Served	T	T	
Maximum Queue (ft)	237	453	3
Average Queue (ft)	15	29	0
95th Queue (ft)	219	306	4
Link Distance (ft)	1269	1269	1269
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Bend, All Intervals

Movement	WB	WB	WB
Directions Served	T	T	
Maximum Queue (ft)	311	618	3
Average Queue (ft)	14	33	0
95th Queue (ft)	200	322	3
Link Distance (ft)	1269	1269	1269
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	B26	B13	B158	B158	NB
Directions Served	L	T	R	L	T	T	R	T	T	T		L
Maximum Queue (ft)	174	325	147	174	415	374	118	286	69	225	208	159
Average Queue (ft)	126	316	53	148	267	246	40	69	16	78	72	126
95th Queue (ft)	205	335	172	208	457	423	152	337	148	261	270	197
Link Distance (ft)		310			369	369		451	363	207	207	
Upstream Blk Time (%)		20			3	2		1	0	3	2	
Queuing Penalty (veh)		296			23	13		19	6	24	13	
Storage Bay Dist (ft)	150		150	150			150					150
Storage Blk Time (%)	5	29	0	22	19	26	0					30
Queuing Penalty (veh)	60	82	1	137	30	12	1					72

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, Interval #1

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	503	175	156	200	137
Average Queue (ft)	286	145	125	77	87
95th Queue (ft)	728	211	196	314	153
Link Distance (ft)	1620			741	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150	150		150
Storage Blk Time (%)		34	31		2
Queuing Penalty (veh)		47	55		2

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	B26	B13	B158	B158	NB
Directions Served	L	T	R	L	T	T	R	T	T	T		L
Maximum Queue (ft)	174	328	175	175	481	454	175	573	476	298	308	175
Average Queue (ft)	122	318	63	164	398	364	82	382	254	176	174	151
95th Queue (ft)	203	327	190	214	512	507	222	755	602	371	391	213
Link Distance (ft)		310			369	369		451	363	207	207	
Upstream Blk Time (%)		21			20	10		20	16	36	22	
Queuing Penalty (veh)		284			136	67		262	217	238	150	
Storage Bay Dist (ft)	150		150	150			150					150
Storage Blk Time (%)	4	31	0	40	40	53	0					61
Queuing Penalty (veh)	49	80	1	233	58	23	1					137

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, Interval #2

Movement	NB	NB	B16	SB	SB	SB
Directions Served	T	R	T	L	T	R
Maximum Queue (ft)	1176	175	118	173	515	175
Average Queue (ft)	774	129	35	118	262	113
95th Queue (ft)	1706	215	193	213	764	200
Link Distance (ft)	1620		323		741	
Upstream Blk Time (%)	13		7		18	
Queuing Penalty (veh)	0		0		0	
Storage Bay Dist (ft)		150		150		150
Storage Blk Time (%)	2	24		40	1	18
Queuing Penalty (veh)	7	32		66	2	14

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	B26	B13	B158	B158	NB
Directions Served	L	T	R	L	T	T	R	T	T	T		L
Maximum Queue (ft)	175	329	175	175	484	454	175	573	476	299	309	175
Average Queue (ft)	123	318	61	160	367	336	72	306	197	152	149	145
95th Queue (ft)	204	330	186	214	532	509	209	721	549	357	374	211
Link Distance (ft)		310			369	369		451	363	207	207	
Upstream Blk Time (%)		21			16	8		15	12	28	17	
Queuing Penalty (veh)		287			108	53		201	164	184	116	
Storage Bay Dist (ft)	150		150	150			150					150
Storage Blk Time (%)	4	31	0	36	35	46	0					54
Queuing Penalty (veh)	52	81	1	209	51	20	1					121

Intersection: 11: Airway Drive/Peace Ln & Vilas Road, All Intervals

Movement	NB	NB	B16	SB	SB	SB
Directions Served	T	R	T	L	T	R
Maximum Queue (ft)	1195	175	118	174	519	175
Average Queue (ft)	656	133	26	120	218	107
95th Queue (ft)	1564	215	167	209	688	191
Link Distance (ft)	1620		323		741	
Upstream Blk Time (%)	10		5		13	
Queuing Penalty (veh)	0		0		0	
Storage Bay Dist (ft)		150		150		150
Storage Blk Time (%)	2	27		38	1	14
Queuing Penalty (veh)	5	36		63	1	11

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	L	T	T	R	L	T
Maximum Queue (ft)	187	147	184	8	106	211	187	155	183	88	35	302
Average Queue (ft)	101	81	93	1	51	139	81	79	107	29	11	187
95th Queue (ft)	192	153	191	10	105	228	181	168	194	85	37	310
Link Distance (ft)		504		943	943			1225	1225			1956
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		200			225	225			150	200	
Storage Blk Time (%)	0	0	1			1	0		3			6
Queuing Penalty (veh)	3	0	3			6	2		4			1

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	309	179
Average Queue (ft)	192	58
95th Queue (ft)	315	182
Link Distance (ft)	1956	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)	17	
Queuing Penalty (veh)	19	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	B31	B31
Directions Served	L	T	R	L	TR	L	L	T	T	R	T	T
Maximum Queue (ft)	213	201	219	15	147	253	278	433	402	143	70	64
Average Queue (ft)	100	83	88	1	61	156	124	182	141	29	9	8
95th Queue (ft)	187	176	185	9	129	282	324	667	440	89	126	126
Link Distance (ft)		504		943	943			1225	1225		642	642
Upstream Blk Time (%)								3	0		1	1
Queuing Penalty (veh)								0	0		0	0
Storage Bay Dist (ft)	250		200			225	225			150		
Storage Blk Time (%)	0	1	1			16	9	0	3	0		
Queuing Penalty (veh)	0	4	2			60	33	1	4	0		

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	B25	B25	SB	SB	SB	SB
Directions Served	T	T	L	T	T	R
Maximum Queue (ft)	60	51	72	376	394	223
Average Queue (ft)	3	3	11	193	198	59
95th Queue (ft)	76	67	54	337	348	177
Link Distance (ft)	2978	2978		1956	1956	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			200			150
Storage Blk Time (%)				9	17	0
Queuing Penalty (veh)				1	18	2

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	B31	B31
Directions Served	L	T	R	L	TR	L	L	T	T	R	T	T
Maximum Queue (ft)	224	210	243	18	152	264	290	441	412	154	70	64
Average Queue (ft)	100	83	89	1	59	152	113	157	133	29	7	6
95th Queue (ft)	188	171	186	9	124	271	297	588	398	88	109	109
Link Distance (ft)		504		943	943			1225	1225		642	642
Upstream Blk Time (%)								2	0		1	0
Queuing Penalty (veh)								0	0		0	0
Storage Bay Dist (ft)	250		200			225	225			150		
Storage Blk Time (%)	0	1	1			12	7	0	3	0		
Queuing Penalty (veh)	1	3	2			47	25	0	4	0		

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	B25	B25	SB	SB	SB	SB
Directions Served	T	T	L	T	T	R
Maximum Queue (ft)	60	51	78	391	406	258
Average Queue (ft)	3	2	11	191	197	59
95th Queue (ft)	66	58	51	330	340	178
Link Distance (ft)	2978	2978		1956	1956	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			200			150
Storage Blk Time (%)				8	17	0
Queuing Penalty (veh)				1	18	1

Intersection: 27: Vilas Road, Interval #1

Movement	EB	B7	B7	WB	WB
Directions Served	T	T		T	T
Maximum Queue (ft)	1847	151	46	308	321
Average Queue (ft)	1266	48	7	263	278
95th Queue (ft)	2217	297	101	387	394
Link Distance (ft)	2112	482	482	310	310
Upstream Blk Time (%)	5	5	0	3	6
Queuing Penalty (veh)	75	32	0	25	48
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 27: Vilas Road, Interval #2

Movement	EB	B7	B7	WB	WB
Directions Served	T	T		T	T
Maximum Queue (ft)	2234	592	400	332	346
Average Queue (ft)	2100	397	48	283	293
95th Queue (ft)	2506	739	283	405	413
Link Distance (ft)	2112	482	482	310	310
Upstream Blk Time (%)	31	22	0	5	9
Queuing Penalty (veh)	414	144	2	37	66
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 27: Vilas Road, All Intervals

Movement	EB	B7	B7	WB	WB
Directions Served	T	T		T	T
Maximum Queue (ft)	2234	592	400	334	351
Average Queue (ft)	1899	313	38	278	289
95th Queue (ft)	2729	718	250	402	409
Link Distance (ft)	2112	482	482	310	310
Upstream Blk Time (%)	25	17	0	5	8
Queuing Penalty (veh)	329	116	1	34	62
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	20
95th Queue (ft)	46
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	47
Average Queue (ft)	20
95th Queue (ft)	49
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	47
Average Queue (ft)	20
95th Queue (ft)	49
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Vilas Road, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	18	107	46	93
Average Queue (ft)	3	48	24	53
95th Queue (ft)	22	108	49	100
Link Distance (ft)	943	838	5083	2069
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 30: Vilas Road, Interval #2

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	29	96	16	62	131
Average Queue (ft)	2	41	1	24	58
95th Queue (ft)	17	79	19	50	109
Link Distance (ft)	943	838		5083	2069
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			150		
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		

Intersection: 30: Vilas Road, All Intervals

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	32	126	16	67	136
Average Queue (ft)	2	43	1	24	57
95th Queue (ft)	18	88	16	50	107
Link Distance (ft)	943	838		5083	2069
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			150		
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	T	L	T	T	R
Maximum Queue (ft)	197	252	219	190	266	513	260	102	18	332	465	323
Average Queue (ft)	114	166	94	127	165	431	149	25	2	207	302	267
95th Queue (ft)	226	264	212	204	290	586	275	138	16	342	555	383
Link Distance (ft)		763	763		482	482	482	2112		786	786	
Upstream Blk Time (%)					0	9						
Queuing Penalty (veh)					0	46						
Storage Bay Dist (ft)	160			100					160			225
Storage Blk Time (%)	9	18		16	31					16	1	33
Queuing Penalty (veh)	10	24		40	79					0	8	112

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	TR
Maximum Queue (ft)	267	210	260	1183	1150
Average Queue (ft)	181	201	247	733	670
95th Queue (ft)	372	236	315	1422	1363
Link Distance (ft)				3493	3493
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	225	160	160		
Storage Blk Time (%)	1	81	7	25	
Queuing Penalty (veh)	5	337	31	106	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	T	L	T	T	R
Maximum Queue (ft)	286	494	368	204	407	549	314	752	29	480	627	325
Average Queue (ft)	157	238	130	137	195	382	148	92	2	239	391	292
95th Queue (ft)	304	447	329	218	362	567	282	572	30	416	665	393
Link Distance (ft)		763	763		482	482	482	2112		786	786	
Upstream Blk Time (%)					1	7	0	0				
Queuing Penalty (veh)					6	32	1	2				
Storage Bay Dist (ft)	160			100					160			225
Storage Blk Time (%)	17	42		21	40					20	2	53
Queuing Penalty (veh)	18	53		51	95					0	15	167

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	SB	SB	SB	SB	B116	B116
Directions Served	R	L	L	T	TR	T	T
Maximum Queue (ft)	275	210	260	3452	3438	992	998
Average Queue (ft)	223	208	259	2699	2656	469	463
95th Queue (ft)	383	216	265	4311	4350	1385	1376
Link Distance (ft)				3493	3493	1153	1153
Upstream Blk Time (%)				45	44	33	31
Queuing Penalty (veh)				0	0	0	0
Storage Bay Dist (ft)	225	160	160				
Storage Blk Time (%)	4	97	10	16			
Queuing Penalty (veh)	12	378	39	65			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	B7	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	T	L	T	T	R
Maximum Queue (ft)	294	494	371	204	423	551	345	752	41	484	627	325
Average Queue (ft)	147	220	121	135	188	394	148	76	2	232	369	286
95th Queue (ft)	290	416	305	215	347	575	281	500	27	401	646	392
Link Distance (ft)		763	763		482	482	482	2112		786	786	
Upstream Blk Time (%)					1	7	0	0				
Queuing Penalty (veh)					4	36	0	2				
Storage Bay Dist (ft)	160			100					160			225
Storage Blk Time (%)	15	36		20	38					19	2	48
Queuing Penalty (veh)	16	46		48	91					0	14	153

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	SB	SB	SB	SB	B116	B116
Directions Served	R	L	L	T	TR	T	T
Maximum Queue (ft)	275	210	260	3452	3438	992	998
Average Queue (ft)	213	206	256	2225	2177	355	351
95th Queue (ft)	384	225	290	4228	4240	1219	1211
Link Distance (ft)				3493	3493	1153	1153
Upstream Blk Time (%)				34	33	25	23
Queuing Penalty (veh)				0	0	0	0
Storage Bay Dist (ft)	225	160	160				
Storage Blk Time (%)	3	93	9	18			
Queuing Penalty (veh)	10	368	37	75			

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	478	504	215	217	200	3	489	573	290	169	258	269
Average Queue (ft)	350	368	112	125	62	1	337	398	233	76	170	186
95th Queue (ft)	576	619	224	227	220	5	536	683	372	170	274	283
Link Distance (ft)		1951	1951	1951			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	11	18		1	2		64	40	5	3	28	
Queuing Penalty (veh)	28	44		3	4		1	140	16	9	24	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	234	946	560
Average Queue (ft)	211	736	243
95th Queue (ft)	276	1198	747
Link Distance (ft)		1798	1798
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	45	45	
Queuing Penalty (veh)	275	146	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	564	1070	619	541	250	3	598	660	290	169	292	302
Average Queue (ft)	445	671	186	162	54	0	341	375	211	70	156	170
95th Queue (ft)	714	1415	667	521	190	4	671	748	361	154	256	266
Link Distance (ft)		1951	1951	1951			3034	3034			5548	5548
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	37	44		0	1		60	35	5	4	27	
Queuing Penalty (veh)	85	101		0	1		1	114	15	9	21	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1146	836
Average Queue (ft)	205	723	256
95th Queue (ft)	288	1233	798
Link Distance (ft)		1798	1798
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	42	46	
Queuing Penalty (veh)	235	141	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	564	1070	634	547	279	5	644	736	290	170	303	317
Average Queue (ft)	422	598	168	153	56	0	340	380	216	71	159	174
95th Queue (ft)	690	1291	594	471	197	4	644	735	365	158	261	270
Link Distance (ft)		1951	1951	1951			3034	3034			5548	5548
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	30	37		0	1		61	36	5	4	27	
Queuing Penalty (veh)	71	87		1	2		1	121	16	9	22	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1154	911
Average Queue (ft)	207	726	253
95th Queue (ft)	285	1225	786
Link Distance (ft)		1798	1798
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	43	46	
Queuing Penalty (veh)	245	142	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #1

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	LT	T	T	TR	T	LT	TR
Maximum Queue (ft)	118	88	313	278	500	7	119
Average Queue (ft)	41	28	288	238	356	1	54
95th Queue (ft)	167	136	345	303	655	8	112
Link Distance (ft)	231	231	228	228	491	985	985
Upstream Blk Time (%)	0	0	70	13	7		
Queuing Penalty (veh)	4	1	281	52	58		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	LT	T	T	TR	T	LT	TR
Maximum Queue (ft)	284	237	349	299	505	13	152
Average Queue (ft)	62	42	302	245	464	1	57
95th Queue (ft)	243	182	328	282	609	9	121
Link Distance (ft)	231	231	228	228	491	985	985
Upstream Blk Time (%)	7	1	79	13	12		
Queuing Penalty (veh)	52	5	297	47	93		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	LT	T	T	TR	T	LT	TR
Maximum Queue (ft)	286	239	350	300	506	20	154
Average Queue (ft)	57	38	299	243	438	1	56
95th Queue (ft)	227	172	336	289	646	9	119
Link Distance (ft)	231	231	228	228	491	985	985
Upstream Blk Time (%)	5	1	77	13	11		
Queuing Penalty (veh)	40	4	293	48	85		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	54
Average Queue (ft)	33
95th Queue (ft)	61
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	33	104
Average Queue (ft)	1	30
95th Queue (ft)	29	81
Link Distance (ft)	258	258
Upstream Blk Time (%)		0
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	33	105
Average Queue (ft)	1	30
95th Queue (ft)	25	77
Link Distance (ft)	258	258
Upstream Blk Time (%)		0
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	B158	B13	B26	WB	SB	SB	B168
Directions Served	T	TR	T	T	T	LT	LT	TR	T
Maximum Queue (ft)	287	270	452	410	186	27	217	322	10
Average Queue (ft)	261	222	329	204	57	4	119	185	3
95th Queue (ft)	329	298	604	542	262	35	289	441	30
Link Distance (ft)	207	207	363	451	369	231	405	405	705
Upstream Blk Time (%)	34	10	22	9	0			1	
Queuing Penalty (veh)	255	77	335	132	6			8	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	B158	B13	B26	WB	WB	SB	SB	B168
Directions Served	T	TR	T	T	T	LT	T	LT	TR	T
Maximum Queue (ft)	319	277	479	529	369	121	10	367	478	394
Average Queue (ft)	267	223	330	263	88	9	0	154	310	57
95th Queue (ft)	324	299	611	655	320	77	13	358	557	290
Link Distance (ft)	207	207	363	451	369	231	231	405	405	705
Upstream Blk Time (%)	33	12	24	16	1	0		1	12	0
Queuing Penalty (veh)	230	81	342	219	13	1		7	61	2
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	B158	B13	B26	WB	WB	SB	SB	B168
Directions Served	T	TR	T	T	T	LT	T	LT	TR	T
Maximum Queue (ft)	320	282	480	531	377	121	10	367	478	394
Average Queue (ft)	266	223	330	249	80	8	0	145	280	44
95th Queue (ft)	326	299	609	631	307	69	11	344	544	251
Link Distance (ft)	207	207	363	451	369	231	231	405	405	705
Upstream Blk Time (%)	33	11	24	14	1	0		1	9	0
Queuing Penalty (veh)	236	80	340	197	11	1		5	48	2
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	SB	SB	NW
Directions Served	T	T	T	R
Maximum Queue (ft)	10	63	179	5
Average Queue (ft)	1	9	55	1
95th Queue (ft)	12	99	194	12
Link Distance (ft)	258	559	559	602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	T	R
Maximum Queue (ft)	8	12	138	263	13	20	3
Average Queue (ft)	0	1	16	41	1	2	0
95th Queue (ft)	7	9	160	209	23	30	5
Link Distance (ft)	258	258	559	559	5294	5294	602
Upstream Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	T	R
Maximum Queue (ft)	8	17	179	296	13	20	8
Average Queue (ft)	0	1	14	44	1	1	0
95th Queue (ft)	6	10	148	206	19	26	7
Link Distance (ft)	258	258	559	559	5294	5294	602
Upstream Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 191: Bend, Interval #1

Movement	NB
Directions Served	T
Maximum Queue (ft)	46
Average Queue (ft)	7
95th Queue (ft)	101
Link Distance (ft)	559
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	42	85
Average Queue (ft)	2	4
95th Queue (ft)	51	73
Link Distance (ft)	559	559
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	42	130
Average Queue (ft)	1	4
95th Queue (ft)	44	81
Link Distance (ft)	559	559
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 3973
Network wide Queuing Penalty, Interval #2: 6409
Network wide Queuing Penalty, All Intervals: 5800

Figure K-17: Scenario 2 Tier 2 Roundabout (S2T2R) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/10/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	14102	14612	14552	14650	14405	14506	14388
Vehs Exited	13312	13739	13808	13956	13540	13618	13592
Starting Vehs	1320	1327	1269	1357	1230	1281	1289
Ending Vehs	2110	2200	2013	2051	2095	2169	2085
Travel Distance (mi)	32268	33345	33465	33509	32685	32905	32739
Travel Time (hr)	2402.6	2147.2	2000.9	2115.7	1999.4	2117.8	2129.2
Total Delay (hr)	1603.5	1323.8	1175.3	1288.5	1191.4	1304.0	1322.0
Total Stops	32471	35134	31819	32776	32157	32328	32535
Fuel Used (gal)	1142.1	1095.9	1070.8	1098.8	1055.7	1087.4	1081.2

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	14662	14770	14466	14276
Vehs Exited	13994	13772	13843	13465
Starting Vehs	1281	1242	1289	1257
Ending Vehs	1949	2240	1912	2068
Travel Distance (mi)	33674	33502	33128	32430
Travel Time (hr)	1929.7	2183.9	2009.7	2135.1
Total Delay (hr)	1098.4	1358.2	1189.7	1332.5
Total Stops	33140	33200	29289	31788
Fuel Used (gal)	1056.0	1105.9	1070.2	1085.6

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3963	3980	3847	4011	3874	3842	3968
Vehs Exited	3628	3631	3650	3762	3531	3553	3648
Starting Vehs	1320	1327	1269	1357	1230	1281	1289
Ending Vehs	1655	1676	1466	1606	1573	1570	1609
Travel Distance (mi)	8958	8891	8880	9086	8617	8703	8888
Travel Time (hr)	406.8	394.8	368.4	394.7	372.8	361.1	377.6
Total Delay (hr)	185.3	174.3	149.5	170.5	159.6	145.5	159.1
Total Stops	7714	7996	6902	7898	7345	6910	7360
Fuel Used (gal)	264.2	258.4	250.8	262.6	247.5	248.3	254.6

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3885	3996	3968	3934
Vehs Exited	3590	3603	3647	3626
Starting Vehs	1281	1242	1289	1257
Ending Vehs	1576	1635	1610	1579
Travel Distance (mi)	8875	8808	8845	8809
Travel Time (hr)	370.4	376.4	366.5	374.4
Total Delay (hr)	152.5	158.3	148.3	156.0
Total Stops	7266	7381	6840	7635
Fuel Used (gal)	249.9	252.1	250.9	252.4

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	10139	10632	10705	10639	10531	10664	10420
Vehs Exited	9684	10108	10158	10194	10009	10065	9944
Starting Vehs	1655	1676	1466	1606	1573	1570	1609
Ending Vehs	2110	2200	2013	2051	2095	2169	2085
Travel Distance (mi)	23310	24454	24585	24423	24068	24201	23851
Travel Time (hr)	1995.8	1752.4	1632.5	1721.0	1626.6	1756.7	1751.6
Total Delay (hr)	1418.2	1149.5	1025.8	1118.0	1031.8	1158.6	1162.9
Total Stops	24757	27138	24917	24878	24812	25418	25175
Fuel Used (gal)	877.9	837.5	820.0	836.2	808.3	839.1	826.6

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	10777	10774	10498	10342
Vehs Exited	10404	10169	10196	9853
Starting Vehs	1576	1635	1610	1579
Ending Vehs	1949	2240	1912	2068
Travel Distance (mi)	24799	24694	24284	23620
Travel Time (hr)	1559.3	1807.5	1643.1	1760.8
Total Delay (hr)	946.0	1199.8	1041.4	1176.5
Total Stops	25874	25819	22449	24153
Fuel Used (gal)	806.1	853.8	819.3	833.3

1: Lear Way & Vilas Road Performance by movement Interval #1 4:25

1: Lear Way & Vilas Road Performance by movement Interval #2 4:40

1: Lear Way & Vilas Road Performance by movement Entire Run

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #1 4:25

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Interval #2 4:40

3: Hamrick Rd & E Pine St/Biddle Rd Performance by movement Entire Run

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Interval #1 4:25

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Interval #2 4:40

9: Airway Dr/Peace Ln & Vilas Road Performance by movement Entire Run

20: Old Highway 62 & Vilas Road Performance by movement Interval #1 4:25

20: Old Highway 62 & Vilas Road Performance by movement Interval #2 4:40

20: Old Highway 62 & Vilas Road Performance by movement Entire Run

28: Table Rock Road & Access 2 Performance by movement Interval #1 4:25

28: Table Rock Road & Access 2 Performance by movement Interval #2 4:40

28: Table Rock Road & Access 2 Performance by movement Entire Run

30: Crater Lake Ave & Vilas Road Performance by movement Interval #1 4:25

30: Crater Lake Ave & Vilas Road Performance by movement Interval #2 4:40

30: Crater Lake Ave & Vilas Road Performance by movement Entire Run

74: Table Rock Road & Vilas Road Performance by movement Interval #1 4:25

74: Table Rock Road & Vilas Road Performance by movement Interval #2 4:40

74: Table Rock Road & Vilas Road Performance by movement Entire Run

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #1 4:25

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Interval #2 4:40

90: Table Rock Road & Biddle Rd/Biddle Road Performance by movement Entire Run

122: Table Rock Road & Access 1 Performance by movement Interval #1 4:25

122: Table Rock Road & Access 1 Performance by movement Interval #2 4:40

122: Table Rock Road & Access 1 Performance by movement Entire Run

171: Bypass & NB Off Performance by movement Interval #1 4:25

171: Bypass & NB Off Performance by movement Interval #2 4:40

171: Bypass & NB Off Performance by movement Entire Run

173: Bypass NB & Vilas Road Performance by movement Interval #1 4:25

173: Bypass NB & Vilas Road Performance by movement Interval #2 4:40

173: Bypass NB & Vilas Road Performance by movement Entire Run

174: SB Off & Bypass Performance by movement Interval #1 4:25

174: SB Off & Bypass Performance by movement Interval #2 4:40

174: SB Off & Bypass Performance by movement Entire Run

175: Bypass SB & Vilas Road Performance by movement Interval #1 4:25

175: Bypass SB & Vilas Road Performance by movement Interval #2 4:40

175: Bypass SB & Vilas Road Performance by movement Entire Run

182: Bypass Performance by movement Interval #1 4:25

182: Bypass Performance by movement Interval #2 4:40

182: Bypass Performance by movement Entire Run

183: Bypass & NB On Performance by movement Interval #1 4:25

183: Bypass & NB On Performance by movement Interval #2 4:40

183: Bypass & NB On Performance by movement Entire Run

Total Network Performance By Interval

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	LT
Maximum Queue (ft)	161	168	206	119	61	171	177	109	138	49	49	82
Average Queue (ft)	103	74	122	46	29	104	120	29	77	12	26	37
95th Queue (ft)	167	172	226	132	66	185	204	101	137	55	53	83
Link Distance (ft)		492	492			1857	1857			4893		2892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150	150			150	150			150
Storage Blk Time (%)	2	0	4	0		1	3	0	1			
Queuing Penalty (veh)	9	1	8	0		1	2	0	1			

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	97
Average Queue (ft)	52
95th Queue (ft)	96
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	LT
Maximum Queue (ft)	169	216	263	155	67	201	211	153	151	57	76	86
Average Queue (ft)	95	54	108	36	25	90	111	21	74	9	27	32
95th Queue (ft)	154	142	213	103	58	175	198	85	129	44	59	74
Link Distance (ft)		492	492			1857	1857			4893		2892
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	150			150	150			150	150			150
Storage Blk Time (%)	1	0	2	0		2	3	0	1			
Queuing Penalty (veh)	4	1	4	0		1	1	0	1			

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	108
Average Queue (ft)	49
95th Queue (ft)	91
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	LT
Maximum Queue (ft)	172	231	286	155	72	209	220	163	163	77	76	95
Average Queue (ft)	97	59	112	38	26	93	113	23	74	10	27	34
95th Queue (ft)	157	150	216	110	60	178	200	89	131	47	58	77
Link Distance (ft)		492	492			1857	1857			4893		2892
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	150			150	150			150	150			150
Storage Blk Time (%)	2	0	3	0		2	3	0	1			
Queuing Penalty (veh)	5	1	5	0		1	1	0	1			

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	120
Average Queue (ft)	50
95th Queue (ft)	92
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	B7	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	T	L	T	T	TR	L	TR	L
Maximum Queue (ft)	536	1008	918	338	26	3	436	459	448	292	79	165
Average Queue (ft)	515	783	576	238	6	0	330	362	338	187	36	67
95th Queue (ft)	650	1354	1202	367	48	6	503	535	511	316	84	185
Link Distance (ft)		1270	1270	1270	2849		1957	1957	1957	4851	4851	1394
Upstream Blk Time (%)		4	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305						
Storage Blk Time (%)	63	0					18					
Queuing Penalty (veh)	231	0					0					

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB	B213
Directions Served	T	R	T
Maximum Queue (ft)	1225	215	8
Average Queue (ft)	1049	215	1
95th Queue (ft)	1272	215	18
Link Distance (ft)	1394		1964
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	4		
Storage Bay Dist (ft)		190	
Storage Blk Time (%)	0	61	
Queuing Penalty (veh)	0	20	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B7	B7	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	550	1235	1151	884	464	438	46	560	584	570	299	134
Average Queue (ft)	522	945	785	341	201	189	3	400	429	402	159	38
95th Queue (ft)	645	1641	1514	876	848	833	46	641	675	658	277	102
Link Distance (ft)		1270	1270	1270	2849	2849		1957	1957	1957	4851	4851
Upstream Blk Time (%)		27	2	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	69	0						31				
Queuing Penalty (veh)	236	2						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	SB	B213
Directions Served	L	T	R	T
Maximum Queue (ft)	300	1374	215	87
Average Queue (ft)	60	1142	214	7
95th Queue (ft)	197	1416	218	67
Link Distance (ft)	1394	1394		1964
Upstream Blk Time (%)		4		
Queuing Penalty (veh)		15		
Storage Bay Dist (ft)			190	
Storage Blk Time (%)		0	61	
Queuing Penalty (veh)		1	18	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B7	B7	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	550	1250	1180	884	464	438	47	560	586	570	319	134
Average Queue (ft)	520	906	735	317	154	143	2	383	413	387	165	38
95th Queue (ft)	647	1584	1456	792	735	720	40	615	648	629	288	99
Link Distance (ft)		1270	1270	1270	2849	2849		1957	1957	1957	4851	4851
Upstream Blk Time (%)		21	1	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	67	0						28				
Queuing Penalty (veh)	235	1						0				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	SB	B213
Directions Served	L	T	R	T
Maximum Queue (ft)	347	1388	215	96
Average Queue (ft)	62	1119	214	5
95th Queue (ft)	194	1391	218	59
Link Distance (ft)	1394	1394		1964
Upstream Blk Time (%)		3		
Queuing Penalty (veh)		12		
Storage Bay Dist (ft)			190	
Storage Blk Time (%)		0	61	
Queuing Penalty (veh)		1	18	

Intersection: 7: Bend, Interval #1

Movement	WB
Directions Served	T
Maximum Queue (ft)	122
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	1270
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	571	439
Average Queue (ft)	26	27
95th Queue (ft)	316	301
Link Distance (ft)	1270	1270
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	571	507
Average Queue (ft)	20	21
95th Queue (ft)	273	260
Link Distance (ft)	1270	1270
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	B26	B26	B158	B158	B158	NB
Directions Served	L	T	TR	L	T	TR	T	T	T	T		L
Maximum Queue (ft)	174	396	401	174	472	481	501	536	81	148	130	139
Average Queue (ft)	116	283	300	140	377	406	131	157	19	33	24	83
95th Queue (ft)	207	449	460	222	535	541	528	591	98	142	125	143
Link Distance (ft)		3000	3000		376	376	862	862	162	162	162	
Upstream Blk Time (%)					20	26	1	4	0	2	1	
Queuing Penalty (veh)					178	238	13	36	1	10	6	
Storage Bay Dist (ft)	150			150								150
Storage Blk Time (%)	2	25		3	37							2
Queuing Penalty (veh)	14	37		26	61							4

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	NB	SB	SB
Directions Served	TR	L	TR
Maximum Queue (ft)	207	139	174
Average Queue (ft)	114	79	81
95th Queue (ft)	206	142	182
Link Distance (ft)	1707		756
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)	2	1	3
Queuing Penalty (veh)	3	2	3

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	B26	B26	B158	B158	B158	NB
Directions Served	L	T	TR	L	T	TR	T	T	T	T		L
Maximum Queue (ft)	175	1925	1917	175	499	498	985	986	250	279	272	172
Average Queue (ft)	129	1089	1100	138	464	466	889	897	173	206	200	98
95th Queue (ft)	225	2359	2362	233	509	507	1226	1215	274	317	321	176
Link Distance (ft)		3000	3000		376	376	862	862	162	162	162	
Upstream Blk Time (%)		1	1		70	84	74	85	25	74	62	
Queuing Penalty (veh)		11	8		587	702	621	710	141	416	344	
Storage Bay Dist (ft)	150			150								150
Storage Blk Time (%)	1	48		2	59							2
Queuing Penalty (veh)	6	67		17	93							5

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	NB	SB	SB
Directions Served	TR	L	TR
Maximum Queue (ft)	370	170	391
Average Queue (ft)	147	99	153
95th Queue (ft)	310	180	405
Link Distance (ft)	1707		756
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)		150	
Storage Blk Time (%)	12	3	15
Queuing Penalty (veh)	14	5	18

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	B26	B26	B158	B158	B158	NB
Directions Served	L	T	TR	L	T	TR	T	T	T	T		L
Maximum Queue (ft)	175	1925	1920	175	499	498	985	986	250	284	272	172
Average Queue (ft)	126	894	907	138	443	451	706	718	136	164	157	94
95th Queue (ft)	221	2141	2145	231	550	538	1347	1347	281	329	327	170
Link Distance (ft)		3000	3000		376	376	862	862	162	162	162	
Upstream Blk Time (%)		1	1		57	69	56	64	19	56	46	
Queuing Penalty (veh)		8	6		485	586	469	542	106	315	260	
Storage Bay Dist (ft)	150			150								150
Storage Blk Time (%)	1	43		2	53							2
Queuing Penalty (veh)	8	59		19	85							5

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	NB	SB	SB
Directions Served	TR	L	TR
Maximum Queue (ft)	382	172	395
Average Queue (ft)	139	94	136
95th Queue (ft)	290	172	367
Link Distance (ft)	1707		756
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)		150	
Storage Blk Time (%)	9	2	12
Queuing Penalty (veh)	11	4	14

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	97	115	266	260	27	120	224	239	193	181	78	71
Average Queue (ft)	56	77	137	165	7	68	135	161	99	108	28	16
95th Queue (ft)	101	119	276	292	26	130	233	254	203	192	80	88
Link Distance (ft)		1857	1857		925	925			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)			3	5			1	2	0	2	0	
Queuing Penalty (veh)			16	11			3	7	0	3	0	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	351	371	216
Average Queue (ft)	236	245	66
95th Queue (ft)	392	404	202
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	13	27	
Queuing Penalty (veh)	1	28	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	140	160	320	307	31	159	241	262	210	216	118	74
Average Queue (ft)	55	76	131	133	5	67	117	141	79	86	29	13
95th Queue (ft)	110	136	262	254	21	134	213	230	164	171	84	57
Link Distance (ft)		1857	1857		925	925			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)			3	3			1	1	0	1	0	
Queuing Penalty (veh)			12	6			2	4	1	2	0	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	462	482	254
Average Queue (ft)	235	244	70
95th Queue (ft)	390	405	213
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	14	26	0
Queuing Penalty (veh)	1	26	0

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	141	164	381	331	31	159	257	285	243	223	122	111
Average Queue (ft)	55	76	133	141	6	68	121	146	84	92	28	14
95th Queue (ft)	108	132	266	265	22	133	219	237	175	178	83	66
Link Distance (ft)		1857	1857		925	925			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			200			225	225			150	200
Storage Blk Time (%)			3	4			1	1	0	1	0	
Queuing Penalty (veh)			13	7			2	5	1	2	0	

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	484	508	275
Average Queue (ft)	235	244	69
95th Queue (ft)	390	405	211
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	14	26	0
Queuing Penalty (veh)	1	26	0

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	22
95th Queue (ft)	50
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	44	7
Average Queue (ft)	20	0
95th Queue (ft)	47	9
Link Distance (ft)	1534	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	47	7
Average Queue (ft)	20	0
95th Queue (ft)	48	7
Link Distance (ft)	1534	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LT	LTR	L	TR
Maximum Queue (ft)	24	100	46	74	102
Average Queue (ft)	4	57	23	40	53
95th Queue (ft)	20	104	49	79	105
Link Distance (ft)	925	844	5175		2829
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				150	
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	23	125	2	59	99	100
Average Queue (ft)	2	49	0	23	40	45
95th Queue (ft)	14	97	2	48	82	82
Link Distance (ft)	925	844		5175		2829
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)		0			0	
Queuing Penalty (veh)		0			0	

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	LT	R	LTR	L	TR
Maximum Queue (ft)	35	130	2	61	100	119
Average Queue (ft)	2	51	0	23	40	47
95th Queue (ft)	16	99	2	48	81	88
Link Distance (ft)	925	844		5175		2829
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)		0			0	0
Queuing Penalty (veh)		0			0	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	L	T	T	R	R
Maximum Queue (ft)	148	184	194	204	2691	2928	175	54	379	437	300	167
Average Queue (ft)	94	134	146	178	1659	2128	164	11	259	251	148	57
95th Queue (ft)	164	202	208	245	3103	3294	211	65	397	433	330	171
Link Distance (ft)		522	522		3000	3000			786	786		
Upstream Blk Time (%)					1	5						
Queuing Penalty (veh)					13	49						
Storage Bay Dist (ft)	160			100			150	160			225	225
Storage Blk Time (%)	2	5		37	43	54	8		33	13	0	0
Queuing Penalty (veh)	3	7		122	143	329	43		2	109	1	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	613	504
Average Queue (ft)	245	422	329
95th Queue (ft)	293	710	584
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	51	10	
Queuing Penalty (veh)	201	39	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	L	T	T	R	R
Maximum Queue (ft)	221	241	231	205	3066	3038	175	100	418	481	320	194
Average Queue (ft)	101	135	149	153	2969	3005	169	10	248	227	111	42
95th Queue (ft)	185	227	230	237	3332	3074	203	61	392	411	279	142
Link Distance (ft)		522	522		3000	3000			786	786		
Upstream Blk Time (%)					10	31				0		
Queuing Penalty (veh)					85	273				0		
Storage Bay Dist (ft)	160			100			150	160			225	225
Storage Blk Time (%)	3	7		26	33	52	11		31	9	0	0
Queuing Penalty (veh)	5	8		80	103	294	59		2	74	1	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	756	728
Average Queue (ft)	234	361	320
95th Queue (ft)	302	681	613
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	40	11	
Queuing Penalty (veh)	146	43	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	R	L	T	T	R	R
Maximum Queue (ft)	222	246	239	205	3066	3038	175	126	428	525	320	209
Average Queue (ft)	99	135	148	159	2652	2793	168	10	251	233	120	46
95th Queue (ft)	180	221	225	241	3860	3639	206	62	393	417	294	150
Link Distance (ft)		522	522		3000	3000			786	786		
Upstream Blk Time (%)					8	24				0		
Queuing Penalty (veh)					67	217				0		
Storage Bay Dist (ft)	160			100			150	160			225	225
Storage Blk Time (%)	3	7		28	36	52	10		32	10	0	0
Queuing Penalty (veh)	5	8		90	113	303	55		2	83	1	0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	787	740
Average Queue (ft)	236	376	322
95th Queue (ft)	301	692	607
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	42	11	
Queuing Penalty (veh)	160	42	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	556	782	392	365	201	5	306	370	277	156	260	274
Average Queue (ft)	438	517	143	151	75	1	198	225	170	54	166	178
95th Queue (ft)	650	883	445	402	220	7	308	362	303	141	276	280
Link Distance (ft)		1957	1957	1957			3034	3034			5548	5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	25	35		0	1		43	10	6	1	29	
Queuing Penalty (veh)	66	93		1	1		0	35	20	2	17	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	234	1137	919
Average Queue (ft)	214	960	653
95th Queue (ft)	285	1413	1305
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	47	50	
Queuing Penalty (veh)	302	176	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	600	1374	1010	928	227	4	357	400	284	157	274	293
Average Queue (ft)	534	964	372	312	44	0	198	211	138	46	150	166
95th Queue (ft)	723	1787	1194	1018	172	3	346	373	282	124	249	261
Link Distance (ft)		1957	1957	1957			3034	3034			5548	5548
Upstream Blk Time (%)		2	0									
Queuing Penalty (veh)		9	1									
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	60	71		0	0		43	10	2	1	25	
Queuing Penalty (veh)	150	176		0	1		0	32	7	2	13	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1278	1110
Average Queue (ft)	217	1036	690
95th Queue (ft)	283	1328	1334
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	48	48	
Queuing Penalty (veh)	291	159	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	600	1387	1089	983	247	9	375	434	290	169	298	303
Average Queue (ft)	511	856	317	273	51	0	198	214	146	48	154	169
95th Queue (ft)	717	1660	1065	911	186	5	338	371	289	128	256	266
Link Distance (ft)		1957	1957	1957			3034	3034			5548	5548
Upstream Blk Time (%)		2	0									
Queuing Penalty (veh)		6	0									
Storage Bay Dist (ft)	450				250	70			205	90		
Storage Blk Time (%)	51	62		0	0		43	10	3	1	26	
Queuing Penalty (veh)	129	155		0	1		0	33	10	2	14	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	235	1300	1116
Average Queue (ft)	216	1017	681
95th Queue (ft)	284	1360	1327
Link Distance (ft)		1810	1810
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	95		
Storage Blk Time (%)	48	49	
Queuing Penalty (veh)	294	164	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	4	4
Average Queue (ft)	1	1
95th Queue (ft)	9	9
Link Distance (ft)	1810	1810
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	4	4
Average Queue (ft)	0	0
95th Queue (ft)	5	4
Link Distance (ft)	1810	1810
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 171: Bypass & NB Off, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	TR
Maximum Queue (ft)	338	266	202	173	30	32	9	123
Average Queue (ft)	208	171	129	79	6	4	1	66
95th Queue (ft)	541	485	210	188	50	46	9	128
Link Distance (ft)	347	347	148	148	492	492	1013	1013
Upstream Blk Time (%)	31	8	7	1				
Queuing Penalty (veh)	294	77	33	7				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	TR
Maximum Queue (ft)	470	449	210	186	24	23	21	152
Average Queue (ft)	344	311	124	80	3	2	2	58
95th Queue (ft)	603	581	203	194	30	26	14	121
Link Distance (ft)	347	347	148	148	492	492	1013	1013
Upstream Blk Time (%)	68	19	6	2				
Queuing Penalty (veh)	606	167	29	10				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	TR
Maximum Queue (ft)	473	449	218	197	40	41	25	164
Average Queue (ft)	311	277	126	80	4	3	2	60
95th Queue (ft)	606	575	205	193	36	32	13	123
Link Distance (ft)	347	347	148	148	492	492	1013	1013
Upstream Blk Time (%)	59	16	6	2				
Queuing Penalty (veh)	528	144	30	9				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	56
Average Queue (ft)	40
95th Queue (ft)	57
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	31	269
Average Queue (ft)	1	168
95th Queue (ft)	19	329
Link Distance (ft)	258	258
Upstream Blk Time (%)		15
Queuing Penalty (veh)		163
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	31	269
Average Queue (ft)	1	137
95th Queue (ft)	16	304
Link Distance (ft)	258	258
Upstream Blk Time (%)		11
Queuing Penalty (veh)		122
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB	B168
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR	T
Maximum Queue (ft)	273	256	825	832	161	173	18	26	228	369	3
Average Queue (ft)	241	220	473	458	32	34	3	5	112	181	0
95th Queue (ft)	284	284	976	974	185	182	30	39	259	437	5
Link Distance (ft)	162	162	862	862	376	376	347	347	404	404	704
Upstream Blk Time (%)	87	27	13	13	0	0					1
Queuing Penalty (veh)	787	244	116	121	1	2					5
Storage Bay Dist (ft)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB	B168	B168
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR	T	T
Maximum Queue (ft)	284	272	976	977	394	388	276	281	474	517	704	732
Average Queue (ft)	244	227	845	845	273	281	97	95	290	423	491	530
95th Queue (ft)	282	266	1212	1214	545	555	323	328	568	623	946	968
Link Distance (ft)	162	162	862	862	376	376	347	347	404	404	704	704
Upstream Blk Time (%)	91	31	71	72	6	8	4	6	29	73	3	15
Queuing Penalty (veh)	769	264	604	610	48	68	16	22	174	437	17	91
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB	B168	B168
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR	T	T
Maximum Queue (ft)	284	276	976	977	394	388	276	284	474	517	704	732
Average Queue (ft)	244	225	756	752	215	221	74	73	247	364	372	402
95th Queue (ft)	282	272	1237	1244	516	526	282	287	529	639	899	936
Link Distance (ft)	162	162	862	862	376	376	347	347	404	404	704	704
Upstream Blk Time (%)	90	30	57	57	4	6	3	4	22	55	2	11
Queuing Penalty (veh)	773	259	482	488	36	51	12	17	131	329	13	68
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	26	636	660	730	756	12
Average Queue (ft)	2	406	482	269	297	2
95th Queue (ft)	21	866	864	794	821	18
Link Distance (ft)	258	559	559	5294	5294	602
Upstream Blk Time (%)		6	34			
Queuing Penalty (veh)		0	0			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	18	647	682	5042	5034	6
Average Queue (ft)	1	588	631	2789	2805	0
95th Queue (ft)	12	750	712	5938	5914	5
Link Distance (ft)	258	559	559	5294	5294	602
Upstream Blk Time (%)		22	76	24	23	
Queuing Penalty (veh)		0	0	0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	36	650	683	5042	5034	15
Average Queue (ft)	1	544	595	2181	2199	1
95th Queue (ft)	14	839	821	5460	5446	10
Link Distance (ft)	258	559	559	5294	5294	602
Upstream Blk Time (%)		18	65	18	18	
Queuing Penalty (veh)		0	0	0	0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	49	53
Average Queue (ft)	7	8
95th Queue (ft)	108	112
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB
Directions Served	T
Maximum Queue (ft)	51
Average Queue (ft)	2
95th Queue (ft)	61
Link Distance (ft)	559
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	49	104
Average Queue (ft)	2	4
95th Queue (ft)	52	76
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 4438
Network wide Queuing Penalty, Interval #2: 10210
Network wide Queuing Penalty, All Intervals: 8767

Figure K-18: Scenario 3 Tier 2 Roundabout (S3T2R) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

05/10/2018

Summary of All Intervals

Run Number	11	12	13	14	15	16	17
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	12852	13097	12533	12546	12579	12406	12842
Vehs Exited	11926	12065	11686	11614	11855	11707	11968
Starting Vehs	1108	1104	1149	1145	1197	1173	1197
Ending Vehs	2034	2136	1996	2077	1921	1872	2071
Travel Distance (mi)	29271	29960	28771	28642	28798	28659	29644
Travel Time (hr)	1940.8	1838.9	2096.8	2129.7	1959.2	2061.4	2054.1
Total Delay (hr)	1229.4	1105.4	1393.0	1433.0	1256.2	1360.5	1330.1
Total Stops	21205	23839	23491	23508	21798	22373	24721
Fuel Used (gal)	979.2	960.7	1000.6	1007.8	970.3	989.6	1005.6

Summary of All Intervals

Run Number	18	19	20	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	12673	13050	13151	12409
Vehs Exited	11800	12077	12158	11789
Starting Vehs	1174	1159	1170	1236
Ending Vehs	2047	2132	2163	1856
Travel Distance (mi)	29067	30125	30159	28795
Travel Time (hr)	1998.9	2129.9	1919.2	1998.7
Total Delay (hr)	1289.3	1391.6	1183.8	1295.8
Total Stops	23996	25733	25308	21957
Fuel Used (gal)	984.4	1029.0	980.3	986.2

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	3542	3465	3570	3552	3551	3466	3583
Vehs Exited	3221	3185	3167	3134	3295	3159	3307
Starting Vehs	1108	1104	1149	1145	1197	1173	1197
Ending Vehs	1429	1384	1552	1563	1453	1480	1473
Travel Distance (mi)	8128	8064	8061	8064	8156	7834	8256
Travel Time (hr)	325.5	322.6	345.5	346.8	335.6	335.1	349.3
Total Delay (hr)	127.2	124.2	147.1	149.7	136.3	142.9	147.1
Total Stops	5726	5590	5955	6062	5606	5017	5918
Fuel Used (gal)	225.7	221.1	227.2	227.5	225.5	219.4	231.9

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	18	19	20	Avg
Vehs Entered	3430	3518	3499	3541
Vehs Exited	3189	3167	3219	3285
Starting Vehs	1174	1159	1170	1236
Ending Vehs	1415	1510	1450	1492
Travel Distance (mi)	8004	7918	8073	8198
Travel Time (hr)	339.0	357.0	337.2	338.9
Total Delay (hr)	142.7	162.2	139.8	137.9
Total Stops	5823	5789	5823	6097
Fuel Used (gal)	223.2	228.5	224.9	229.3

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	11	12	13	14	15	16	17
Vehs Entered	9310	9632	8963	8994	9028	8940	9259
Vehs Exited	8705	8880	8519	8480	8560	8548	8661
Starting Vehs	1429	1384	1552	1563	1453	1480	1473
Ending Vehs	2034	2136	1996	2077	1921	1872	2071
Travel Distance (mi)	21143	21896	20710	20577	20642	20824	21388
Travel Time (hr)	1615.3	1516.2	1751.3	1782.9	1623.7	1726.2	1704.8
Total Delay (hr)	1102.1	981.2	1245.9	1283.2	1119.9	1217.5	1183.0
Total Stops	15479	18249	17536	17446	16192	17356	18803
Fuel Used (gal)	753.5	739.7	773.4	780.3	744.7	770.3	773.8

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	18	19	20	Avg
Vehs Entered	9243	9532	9652	8868
Vehs Exited	8611	8910	8939	8504
Starting Vehs	1415	1510	1450	1492
Ending Vehs	2047	2132	2163	1856
Travel Distance (mi)	21062	22208	22086	20598
Travel Time (hr)	1659.9	1772.9	1581.9	1659.8
Total Delay (hr)	1146.6	1229.4	1044.0	1157.9
Total Stops	18173	19944	19485	15860
Fuel Used (gal)	761.2	800.5	755.4	756.9

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	103	130	37	88	202	66	146	132	56	100	24	84
Average Queue (ft)	54	68	20	37	100	24	90	24	29	51	6	50
95th Queue (ft)	104	127	41	75	182	79	151	116	59	99	24	88
Link Distance (ft)		491			1161			4905				2840
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		150	150		150	150		100	150		150
Storage Blk Time (%)		0			3	0	4		0	0		
Queuing Penalty (veh)		1			5	0	5		0	1		

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	B159	WB	WB	WB	B8	NB	NB	NB	SB
Directions Served	L	T	R	T	L	T	R	T	L	T	R	L
Maximum Queue (ft)	137	160	62	8	152	443	139	46	150	308	81	108
Average Queue (ft)	64	64	18	1	63	204	50	8	101	101	30	48
95th Queue (ft)	118	131	46	14	194	640	158	94	183	426	68	96
Link Distance (ft)		491		210		1161		647		4905		
Upstream Blk Time (%)		0				3						
Queuing Penalty (veh)		0				14						
Storage Bay Dist (ft)	150		150		150		150		150		100	150
Storage Blk Time (%)	0	0				19	0		20		0	0
Queuing Penalty (veh)	2	0				30	1		20		0	0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	95	147
Average Queue (ft)	24	59
95th Queue (ft)	160	129
Link Distance (ft)	2840	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)	0	4
Queuing Penalty (veh)	0	4

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	B159	WB	WB	WB	B8	NB	NB	NB	SB
Directions Served	L	T	R	T	L	T	R	T	L	T	R	L
Maximum Queue (ft)	141	172	62	8	157	458	140	46	158	327	85	120
Average Queue (ft)	61	65	18	1	57	179	44	6	99	82	30	49
95th Queue (ft)	115	130	45	12	174	568	143	81	176	374	66	97
Link Distance (ft)		491		210		1161		647		4905		
Upstream Blk Time (%)		0				2						
Queuing Penalty (veh)		0				10						
Storage Bay Dist (ft)	150		150		150		150		150		100	150
Storage Blk Time (%)	0	0				15	0		16		0	0
Queuing Penalty (veh)	2	0				24	0		16		0	0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	95	148
Average Queue (ft)	20	57
95th Queue (ft)	140	121
Link Distance (ft)	2840	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)	0	3
Queuing Penalty (veh)	0	3

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	B11	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	T	L	T	T	TR	L	TR	L
Maximum Queue (ft)	548	880	669	235	6	27	326	349	320	350	109	83
Average Queue (ft)	514	614	329	163	2	6	211	238	215	214	38	51
95th Queue (ft)	628	1197	890	277	18	24	352	376	351	367	106	95
Link Distance (ft)		1123	1123	1123	2997		1957	1957	1957	4851	4851	
Upstream Blk Time (%)		1	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	390					305						190
Storage Blk Time (%)	52	0					2					
Queuing Penalty (veh)	151	0					0					

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB	B213
Directions Served	T	R	T
Maximum Queue (ft)	1474	215	661
Average Queue (ft)	1369	214	212
95th Queue (ft)	1637	217	607
Link Distance (ft)	1394		1964
Upstream Blk Time (%)	44		
Queuing Penalty (veh)	379		
Storage Bay Dist (ft)		190	
Storage Blk Time (%)	0	63	
Queuing Penalty (veh)	0	112	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	B11	B11	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	550	1220	1142	962	3041	3039	35	697	756	783	436	476
Average Queue (ft)	531	1014	549	164	1328	1308	5	353	409	396	199	186
95th Queue (ft)	602	1556	1350	597	3573	3562	24	671	772	804	364	518
Link Distance (ft)		1123	1123	1123	2997	2997		1957	1957	1957	4851	4851
Upstream Blk Time (%)		60	2	0	32	31						
Queuing Penalty (veh)		0	0	0	0	0						
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	83							21				
Queuing Penalty (veh)	225							1				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	SB	B213	B86
Directions Served	L	T	R	T	T
Maximum Queue (ft)	126	1517	215	1382	73
Average Queue (ft)	49	1438	214	820	22
95th Queue (ft)	112	1622	218	1792	207
Link Distance (ft)		1394		1964	1967
Upstream Blk Time (%)		68		4	
Queuing Penalty (veh)		548		35	
Storage Bay Dist (ft)	190		190		
Storage Blk Time (%)	0	0	63		
Queuing Penalty (veh)	4	0	105		

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	B11	B11	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	T	T	L	T	T	TR	L	TR
Maximum Queue (ft)	550	1220	1142	979	3041	3039	38	702	759	783	464	476
Average Queue (ft)	527	917	496	164	1008	992	5	319	368	352	203	150
95th Queue (ft)	611	1537	1262	545	3176	3162	24	621	713	736	366	460
Link Distance (ft)		1123	1123	1123	2997	2997		1957	1957	1957	4851	4851
Upstream Blk Time (%)		45	2	0	24	23						
Queuing Penalty (veh)		0	0	0	0	0						
Storage Bay Dist (ft)	390						305					
Storage Blk Time (%)	75	0						16				
Queuing Penalty (veh)	206	0						1				

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	SB	B213	B86
Directions Served	L	T	R	T	T
Maximum Queue (ft)	129	1517	215	1382	73
Average Queue (ft)	50	1422	214	674	17
95th Queue (ft)	108	1635	218	1643	178
Link Distance (ft)		1394		1964	1967
Upstream Blk Time (%)		62		3	
Queuing Penalty (veh)		506		27	
Storage Bay Dist (ft)	190		190		
Storage Blk Time (%)	0	0	63		
Queuing Penalty (veh)	3	0	106		

Intersection: 9: Airway Dr/Peace LN & Vilas Road, Interval #1

Movement	EB	EB	EB	B7	B7	WB	WB	B26	B158	B158	NB	NB
Directions Served	L	T	R	T		L	TR	T	T		L	T
Maximum Queue (ft)	154	2551	224	541	76	173	473	322	46	31	268	429
Average Queue (ft)	69	2059	72	293	11	81	367	115	10	8	214	125
95th Queue (ft)	175	3151	232	725	121	191	553	452	92	87	308	465
Link Distance (ft)		2458		467	467		380	862	212	212		1308
Upstream Blk Time (%)		40		37			15	2	2	2		
Queuing Penalty (veh)		495		229			157	22	11	8		
Storage Bay Dist (ft)	150		200			150						250
Storage Blk Time (%)	1	60	0			0	29					19
Queuing Penalty (veh)	7	160	1			1	30					38

Intersection: 9: Airway Dr/Peace LN & Vilas Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	157	140	71	108
Average Queue (ft)	92	88	14	61
95th Queue (ft)	177	155	84	115
Link Distance (ft)			899	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		150
Storage Blk Time (%)	6	4		0
Queuing Penalty (veh)	16	2		0

Intersection: 9: Airway Dr/Peace LN & Vilas Road, Interval #2

Movement	EB	EB	EB	B7	B7	WB	WB	B26	B158	B158	NB	NB
Directions Served	L	T	R	T		L	TR	T	T		L	T
Maximum Queue (ft)	174	2572	225	579	389	175	499	840	259	262	272	999
Average Queue (ft)	75	2476	53	512	42	92	430	648	149	135	250	629
95th Queue (ft)	187	2876	200	694	249	205	575	1298	372	367	328	1415
Link Distance (ft)		2458		467	467		380	862	212	212		1308
Upstream Blk Time (%)		72		78	0		35	29	38	24		9
Queuing Penalty (veh)		827		451	0		345	282	186	119		0
Storage Bay Dist (ft)	150		200			150					250	
Storage Blk Time (%)	1	64	0			0	39				54	0
Queuing Penalty (veh)	5	161	1			3	38				102	0

Intersection: 9: Airway Dr/Peace LN & Vilas Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	174	157	93	137
Average Queue (ft)	113	77	15	62
95th Queue (ft)	195	139	80	122
Link Distance (ft)			899	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		150
Storage Blk Time (%)	14	2		1
Queuing Penalty (veh)	35	1		1

Intersection: 9: Airway Dr/Peace LN & Vilas Road, All Intervals

Movement	EB	EB	EB	B7	B7	WB	WB	B26	B158	B158	NB	NB
Directions Served	L	T	R	T		L	TR	T	T		L	T
Maximum Queue (ft)	174	2579	225	586	389	175	499	840	259	262	274	1006
Average Queue (ft)	74	2375	58	459	35	90	415	519	115	104	241	507
95th Queue (ft)	185	3079	208	766	224	202	577	1219	336	329	327	1297
Link Distance (ft)		2458		467	467		380	862	212	212		1308
Upstream Blk Time (%)		64		68	0		30	22	29	19		7
Queuing Penalty (veh)		744		396	0		298	217	143	91		0
Storage Bay Dist (ft)	150		200			150					250	
Storage Blk Time (%)	1	63	0			0	36				45	0
Queuing Penalty (veh)	6	161	1			2	36				86	0

Intersection: 9: Airway Dr/Peace LN & Vilas Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	175	163	132	144
Average Queue (ft)	108	80	15	62
95th Queue (ft)	192	144	81	120
Link Distance (ft)			899	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		150
Storage Blk Time (%)	12	2		1
Queuing Penalty (veh)	30	1		1

Intersection: 11: Bend, Interval #1

Movement	WB
Directions Served	T
Maximum Queue (ft)	94
Average Queue (ft)	13
95th Queue (ft)	207
Link Distance (ft)	1123
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Bend, Interval #2

Movement	WB
Directions Served	T
Maximum Queue (ft)	272
Average Queue (ft)	14
95th Queue (ft)	185
Link Distance (ft)	1123
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	272	94
Average Queue (ft)	11	3
95th Queue (ft)	160	99
Link Distance (ft)	1123	1123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	66	95	184	98	8	175	200	189	208	193	107	54
Average Queue (ft)	29	55	101	55	2	100	138	100	110	103	45	19
95th Queue (ft)	62	97	181	102	10	180	233	218	224	214	114	54
Link Distance (ft)			647		965	965			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250		200			225	225			150	200
Storage Blk Time (%)			1				6	2	1	2	0	
Queuing Penalty (veh)			2				23	8	2	5	0	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	268	283	152
Average Queue (ft)	154	162	60
95th Queue (ft)	304	312	159
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	3	8	
Queuing Penalty (veh)	1	15	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	78	112	191	156	17	191	209	210	203	187	123	57
Average Queue (ft)	29	52	90	57	1	91	115	77	85	93	38	17
95th Queue (ft)	65	95	166	117	9	162	190	169	162	160	92	47
Link Distance (ft)			647		965	965			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250		200			225	225			150	200
Storage Blk Time (%)			0	0			1	0	0	1	0	
Queuing Penalty (veh)			1	0			3	1	0	3	0	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	263	253	130
Average Queue (ft)	128	137	45
95th Queue (ft)	219	225	99
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	1	5	
Queuing Penalty (veh)	0	8	

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	82	114	216	156	20	201	224	240	245	232	149	66
Average Queue (ft)	29	53	93	56	1	93	121	82	91	96	40	17
95th Queue (ft)	64	95	170	114	9	167	202	183	180	176	98	49
Link Distance (ft)			647		965	965			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250		200			225	225			150	200
Storage Blk Time (%)			0	0			2	1	0	2	0	
Queuing Penalty (veh)			1	0			8	3	1	4	0	

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	316	323	194
Average Queue (ft)	134	143	48
95th Queue (ft)	244	251	117
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	2	6	
Queuing Penalty (veh)	0	10	

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	39	61	64
Average Queue (ft)	19	7	8
95th Queue (ft)	48	112	109
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	43	479	604
Average Queue (ft)	19	118	212
95th Queue (ft)	47	565	726
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	4
Storage Bay Dist (ft)			
Storage Blk Time (%)		1	
Queuing Penalty (veh)		0	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB	NB	NB
Directions Served	LR	T	T
Maximum Queue (ft)	47	479	604
Average Queue (ft)	19	91	163
95th Queue (ft)	47	492	636
Link Distance (ft)	1534	1123	1123
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	3
Storage Bay Dist (ft)			
Storage Blk Time (%)		1	
Queuing Penalty (veh)		0	

Intersection: 30: Vilas Road & Crater Lake Ave, Interval #1

Movement	EB	EB	WB	WB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	LTR	L	T	R
Maximum Queue (ft)	71	131	171	90	37	47	91	17
Average Queue (ft)	34	78	96	33	18	22	54	4
95th Queue (ft)	72	134	187	92	47	53	96	20
Link Distance (ft)		965	790		5147		2879	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150		150		150
Storage Blk Time (%)		1	4	0				
Queuing Penalty (veh)		1	1	0				

Intersection: 30: Vilas Road & Crater Lake Ave, Interval #2

Movement	EB	EB	WB	WB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	LTR	L	T	R
Maximum Queue (ft)	118	178	186	87	46	58	110	25
Average Queue (ft)	33	77	87	26	17	21	57	2
95th Queue (ft)	78	147	152	68	43	54	97	15
Link Distance (ft)		965	790		5147		2879	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150		150		150
Storage Blk Time (%)	0	1	2	0			0	
Queuing Penalty (veh)	0	1	1	0			0	

Intersection: 30: Vilas Road & Crater Lake Ave, All Intervals

Movement	EB	EB	WB	WB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	LTR	L	T	R
Maximum Queue (ft)	122	188	201	118	51	66	118	25
Average Queue (ft)	33	77	89	28	17	21	56	3
95th Queue (ft)	77	144	162	75	44	54	97	17
Link Distance (ft)		965	790		5147		2879	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150		150		150
Storage Blk Time (%)	0	1	2	0			0	
Queuing Penalty (veh)	0	1	1	0			0	

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	B86	WB	WB	WB	WB	B7	NB	NB	NB
Directions Served	L	T	R	T	L	L	T	R	T	L	T	T
Maximum Queue (ft)	300	1602	8	194	147	205	569	175	2236	24	356	578
Average Queue (ft)	169	762	2	12	95	173	535	152	1462	9	194	304
95th Queue (ft)	380	1625	13	119	162	259	593	223	2709	30	337	638
Link Distance (ft)		1967		1964			467		2458		785	785
Upstream Blk Time (%)		5					38		0			2
Queuing Penalty (veh)		33					509		4			10
Storage Bay Dist (ft)	160		200		100	100		150		160		
Storage Blk Time (%)	4	78			9	21	49	2			11	1
Queuing Penalty (veh)	15	117			80	182	366	18			1	7

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	NB	NB	SB	SB	SB
Directions Served	R	R	L	T	TR
Maximum Queue (ft)	319	271	258	1029	995
Average Queue (ft)	238	118	209	472	440
95th Queue (ft)	383	332	316	1050	979
Link Distance (ft)				3493	3493
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	225	225	160		
Storage Blk Time (%)	38	1	54	14	
Queuing Penalty (veh)	116	4	225	37	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	B86	B213	WB	WB	WB	WB	B7	NB	NB
Directions Served	L	T	R	T	T	L	L	T	R	T	L	T
Maximum Queue (ft)	300	2090	88	2078	1408	152	205	577	175	2459	89	728
Average Queue (ft)	107	2018	5	1783	999	114	175	524	156	2106	9	274
95th Queue (ft)	326	2303	58	2718	1974	175	253	618	222	2939	54	602
Link Distance (ft)		1967		1964	1394			467		2458		785
Upstream Blk Time (%)		93		76	46			30		1		1
Queuing Penalty (veh)		590		484	293			373		7		4
Storage Bay Dist (ft)	160		200			100	100		150		160	
Storage Blk Time (%)	2	96	0			15	31	39	2			14
Queuing Penalty (veh)	5	135	0			122	254	270	18			1

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	NB	NB	NB	SB	SB	SB	B116	B116
Directions Served	T	R	R	L	T	TR	T	T
Maximum Queue (ft)	798	325	275	260	3604	3604	1210	1205
Average Queue (ft)	674	318	239	251	3051	3044	661	651
95th Queue (ft)	952	368	389	269	4407	4428	1580	1569
Link Distance (ft)	785				3493	3493	1153	1153
Upstream Blk Time (%)	20				62	61	49	48
Queuing Penalty (veh)	92				0	0	0	0
Storage Bay Dist (ft)		225	225	160				
Storage Blk Time (%)	2	88	3	98	8			
Queuing Penalty (veh)	12	252	9	384	20			

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	B86	B213	WB	WB	WB	WB	B7	NB	NB
Directions Served	L	T	R	T	T	L	L	T	R	T	L	T
Maximum Queue (ft)	300	2090	90	2078	1408	152	205	587	175	2459	89	728
Average Queue (ft)	122	1715	4	1355	758	109	175	527	155	1951	9	255
95th Queue (ft)	344	2728	51	2848	1862	173	255	614	222	3003	49	554
Link Distance (ft)		1967		1964	1394			467		2458		785
Upstream Blk Time (%)		71		57	35			32		0		1
Queuing Penalty (veh)		451		363	220			407		6		3
Storage Bay Dist (ft)	160		200			100	100		150		160	
Storage Blk Time (%)	2	91	0			14	29	41	2			13
Queuing Penalty (veh)	8	131	0			111	236	294	18			1

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	NB	NB	NB	SB	SB	SB	B116	B116
Directions Served	T	R	R	L	T	TR	T	T
Maximum Queue (ft)	798	325	275	260	3604	3604	1210	1205
Average Queue (ft)	585	299	210	241	2428	2415	501	494
95th Queue (ft)	977	399	398	303	4617	4629	1428	1416
Link Distance (ft)	785				3493	3493	1153	1153
Upstream Blk Time (%)	15				46	46	37	36
Queuing Penalty (veh)	71				0	0	0	0
Storage Bay Dist (ft)		225	225	160				
Storage Blk Time (%)	2	75	3	87	9			
Queuing Penalty (veh)	11	218	8	344	24			

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	258	274	199	209	118	15	230	253	276	231	139	220
Average Queue (ft)	161	178	124	142	27	2	155	164	157	127	62	150
95th Queue (ft)	297	309	211	229	125	30	233	252	267	235	145	243
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)		0		0			41		2	3	2	21
Queuing Penalty (veh)		0		0			0		8	7	6	16

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	243	234	1090	741
Average Queue (ft)	162	197	774	200
95th Queue (ft)	245	288	1237	659
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		35	42	
Queuing Penalty (veh)		233	140	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	313	332	196	222	140	21	241	259	289	250	149	232
Average Queue (ft)	94	110	58	64	16	1	126	141	127	102	51	129
95th Queue (ft)	259	275	155	176	95	17	220	238	250	203	123	217
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	0	1		0	0		26		2	1	2	20
Queuing Penalty (veh)	0	1		0	0		0		8	2	4	14

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	266	235	1019	496
Average Queue (ft)	154	168	460	106
95th Queue (ft)	245	279	930	412
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		25	42	
Queuing Penalty (veh)		154	130	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	317	334	212	237	168	32	252	278	334	288	169	261
Average Queue (ft)	111	127	74	83	19	1	133	147	134	108	53	134
95th Queue (ft)	276	291	179	203	103	21	226	243	256	212	129	225
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	0	1		0	0		30		2	1	2	20
Queuing Penalty (veh)	0	1		0	0		0		8	3	5	14

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	285	235	1158	828
Average Queue (ft)	156	175	536	129
95th Queue (ft)	246	283	1054	484
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		28	42	
Queuing Penalty (veh)		174	132	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	44	61
Average Queue (ft)	4	5
95th Queue (ft)	52	67
Link Distance (ft)	1806	1806
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	44	61
Average Queue (ft)	3	4
95th Queue (ft)	45	58
Link Distance (ft)	1806	1806
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 171: Bypass & NB Off, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 171: Bypass & NB Off, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	LT	T	T	TR	T	LT	TR
Maximum Queue (ft)	285	157	295	260	400	29	8
Average Queue (ft)	157	61	253	195	237	6	1
95th Queue (ft)	395	226	349	334	551	27	17
Link Distance (ft)	219	219	210	210	491	998	998
Upstream Blk Time (%)	36	2	54	10	3		
Queuing Penalty (veh)	256	11	202	37	22		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	LT	T	T	TR	T	LT	TR
Maximum Queue (ft)	357	277	317	271	505	54	21
Average Queue (ft)	211	114	268	209	328	8	1
95th Queue (ft)	436	304	340	298	645	45	12
Link Distance (ft)	219	219	210	210	491	998	998
Upstream Blk Time (%)	58	3	64	11	6		
Queuing Penalty (veh)	385	23	221	39	42		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B159	NB	NB
Directions Served	LT	T	T	TR	T	LT	TR
Maximum Queue (ft)	359	277	324	277	505	56	29
Average Queue (ft)	198	101	264	206	306	8	1
95th Queue (ft)	429	289	344	309	629	41	14
Link Distance (ft)	219	219	210	210	491	998	998
Upstream Blk Time (%)	52	3	62	11	5		
Queuing Penalty (veh)	353	20	216	39	37		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	16
Average Queue (ft)	3
95th Queue (ft)	19
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	45	81
Average Queue (ft)	3	10
95th Queue (ft)	38	88
Link Distance (ft)	258	258
Upstream Blk Time (%)		1
Queuing Penalty (veh)		9
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	45	92
Average Queue (ft)	2	9
95th Queue (ft)	33	77
Link Distance (ft)	258	258
Upstream Blk Time (%)		1
Queuing Penalty (veh)		7
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	B158	B26	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	T	LT	TR
Maximum Queue (ft)	319	238	815	165	42	10	139	70
Average Queue (ft)	256	194	468	44	5	1	63	13
95th Queue (ft)	378	303	1054	213	58	21	134	80
Link Distance (ft)	212	212	862	380	219	219	382	382
Upstream Blk Time (%)	42	9	11	1	1			
Queuing Penalty (veh)	264	57	141	11	3			
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	B158	B26	WB	WB	SB	SB	B168	B168
Directions Served	T	TR	T	T	LT	T	LT	TR	T	T
Maximum Queue (ft)	318	250	958	372	238	105	386	362	360	381
Average Queue (ft)	272	207	556	97	70	8	197	141	75	78
95th Queue (ft)	344	267	1143	361	247	73	482	428	358	383
Link Distance (ft)	212	212	862	380	219	219	382	382	705	705
Upstream Blk Time (%)	47	11	22	3	11	1	23	8	0	1
Queuing Penalty (veh)	274	65	262	30	33	2	75	26	0	5
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	B158	B26	WB	WB	SB	SB	B168	B168
Directions Served	T	TR	T	T	LT	T	LT	TR	T	T
Maximum Queue (ft)	329	259	964	375	241	105	386	362	360	381
Average Queue (ft)	268	204	535	85	55	6	165	110	57	59
95th Queue (ft)	356	279	1125	332	217	64	433	378	309	330
Link Distance (ft)	212	212	862	380	219	219	382	382	705	705
Upstream Blk Time (%)	46	11	20	2	9	0	17	6	0	1
Queuing Penalty (veh)	272	63	232	25	25	1	56	20	0	3
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	3	57	78	98	102	3
Average Queue (ft)	0	11	14	12	12	0
95th Queue (ft)	3	138	151	185	187	3
Link Distance (ft)	258	559	559	5294	5294	602
Upstream Blk Time (%)		1	1			
Queuing Penalty (veh)		0	0			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	SB	SB	B191	B191	NW
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	3	57	78	98	102	3
Average Queue (ft)	0	8	10	9	9	0
95th Queue (ft)	3	119	131	160	162	3
Link Distance (ft)	258	559	559	5294	5294	602
Upstream Blk Time (%)		1	1			
Queuing Penalty (veh)		0	0			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 191: Bend, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	50	51
Average Queue (ft)	2	2
95th Queue (ft)	61	62
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	50	51
Average Queue (ft)	2	2
95th Queue (ft)	53	53
Link Distance (ft)	559	559
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 5028
Network wide Queuing Penalty, Interval #2: 8698
Network wide Queuing Penalty, All Intervals: 7780

Figure K-19: Scenario 5 Tier 2 Roundabout (S5T2R) Sim Traffic Queuing and Blocking Reports

SimTraffic Simulation Summary 2035 SD Bypass Build - FEIS

06/07/2018

Summary of All Intervals

Run Number	21	22	23	24	25	26	27
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	14426	14238	14271	14126	14255	14330	14453
Vehs Exited	14354	14176	14188	14084	14201	14167	14311
Starting Vehs	1217	1199	1162	1283	1205	1156	1153
Ending Vehs	1289	1261	1245	1325	1259	1319	1295
Travel Distance (mi)	34007	33376	33528	33397	33629	33436	33810
Travel Time (hr)	1437.3	1340.6	1397.5	1455.6	1380.2	1389.7	1350.0
Total Delay (hr)	595.9	515.1	568.6	630.9	546.2	560.8	513.2
Total Stops	22552	21865	20815	22631	20943	22270	22181
Fuel Used (gal)	970.9	940.2	956.6	967.9	955.1	949.9	950.9

Summary of All Intervals

Run Number	28	29	30	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:25	5:25	5:25	5:25
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	3	3	3	3
# of Recorded Intervals	2	2	2	2
Vehs Entered	14528	14326	14459	14288
Vehs Exited	14072	14169	14378	14188
Starting Vehs	1108	1203	1246	1160
Ending Vehs	1564	1360	1327	1260
Travel Distance (mi)	33724	33722	34192	33590
Travel Time (hr)	1465.8	1522.1	1439.7	1411.4
Total Delay (hr)	631.3	687.3	595.2	581.4
Total Stops	23240	24240	22739	22685
Fuel Used (gal)	967.2	984.3	979.6	958.6

Interval #0 Information Seeding

Start Time	4:15
End Time	4:25
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	21	22	23	24	25	26	27
Vehs Entered	3873	3704	3714	3689	3679	3802	3865
Vehs Exited	3733	3672	3611	3769	3679	3629	3750
Starting Vehs	1217	1199	1162	1283	1205	1156	1153
Ending Vehs	1357	1231	1265	1203	1205	1329	1268
Travel Distance (mi)	8840	8660	8688	8767	8663	8653	8873
Travel Time (hr)	319.5	311.6	325.7	327.4	328.3	313.3	312.5
Total Delay (hr)	101.0	97.5	111.7	110.5	113.8	98.3	92.6
Total Stops	5229	5233	5271	5556	5114	5401	5263
Fuel Used (gal)	241.7	237.3	240.3	243.5	241.1	237.4	240.9

Interval #1 Information Recording

Start Time	4:25
End Time	4:40
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	28	29	30	Avg	
Vehs Entered	3718	3799	3823	3567	3741
Vehs Exited	3539	3692	3772	3537	3670
Starting Vehs	1108	1203	1246	1160	1192
Ending Vehs	1287	1310	1297	1190	1265
Travel Distance (mi)	8597	8751	8990	8331	8710
Travel Time (hr)	313.5	324.3	343.6	305.9	320.5
Total Delay (hr)	101.2	107.5	122.2	100.5	105.2
Total Stops	5442	5729	5866	5358	5404
Fuel Used (gal)	234.0	241.2	251.8	227.8	239.7

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	21	22	23	24	25	26	27
Vehs Entered	10553	10534	10557	10437	10576	10528	10588
Vehs Exited	10621	10504	10577	10315	10522	10538	10561
Starting Vehs	1357	1231	1265	1203	1205	1329	1268
Ending Vehs	1289	1261	1245	1325	1259	1319	1295
Travel Distance (mi)	25167	24716	24839	24630	24967	24783	24936
Travel Time (hr)	1117.7	1029.0	1071.8	1128.1	1052.0	1076.5	1037.5
Total Delay (hr)	494.9	417.5	456.9	520.4	432.4	462.5	420.6
Total Stops	17323	16632	15544	17075	15829	16869	16918
Fuel Used (gal)	729.2	703.0	716.3	724.4	714.0	712.5	710.0

Interval #2 Information Recording2

Start Time	4:40
End Time	5:25
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	28	29	30	Avg
Vehs Entered	10810	10527	10636	10721
Vehs Exited	10533	10477	10606	10651
Starting Vehs	1287	1310	1297	1190
Ending Vehs	1564	1360	1327	1260
Travel Distance (mi)	25127	24971	25202	25259
Travel Time (hr)	1152.3	1197.7	1096.1	1105.5
Total Delay (hr)	530.0	579.7	473.1	480.9
Total Stops	17798	18511	16873	17327
Fuel Used (gal)	733.2	743.1	727.9	730.8

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	104	108	94	45	67	114	153	49	133	47	56	97
Average Queue (ft)	61	59	56	23	36	60	81	19	74	13	30	51
95th Queue (ft)	111	104	101	48	72	120	154	57	135	43	58	102
Link Distance (ft)		492	492			1856	1856		4888	4888		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150	150			150			150	150
Storage Blk Time (%)	0	0	0			0	1	0				0
Queuing Penalty (veh)	0	0	0			0	1	0				1

Intersection: 1: Lear Way & Vilas Road, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	40	81
Average Queue (ft)	10	44
95th Queue (ft)	49	83
Link Distance (ft)	2118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	142	156	145	64	95	149	162	74	169	42	64	115
Average Queue (ft)	62	58	56	20	41	54	66	18	79	10	27	49
95th Queue (ft)	112	119	116	49	80	116	129	54	141	34	53	100
Link Distance (ft)		492	492			1856	1856		4888	4888		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150	150			150			150	150
Storage Blk Time (%)	0	0	0			0	0	0				0
Queuing Penalty (veh)	1	0	0			0	0	0				0

Intersection: 1: Lear Way & Vilas Road, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	39	96
Average Queue (ft)	9	39
95th Queue (ft)	30	75
Link Distance (ft)	2118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	144	157	150	69	96	151	179	87	172	56	67	125
Average Queue (ft)	62	58	56	21	40	55	70	18	78	11	28	49
95th Queue (ft)	112	115	113	49	78	117	136	55	140	37	54	100
Link Distance (ft)		492	492			1856	1856		4888	4888		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150	150			150			150	150
Storage Blk Time (%)	0	0	0			0	0	0				0
Queuing Penalty (veh)	1	0	0			0	0	0				0

Intersection: 1: Lear Way & Vilas Road, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	54	97
Average Queue (ft)	9	40
95th Queue (ft)	35	77
Link Distance (ft)	2118	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	417	303	270	299	2	222	240	232	370	123	255	1193
Average Queue (ft)	283	181	169	201	0	141	162	148	215	42	118	989
95th Queue (ft)	450	306	272	317	5	245	266	245	428	122	294	1376
Link Distance (ft)		1333	1333	1333		1957	1957	1957	4851	4851	1394	1394
Upstream Blk Time (%)												2
Queuing Penalty (veh)												9
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	3	0						0				2
Queuing Penalty (veh)	11	0						0				15

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #1

Movement	SB	SB	B213
Directions Served	R	R	T
Maximum Queue (ft)	175	162	45
Average Queue (ft)	172	159	8
95th Queue (ft)	179	167	80
Link Distance (ft)			1964
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	150	
Storage Blk Time (%)	46	36	
Queuing Penalty (veh)	17	13	

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	426	368	292	319	16	274	308	283	365	142	380	1336
Average Queue (ft)	237	178	160	180	1	138	165	143	187	44	103	1083
95th Queue (ft)	394	321	262	289	9	235	275	240	333	109	251	1331
Link Distance (ft)		1333	1333	1333		1957	1957	1957	4851	4851	1394	1394
Upstream Blk Time (%)												1
Queuing Penalty (veh)												3
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	2	0					0					1
Queuing Penalty (veh)	6	0					0					11

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, Interval #2

Movement	SB	SB	B213	B7
Directions Served	R	R	T	T
Maximum Queue (ft)	175	162	23	70
Average Queue (ft)	172	158	2	3
95th Queue (ft)	184	171	40	85
Link Distance (ft)			1964	726
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)	42	34		
Queuing Penalty (veh)	14	12		

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	L	T
Maximum Queue (ft)	457	384	297	335	17	283	311	290	411	160	467	1370
Average Queue (ft)	249	179	162	185	1	139	164	144	194	43	107	1060
95th Queue (ft)	411	318	264	297	8	237	273	241	359	112	262	1356
Link Distance (ft)		1333	1333	1333		1957	1957	1957	4851	4851	1394	1394
Upstream Blk Time (%)												1
Queuing Penalty (veh)												4
Storage Bay Dist (ft)	390				305							
Storage Blk Time (%)	2	0						0				1
Queuing Penalty (veh)	7	0						0				12

Intersection: 3: Hamrick Rd & E Pine St/Biddle Rd, All Intervals

Movement	SB	SB	B213	B7
Directions Served	R	R	T	T
Maximum Queue (ft)	175	162	68	70
Average Queue (ft)	172	158	3	2
95th Queue (ft)	183	170	52	74
Link Distance (ft)			1964	726
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)	43	34		
Queuing Penalty (veh)	15	12		

Intersection: 8: Bend, Interval #1

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	93	110
Average Queue (ft)	13	16
95th Queue (ft)	205	211
Link Distance (ft)	1333	1333
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Bend, Interval #2

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	273	504
Average Queue (ft)	13	28
95th Queue (ft)	205	332
Link Distance (ft)	1333	1333
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Bend, All Intervals

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	367	612
Average Queue (ft)	13	25
95th Queue (ft)	205	307
Link Distance (ft)	1333	1333
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	B26	B26	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	T	T	L	T	R
Maximum Queue (ft)	148	222	197	74	139	260	254	13	15	172	252	121
Average Queue (ft)	100	125	126	27	85	157	155	2	2	134	75	72
95th Queue (ft)	176	231	209	83	164	297	278	24	33	196	291	127
Link Distance (ft)		3009	3009			346	346	862	862		1379	
Upstream Blk Time (%)						1	0					
Queuing Penalty (veh)						7	1					
Storage Bay Dist (ft)	150			150	150					150		150
Storage Blk Time (%)	8	2	3	0	7	5				13		0
Queuing Penalty (veh)	50	2	3	0	42	5				26		1

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	120	27	135
Average Queue (ft)	72	5	74
95th Queue (ft)	127	49	134
Link Distance (ft)		815	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)	0		1
Queuing Penalty (veh)	1		1

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	R	L	T
Maximum Queue (ft)	172	925	945	165	161	244	256	173	347	170	151	93
Average Queue (ft)	102	389	401	61	73	142	144	128	75	89	72	5
95th Queue (ft)	194	1242	1255	182	149	220	228	194	298	167	136	59
Link Distance (ft)		3009	3009			346	346		1379			815
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						0						
Storage Bay Dist (ft)	150			150	150			150		150	150	
Storage Blk Time (%)	4	24	27	0	2	4		11	0	5	1	
Queuing Penalty (veh)	23	26	28	1	9	3		22	0	11	3	

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	152
Average Queue (ft)	76
95th Queue (ft)	132
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	1

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	B26	B26	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	T	T	L	T	R
Maximum Queue (ft)	172	925	946	165	170	294	286	13	15	174	390	171
Average Queue (ft)	101	326	334	53	76	146	146	1	1	130	75	85
95th Queue (ft)	190	1093	1104	164	153	243	242	11	16	194	296	159
Link Distance (ft)		3009	3009			346	346	862	862		1379	
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						2	0					
Storage Bay Dist (ft)	150			150	150					150		150
Storage Blk Time (%)	5	18	21	0	3	4				12	0	4
Queuing Penalty (veh)	30	20	22	1	18	4				23	0	9

Intersection: 9: Airway Dr/Peace Ln & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	155	94	156
Average Queue (ft)	72	5	76
95th Queue (ft)	134	57	133
Link Distance (ft)		815	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)	1		1
Queuing Penalty (veh)	2		1

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	84	220	438	239	9	271	208	249	203	232	109	54
Average Queue (ft)	40	91	266	131	1	171	124	151	120	135	49	20
95th Queue (ft)	81	246	487	238	10	291	208	243	217	248	114	55
Link Distance (ft)			1856	1856	921	921			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					225	225			150	200
Storage Blk Time (%)		0	16				0	2	1	3	0	
Queuing Penalty (veh)		0	20				2	6	2	7	1	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	314	338	248
Average Queue (ft)	209	220	90
95th Queue (ft)	339	359	233
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	9	18	0
Queuing Penalty (veh)	2	32	0

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	108	291	469	246	21	320	228	248	242	222	174	100
Average Queue (ft)	42	81	220	108	2	170	113	129	109	114	40	24
95th Queue (ft)	94	205	398	198	13	283	202	219	226	202	112	75
Link Distance (ft)			1856	1856	921	921			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					225	225			150	200
Storage Blk Time (%)			8				1	1	0	3	0	
Queuing Penalty (veh)			10				2	4	1	6	0	

Intersection: 20: Old Highway 62 & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	330	361	244
Average Queue (ft)	200	207	66
95th Queue (ft)	305	322	180
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	9	20	
Queuing Penalty (veh)	2	33	

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	R	L	TR	L	L	T	T	R	L
Maximum Queue (ft)	112	291	525	266	23	339	245	278	266	268	178	103
Average Queue (ft)	42	84	231	114	2	170	116	134	111	119	42	23
95th Queue (ft)	91	215	423	209	12	285	204	226	224	215	113	71
Link Distance (ft)			1856	1856	921	921			4934	4934		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					225	225			150	200
Storage Blk Time (%)		0	10				1	1	0	3	0	
Queuing Penalty (veh)		0	12				2	4	2	6	0	

Intersection: 20: Old Highway 62 & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	349	371	262
Average Queue (ft)	203	210	72
95th Queue (ft)	314	332	194
Link Distance (ft)	8399	8399	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	9	20	0
Queuing Penalty (veh)	2	32	0

Intersection: 28: Table Rock Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	21
95th Queue (ft)	49
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	48
Average Queue (ft)	20
95th Queue (ft)	49
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Table Rock Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	51
Average Queue (ft)	20
95th Queue (ft)	49
Link Distance (ft)	1534
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	R	LT	R	LTR	L	TR
Maximum Queue (ft)	163	310	13	170	50	23	45	88
Average Queue (ft)	86	177	2	96	28	11	20	55
95th Queue (ft)	193	326	12	188	74	28	49	96
Link Distance (ft)		921		847		5155		2069
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150		150		150	
Storage Blk Time (%)	0	16		4	0			
Queuing Penalty (veh)	0	17		1	0			

Intersection: 30: Crater Lake Ave & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	R	LT	R	LTR	L	TR
Maximum Queue (ft)	174	342	58	210	105	38	53	116
Average Queue (ft)	60	143	3	93	26	11	20	60
95th Queue (ft)	148	275	36	166	69	31	49	102
Link Distance (ft)		921		847		5155		2069
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150		150		150	
Storage Blk Time (%)	0	9	0	2	0			0
Queuing Penalty (veh)	0	9	0	1	0			0

Intersection: 30: Crater Lake Ave & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	R	LT	R	LTR	L	TR
Maximum Queue (ft)	174	373	67	234	106	38	57	121
Average Queue (ft)	67	151	3	94	26	11	20	59
95th Queue (ft)	161	290	32	172	71	30	49	101
Link Distance (ft)		921		847		5155		2069
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150		150		150	
Storage Blk Time (%)	0	11	0	3	0			0
Queuing Penalty (veh)	0	11	0	1	0			0

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	136	165	178	257	354	585	486	55	394	402	269	100
Average Queue (ft)	79	102	126	173	257	387	332	13	278	258	123	31
95th Queue (ft)	143	170	184	276	406	667	519	65	424	443	319	103
Link Distance (ft)		726	726			3009	3009		785	785		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			250	250			160			225	225
Storage Blk Time (%)	2	1		2	4	23			37	13	0	
Queuing Penalty (veh)	3	1		5	12	142			4	108	0	

Intersection: 74: Table Rock Road & Vilas Road, Interval #1

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	259	430	394
Average Queue (ft)	212	296	273
95th Queue (ft)	305	536	455
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	38	12	
Queuing Penalty (veh)	157	39	

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	165	191	204	292	355	710	548	86	463	525	325	159
Average Queue (ft)	76	91	111	180	250	369	321	16	263	249	115	32
95th Queue (ft)	146	166	184	280	398	666	523	85	423	448	305	115
Link Distance (ft)		726	726			3009	3009		785	785		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			250	250			160			225	225
Storage Blk Time (%)	1	1		1	4	23			34	13	0	0
Queuing Penalty (veh)	2	1		3	10	129			3	97	0	0

Intersection: 74: Table Rock Road & Vilas Road, Interval #2

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	572	524
Average Queue (ft)	201	289	267
95th Queue (ft)	303	552	480
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	30	12	
Queuing Penalty (veh)	115	37	

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	R	R
Maximum Queue (ft)	171	197	215	296	355	722	576	87	470	536	325	162
Average Queue (ft)	77	94	115	178	252	373	324	15	267	251	117	32
95th Queue (ft)	146	167	185	279	400	667	523	80	424	447	309	112
Link Distance (ft)		726	726			3009	3009		785	785		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	160			250	250			160			225	225
Storage Blk Time (%)	2	1		1	4	23			35	13	0	0
Queuing Penalty (veh)	2	1		4	10	132			4	100	0	0

Intersection: 74: Table Rock Road & Vilas Road, All Intervals

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	260	595	551
Average Queue (ft)	203	291	268
95th Queue (ft)	304	549	475
Link Distance (ft)		3493	3493
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	160		
Storage Blk Time (%)	32	12	
Queuing Penalty (veh)	126	37	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	541	664	295	257	67	2	289	320	396	288	134	278
Average Queue (ft)	412	449	121	116	12	0	203	214	225	185	50	179
95th Queue (ft)	641	741	375	274	92	4	300	331	413	324	129	281
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	14	23		0	0		55		8	8	1	30
Queuing Penalty (veh)	39	62		1	1		1		30	19	3	16

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #1

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	281	235	1263	1044
Average Queue (ft)	191	205	1066	586
95th Queue (ft)	289	286	1400	1254
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		50	43	
Queuing Penalty (veh)		349	150	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	600	1542	1285	980	90	10	266	299	354	286	169	302
Average Queue (ft)	563	956	327	210	6	1	173	183	184	151	48	171
95th Queue (ft)	697	1671	1091	700	58	6	246	272	321	278	134	276
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)		1	0									
Queuing Penalty (veh)		3	0									
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	57	73		0	0		48		4	6	1	27
Queuing Penalty (veh)	145	185		0	0		0		15	12	1	13

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, Interval #2

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	321	235	1350	1103
Average Queue (ft)	184	220	1128	700
95th Queue (ft)	288	277	1309	1320
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		51	40	
Queuing Penalty (veh)		335	130	

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	600	1542	1285	980	134	11	301	358	446	290	170	325
Average Queue (ft)	527	834	277	188	7	0	180	190	194	159	48	173
95th Queue (ft)	720	1566	970	626	68	6	262	289	348	291	133	277
Link Distance (ft)		1957	1957	1957			3034	3034	3034			5548
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		2	0									
Storage Bay Dist (ft)	450				250	70				205	90	
Storage Blk Time (%)	46	60		0	0		50		5	6	1	28
Queuing Penalty (veh)	119	154		0	0		0		19	14	2	14

Intersection: 90: Table Rock Road & Biddle Rd/Biddle Road, All Intervals

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	329	235	1374	1141
Average Queue (ft)	186	216	1113	673
95th Queue (ft)	288	281	1345	1310
Link Distance (ft)	5548		1806	1806
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		95		
Storage Blk Time (%)		51	41	
Queuing Penalty (veh)		338	135	

Intersection: 122: Table Rock Road & Access 1, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 122: Table Rock Road & Access 1, Interval #2

Movement	SB
Directions Served	T
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	1123
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 122: Table Rock Road & Access 1, All Intervals

Movement	SB
Directions Served	T
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	1123
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 171: Bypass & NB Off, Interval #1

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	5	6
Average Queue (ft)	1	1
95th Queue (ft)	11	11
Link Distance (ft)	111	111
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 171: Bypass & NB Off, Interval #2

Movement	NB
Directions Served	T
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	111
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 171: Bypass & NB Off, All Intervals

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	7	6
Average Queue (ft)	0	0
95th Queue (ft)	6	5
Link Distance (ft)	111	111
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 173: Bypass NB & Vilas Road, Interval #1

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	R
Maximum Queue (ft)	313	289	192	182	8	25	41	130
Average Queue (ft)	186	156	144	100	1	4	12	61
95th Queue (ft)	492	448	213	213	12	29	46	132
Link Distance (ft)	337	337	152	152	492	492	1017	
Upstream Blk Time (%)	22	8	6	2				
Queuing Penalty (veh)	186	67	30	9				
Storage Bay Dist (ft)								200
Storage Blk Time (%)								0
Queuing Penalty (veh)								0

Intersection: 173: Bypass NB & Vilas Road, Interval #2

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	R
Maximum Queue (ft)	459	427	218	178	43	3	46	168
Average Queue (ft)	359	319	131	79	3	0	8	61
95th Queue (ft)	576	545	204	189	24	4	35	132
Link Distance (ft)	337	337	152	152	492	492	1017	
Upstream Blk Time (%)	55	16	5	1				
Queuing Penalty (veh)	433	128	23	4				
Storage Bay Dist (ft)								200
Storage Blk Time (%)								0
Queuing Penalty (veh)								0

Intersection: 173: Bypass NB & Vilas Road, All Intervals

Movement	EB	EB	WB	WB	B159	B159	NB	NB
Directions Served	LT	T	T	TR	T	T	LT	R
Maximum Queue (ft)	460	427	220	194	47	25	54	175
Average Queue (ft)	317	279	134	84	2	1	9	61
95th Queue (ft)	588	549	207	196	21	14	38	132
Link Distance (ft)	337	337	152	152	492	492	1017	
Upstream Blk Time (%)	47	14	6	1				
Queuing Penalty (veh)	371	113	25	5				
Storage Bay Dist (ft)								200
Storage Blk Time (%)								0
Queuing Penalty (veh)								0

Intersection: 174: SB Off & Bypass, Interval #1

Movement	SB
Directions Served	TR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	258
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 174: SB Off & Bypass, Interval #2

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	9	38
Average Queue (ft)	0	5
95th Queue (ft)	8	25
Link Distance (ft)	258	258
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 174: SB Off & Bypass, All Intervals

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	9	38
Average Queue (ft)	0	5
95th Queue (ft)	7	25
Link Distance (ft)	258	258
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 175: Bypass SB & Vilas Road, Interval #1

Movement	EB	EB	B158	B158	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	T	LT	TR
Maximum Queue (ft)	281	255	554	564	41	11	174	211
Average Queue (ft)	243	222	329	302	7	2	91	99
95th Queue (ft)	278	273	636	645	45	18	187	251
Link Distance (ft)	164	164	862	862	337	337	390	390
Upstream Blk Time (%)	84	29						
Queuing Penalty (veh)	642	222						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 175: Bypass SB & Vilas Road, Interval #2

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR
Maximum Queue (ft)	286	267	976	983	383	380	59	41	252	289
Average Queue (ft)	244	228	762	757	174	178	4	2	86	92
95th Queue (ft)	279	264	1216	1232	450	457	32	22	203	262
Link Distance (ft)	164	164	862	862	346	346	337	337	390	390
Upstream Blk Time (%)	94	34	54	54	5	6				0
Queuing Penalty (veh)	670	242	385	384	35	42				0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 175: Bypass SB & Vilas Road, All Intervals

Movement	EB	EB	B158	B158	B26	B26	WB	WB	SB	SB
Directions Served	T	TR	T	T	T	T	LT	T	LT	TR
Maximum Queue (ft)	286	273	976	983	383	380	72	50	261	309
Average Queue (ft)	244	226	658	647	132	135	5	2	87	94
95th Queue (ft)	279	267	1179	1197	402	409	36	21	200	259
Link Distance (ft)	164	164	862	862	346	346	337	337	390	390
Upstream Blk Time (%)	92	33	41	40	4	4				0
Queuing Penalty (veh)	663	237	289	288	26	32				0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 182: Bypass, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 182: Bypass, Interval #2

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 182: Bypass, All Intervals

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 183: Bypass & NB On, Interval #1

Movement	NB	SB
Directions Served	T	T
Maximum Queue (ft)	6	5
Average Queue (ft)	1	1
95th Queue (ft)	9	11
Link Distance (ft)	258	559
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 183: Bypass & NB On, Interval #2

Movement	NB	NW
Directions Served	T	R
Maximum Queue (ft)	20	22
Average Queue (ft)	1	1
95th Queue (ft)	19	23
Link Distance (ft)	258	602
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 183: Bypass & NB On, All Intervals

Movement	NB	SB	NW
Directions Served	T	T	R
Maximum Queue (ft)	20	5	22
Average Queue (ft)	1	0	1
95th Queue (ft)	17	5	19
Link Distance (ft)	258	559	602
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 191: Bend, Interval #1

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	50	51
Average Queue (ft)	7	7
95th Queue (ft)	110	113
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, Interval #2

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	91	95
Average Queue (ft)	4	4
95th Queue (ft)	79	82
Link Distance (ft)	559	559
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 191: Bend, All Intervals

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	96	100
Average Queue (ft)	5	5
95th Queue (ft)	88	90
Link Distance (ft)	559	559
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 2593
Network wide Queuing Penalty, Interval #2: 3826
Network wide Queuing Penalty, All Intervals: 3518

APPENDIX L:
HIGHWAY SAFETY MANUAL AND ISATe
CRASH ANALYSIS TABLES

The CRF Appendix is used to determine the Crash Reduction Factor of 0.78 applied to all injury crashes at ramp terminals.

Figure L-1: CRF Appendix – ODOT’s HSIP Countermeasures and Crash Reduction Factors


CRF Appendix	March 2018								
Name: Install Roundabout from Signalized Intersection	ODOT Countermeasure Number: H17								
<p>What is it: A modern roundabout is a type of circular intersection defined by the basic operational principle that entering traffic yields to vehicles on the circular roadway.</p>									
									
<p>Photo from FHWA</p>									
<p>Where to use: Roundabouts should be considered for all existing signalized intersections that have been identified as needing major safety or operational improvements that cannot be resolved by signalized intersection modifications. Typical crash patterns that could be resolved with a roundabout are higher than expected speed related, angle and/or turning crashes.</p>									
<p>Why it works: Roundabout intersections eliminate a number of vehicle conflict points (up to 75%) typically associated with traditional intersections. They also enhance safety by reducing vehicle speeds (more typical in rural settings) both in and through the intersection and by changing the crash type from angle to sideswipe, which typically results in less severe crashes.</p>									
<p>Impediments to Implementation: Roundabouts require a significant amount of public outreach and education in addition to requiring a larger geometric footprint than a typical signalized intersection.</p>									
<p>General Notes: Map-21 Legislation declares a National focus to reduce Fatalities and Severe (Injury A) crashes on our roadways. Roundabouts are one of the primary tools we can use to reduce severity of crashes and meet this National goal.</p>									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: center;">Crash Types Addressed</th> <th style="text-align: center;">Severity Type Addressed</th> </tr> <tr> <td style="text-align: center; color: blue;">All Crashes</td> <td style="text-align: center; color: blue;">All Injury (Not PDO's)</td> </tr> <tr> <th style="text-align: center;">CRF Range of Effectiveness</th> <th style="text-align: center;">ODOT CRF Value</th> </tr> <tr> <td style="text-align: center; color: blue;">48 - 78%</td> <td style="text-align: center; color: blue;">78%</td> </tr> </table>	Crash Types Addressed	Severity Type Addressed	All Crashes	All Injury (Not PDO's)	CRF Range of Effectiveness	ODOT CRF Value	48 - 78%	78%	
Crash Types Addressed	Severity Type Addressed								
All Crashes	All Injury (Not PDO's)								
CRF Range of Effectiveness	ODOT CRF Value								
48 - 78%	78%								
<p>References: Highway Safety Manual, Applying Roundabouts in the United States (NCHRP Report 572)</p>									
<p>Page 19 of 103</p>									

Figure L-2: Table from FHWA’s Desktop Reference for Crash Reduction Factors used to determine the CRF of 0.48 for a signal to a roundabout modification applied to “Total Crash” values.

Desktop Reference for Crash Reduction Factors										Intersection Crashes				
Countermeasure(s)	Crash Type	Crash Severity	Area Type	Config	Control	Major	Minor	Ref	Obs	Effectiveness			Study Type	
						Daily Traffic Volume (veh/day)				Crash Reduction Factor / Function	Std Error	Range Low High		
OTHER GEOMETRIC COUNTERMEASURES														
Convert four-leg to two T-intersections	All	All		4-Leg	No signal			28		57				
	All	Fatal/Injury	Urban	4-Leg		<70%*	>30%*	13		33	6		Meta-analysis	
	All	Fatal/Injury	Urban	4-Leg		>85%*	<15%*	13		-35	15		Meta-analysis	
	All	Fatal/Injury	Urban	4-Leg		70-85%*	15-30%*	13		25	5		Meta-analysis	
	All	PDO	Urban	4-Leg		<70%*	>30%*	13		10	5		Meta-analysis	
	All	PDO	Urban	4-Leg		>85%*	<15%*	13		-15	6		Meta-analysis	
	All	PDO	Urban	4-Leg		70-85%*	15-30%*	13		0	5		Meta-analysis	
	All	All		4-Leg				51		57			Meta-analysis	
Convert intersection to roundabout	All	All	All		All			50	55	35	3		EB Before-After	
	All	All	All		Signal			50	9	48	5		EB Before-After	
	All	All	All		Signal			21	23	40			EB Before-After	
	All	All	All		Stop (2-way)			50	36	44	4		EB Before-After	
	All	All	All		Stop (4-way)			50	10	-3	15		EB Before-After	
	All	All	Rural	1-lane	Stop (2-way)			50	9	72	4		EB Before-After	
	All	All	Rural		Stop			44		58	7		EB Before-After	
	All	All		3-Leg				15		50			Simple Before-After	
	All	All		4-Leg				15		75			Simple Before-After	

* Percentage of Total Daily Traffic Volume

Figure L-3: Highway Safety Manual Crash Analysis Report No Build/No Mitigation (NBNM)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	6.11.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	3.426	0.949	2.477
Segment 2	3.400	1.052	2.348
Segment 3	2.613	0.733	1.880
Segment 4	0.327	0.104	0.222
Segment 5	11.230	3.170	8.061
Segment 6	1.440	0.404	1.036
Segment 7	0.913	0.252	0.661
Segment 8	0.986	0.257	0.729
Segment 9	2.247	0.637	1.610
Segment 10	4.277	1.291	2.986
INTERSECTIONS			
Intersection 1	9.855	3.489	6.365
Intersection 2	5.443	1.896	3.547
Intersection 3	5.943	2.091	3.851
Intersection 4	1.016	0.314	0.702
Intersection 5	6.184	2.120	4.064
Intersection 6	7.670	2.771	4.900
Intersection 7	1.397	0.548	0.849
Intersection 8	0.792	0.264	0.528
Intersection 9			
Intersection 10			
TOTAL	69.159	22.344	46.815

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by: Katie Brown	Roadway: 62: Crater Lake Highway
Title: Transportation Analyst	Roadway Section: MP .00 - MP .00
Agency/Company: TPAU/ODOT	Jurisdiction: TPAU/ODOT
Date: 3.28.18	Analysis Year: 2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.203	0.066	0.137
Segment 2	4.099	1.199	2.900
Segment 3	0.584	0.177	0.407
Segment 4			
Segment 5	1.568	0.448	1.121
Segment 6	0.275	0.067	0.207
Segment 7	2.379	0.663	1.717
Segment 8	0.035	0.010	0.026
Segment 9	2.801	0.769	2.032
Segment 10	0.254	0.083	0.171
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	12.199	3.482	8.718

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by: Katie Brown	Roadway: 62: Crater Lake Highway
Title: Transportation Analyst	Roadway Section: MP .00 - MP .00
Agency/Company: TPAU/ODOT	Jurisdiction: TPAU/ODOT
Date: 3.28.18	Analysis Year: 2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.456	0.131	0.325
Segment 2	0.828	0.242	0.585
Segment 3	1.029	0.302	0.727
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	2.313	0.675	1.637

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-4: Highway Safety Manual Crash Analysis Report No Build Tier 1 (S0T1)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1			
Segment 2	3.632	1.032	2.600
Segment 3			
Segment 4	0.327	0.104	0.222
Segment 5	11.230	3.170	8.061
Segment 6	1.440	0.404	1.036
Segment 7	1.333	0.378	0.955
Segment 8	0.986	0.257	0.729
Segment 9	2.247	0.637	1.610
Segment 10	4.277	1.291	2.986
INTERSECTIONS			
Intersection 1	7.333	2.605	4.728
Intersection 2	5.447	1.900	3.547
Intersection 3	5.210	1.843	3.367
Intersection 4	3.638	1.256	2.381
Intersection 5	2.129	0.739	1.390
Intersection 6	6.946	2.516	4.430
Intersection 7	0.637	0.250	0.387
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	56.810	18.381	38.429

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.203	0.066	0.137
Segment 2	4.099	1.199	2.900
Segment 3	0.584	0.177	0.407
Segment 4			
Segment 5	1.568	0.448	1.121
Segment 6	0.275	0.067	0.207
Segment 7	2.379	0.663	1.717
Segment 8	0.035	0.010	0.026
Segment 9	2.801	0.769	2.032
Segment 10	0.254	0.083	0.171
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	12.199	3.482	8.718

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.456	0.131	0.325
Segment 2	0.828	0.242	0.585
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	1.284	0.374	0.910

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-5: Highway Safety Manual Crash Analysis Report No Build Tier 2 (S0T2)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	3.326	0.922	2.404
Segment 2	1.616	0.447	1.169
Segment 3	2.840	0.794	2.046
Segment 4	0.357	0.113	0.243
Segment 5	10.790	3.048	7.742
Segment 6	1.269	0.358	0.911
Segment 7	1.033	0.292	0.741
Segment 8	1.254	0.363	0.891
Segment 9	2.545	0.718	1.826
Segment 10	4.205	1.266	2.939
INTERSECTIONS			
Intersection 1	7.244	2.568	4.675
Intersection 2	5.191	1.822	3.369
Intersection 3	4.669	1.654	3.015
Intersection 4	3.349	1.153	2.195
Intersection 5	1.842	0.744	1.097
Intersection 6	5.002	1.765	3.237
Intersection 7	0.699	0.267	0.432
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	57.229	18.297	38.932

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.293	0.091	0.202
Segment 2	3.552	1.018	2.534
Segment 3	0.686	0.206	0.481
Segment 4	0.158	0.050	0.108
Segment 5	1.655	0.476	1.179
Segment 6	0.207	0.051	0.156
Segment 7	1.605	0.453	1.152
Segment 8	0.027	0.007	0.020
Segment 9	1.871	0.521	1.350
Segment 10	0.230	0.076	0.153
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	10.283	2.948	7.335

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.587	0.167	0.420
Segment 2	0.428	0.130	0.298
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	1.015	0.298	0.717

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-6: Highway Safety Manual Crash Analysis Report Scenario 1 Tier 1 (S1T1)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1			
Segment 2	1.869	0.528	1.341
Segment 3			
Segment 4	0.412	0.141	0.271
Segment 5	10.790	3.048	7.742
Segment 6	1.310	0.369	0.941
Segment 7	0.857	0.261	0.596
Segment 8	1.360	0.367	0.993
Segment 9	2.595	0.732	1.863
Segment 10	5.759	1.824	3.935
INTERSECTIONS			
Intersection 1	7.618	2.720	4.898
Intersection 2	5.294	1.860	3.434
Intersection 3	5.698	2.005	3.692
Intersection 4	4.946	1.749	3.197
Intersection 5	0.676	0.214	0.462
Intersection 6	5.211	1.860	3.351
Intersection 7	1.610	0.535	1.075
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	56.004	18.215	37.790

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.222	0.071	0.151
Segment 2	4.710	1.405	3.304
Segment 3	0.584	0.177	0.407
Segment 4			
Segment 5	1.737	0.504	1.233
Segment 6	0.281	0.069	0.212
Segment 7	2.538	0.705	1.833
Segment 8	0.071	0.021	0.050
Segment 9	1.798	0.501	1.297
Segment 10	0.427	0.133	0.294
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	12.368	3.587	8.781

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.320	0.094	0.226
Segment 2	0.647	0.192	0.456
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	0.968	0.286	0.682

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-7: ISATe Crash Analysis Report Scenario 1 Tier 1 (S1T1)

Output Summary									
General Information									
Project description:	Scenario 1: JTA Build +2 Ln Vilas Rd / OR62 - Vilas Rd IAMP								
Analyst:	K. Brown	Date:	4/30/2018	Area type:	Urban				
First year of analysis:	2040								
Last year of analysis:	2040								
Crash Data Description									
Freeway segments	Segment crash data available?	No	First year of crash data:						
	Project-level crash data available?	No	Last year of crash data:						
Ramp segments	Segment crash data available?	No	First year of crash data:						
	Project-level crash data available?	No	Last year of crash data:						
Ramp terminals	Segment crash data available?	No	First year of crash data:						
	Project-level crash data available?	No	Last year of crash data:						
Estimated Crash Statistics									
Crashes for Entire Facility		Total	K	A	B	C	PDO		
Estimated number of crashes during Study Period, crashes:		34.6	0.1	0.5	3.0	8.4	22.5		
Estimated average crash freq. during Study Period, crashes/yr:		34.6	0.1	0.5	3.0	8.4	22.5		
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO	
Freeway segments, crashes:		5	12.3	0.1	0.2	1.2	2.2	8.6	
Ramp segments, crashes:		4	3.1	0.0	0.1	0.5	0.9	1.7	
Crossroad ramp terminals, crashes:		2	19.2	0.0	0.2	1.4	5.4	12.2	
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO	
Estimated number of crashes during the Study Period, crashes:		2040	34.6	0.1	0.5	3.0	8.4	22.5	
		2041							
		2042							
		2043							
		2044							
		2045							
		2046							
		2047							
		2048							
		2049							
		2050							
		2051							
		2052							
		2053							
		2054							
		2055							
		2056							
2057									
2058									
2059									
2060									
2061									
2062									
2063									
Distribution of Crashes for Entire Facility									
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period							
		Total	K	A	B	C	PDO		
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1		
	Right-angle crashes:	4.6	0.0	0.1	0.4	1.4	2.8		
	Rear-end crashes:	15.3	0.0	0.2	1.4	4.3	9.4		
	Sideswipe crashes:	3.6	0.0	0.0	0.2	0.5	2.9		
	Other multiple-vehicle crashes:	0.5	0.0	0.0	0.0	0.1	0.4		
	Total multiple-vehicle crashes:	24.2	0.1	0.3	2.0	6.4	15.5		
Single vehicle	Crashes with animal:	0.1	0.0	0.0	0.0	0.0	0.1		
	Crashes with fixed object:	7.7	0.0	0.1	0.7	1.5	5.3		
	Crashes with other object:	0.9	0.0	0.0	0.0	0.1	0.8		
	Crashes with parked vehicle:	0.2	0.0	0.0	0.0	0.0	0.1		
	Other single-vehicle crashes:	1.6	0.0	0.0	0.2	0.5	0.8		
	Total single-vehicle crashes:	10.4	0.1	0.2	1.0	2.1	7.0		
Total crashes:		34.6	0.1	0.5	3.0	8.4	22.5		

Evaluation Site Summary

General Information

Project description:	Scenario 1: JTA Build +2 Ln Vilas Rd / OR62 - Vilas Rd IAMP				
Analyst:	K. Brown	Date:	4/30/2018	Area type:	Urban
First year of analysis:	2040	Total length of freeway segments for Study Period (mi):			1.330
Last year of analysis:	2040				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	4	0.250	62 N of Intch
2	4	0.130	North SCs
3	4	0.550	62 between ramps
4	4	0.150	South SCs
5	4	0.250	62 S of Intch
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description	Number	Study Period Description
1	SB Off	21	0
2	SB On	22	0
3	NB Off	23	0
4	NB On	24	0
5	0	25	0
6	0	26	0
7	0	27	0
8	0	28	0
9	0	29	0
10	0	30	0
11	0	31	0
12	0	32	0
13	0	33	0
14	0	34	0
15	0	35	0
16	0	36	0
17	0	37	0
18	0	38	0
19	0	39	0
20	0	40	0

Crossroad Ramp Terminals

Number	Config.	Control	Study Period Description
1	D4	Signal	SB on/off
2	D4	Signal	NB on/of
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

Figure L-8: Highway Safety Manual Crash Analysis Report Scenario 2 Tier 1 (S2T1)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	#N/A	#N/A	#N/A
Segment 2	1.629	0.451	1.178
Segment 3	#N/A	#N/A	#N/A
Segment 4	0.487	0.166	0.321
Segment 5	13.271	3.733	9.538
Segment 6	1.269	0.358	0.911
Segment 7	0.818	0.250	0.568
Segment 8	1.256	0.370	0.886
Segment 9	2.695	0.759	1.935
Segment 10	7.622	2.102	5.520
INTERSECTIONS			
Intersection 1	7.684	2.759	4.925
Intersection 2	6.413	2.269	4.145
Intersection 3	7.404	2.624	4.780
Intersection 4	6.237	2.249	3.988
Intersection 5	1.212	0.383	0.828
Intersection 6	5.370	1.914	3.456
Intersection 7	1.985	0.661	1.323
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	#N/A	#N/A	#N/A

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.266	0.083	0.183
Segment 2	6.251	1.747	4.504
Segment 3	0.562	0.171	0.391
Segment 4			
Segment 5	2.343	0.658	1.686
Segment 6	0.275	0.067	0.207
Segment 7	2.512	0.698	1.813
Segment 8	0.084	0.024	0.059
Segment 9	1.827	0.509	1.318
Segment 10	0.427	0.133	0.294
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	14.547	4.091	10.456

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.354	0.103	0.251
Segment 2	0.716	0.211	0.505
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	1.070	0.314	0.756

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-9: ISATe Crash Analysis Report Scenario 2 Tier 1 (S2T1)

Output Summary							
General Information							
Project description:	Scenario 2: JTA Build +4 Ln Vilas Rd / OR62 - Vilas Rd IAMP						
Analyst:	K. Brown	Date:	5/1/2018	Area type:	Urban		
First year of analysis:	2040						
Last year of analysis:	2040						
Crash Data Description							
Freeway segments	Segment crash data available?	No	First year of crash data:				
	Project-level crash data available?	No	Last year of crash data:				
Ramp segments	Segment crash data available?	No	First year of crash data:				
	Project-level crash data available?	No	Last year of crash data:				
Ramp terminals	Segment crash data available?	No	First year of crash data:				
	Project-level crash data available?	No	Last year of crash data:				
Estimated Crash Statistics							
Crashes for Entire Facility							
	Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:	38.6	0.1	0.5	3.4	9.8	24.8	
Estimated average crash freq. during Study Period, crashes/yr:	38.6	0.1	0.5	3.4	9.8	24.8	
Crashes by Facility Component							
	Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:	5	12.4	0.1	0.2	1.2	2.3	8.7
Ramp segments, crashes:	4	3.4	0.0	0.1	0.5	0.9	1.8
Crossroad ramp terminals, crashes:	2	22.8	0.0	0.2	1.7	6.6	14.3
Crashes for Entire Facility by Year							
	Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:	2040	38.6	0.1	0.5	3.4	9.8	24.8
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
2057							
2058							
2059							
2060							
2061							
2062							
2063							
Distribution of Crashes for Entire Facility							
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	5.5	0.0	0.1	0.5	1.7	3.2
	Rear-end crashes:	17.5	0.0	0.2	1.6	5.1	10.6
	Sideswipe crashes:	4.0	0.0	0.0	0.2	0.5	3.3
	Other multiple-vehicle crashes:	0.6	0.0	0.0	0.0	0.1	0.4
	Total multiple-vehicle crashes:	27.8	0.1	0.3	2.3	7.6	17.6
Single vehicle	Crashes with animal:	0.1	0.0	0.0	0.0	0.0	0.1
	Crashes with fixed object:	7.9	0.0	0.1	0.8	1.6	5.4
	Crashes with other object:	0.9	0.0	0.0	0.0	0.1	0.8
	Crashes with parked vehicle:	0.2	0.0	0.0	0.0	0.0	0.1
	Other single-vehicle crashes:	1.7	0.0	0.0	0.3	0.5	0.8
	Total single-vehicle crashes:	10.8	0.1	0.2	1.1	2.2	7.2
Total crashes:		38.6	0.1	0.5	3.4	9.8	24.8

Evaluation Site Summary

General Information

Project description:	Scenario 2: JTA Build +4 Ln Vilas Rd / OR62 - Vilas Rd IAMP				
Analyst:	K. Brown	Date:	5/1/2018	Area type:	Urban
First year of analysis:	2040	Total length of freeway segments for Study Period (mi):			1.330
Last year of analysis:	2040				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	4	0.250	62 N of Intch
2	4	0.130	North SCs
3	4	0.550	62 between ramps
4	4	0.150	South SCs
5	4	0.250	62 S of Intch
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description	Number	Study Period Description
1	SB Off	21	0
2	SB On	22	0
3	NB Off	23	0
4	NB On	24	0
5	0	25	0
6	0	26	0
7	0	27	0
8	0	28	0
9	0	29	0
10	0	30	0
11	0	31	0
12	0	32	0
13	0	33	0
14	0	34	0
15	0	35	0
16	0	36	0
17	0	37	0
18	0	38	0
19	0	39	0
20	0	40	0

Crossroad Ramp Terminals

Number	Config.	Control	Study Period Description
1	D4	Signal	SB on/off
2	D4	Signal	NB on/of
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

Figure L-10: Highway Safety Manual Crash Analysis Report Scenario 3 Tier 1 (S3T1)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	3.466	0.960	2.506
Segment 2	3.337	1.029	2.308
Segment 3			
Segment 4	0.375	0.129	0.246
Segment 5	10.813	3.054	7.759
Segment 6			
Segment 7	0.815	0.225	0.590
Segment 8	1.280	0.377	0.902
Segment 9	2.495	0.705	1.790
Segment 10	5.053	1.567	3.487
INTERSECTIONS			
Intersection 1	8.425	2.981	5.444
Intersection 2	5.277	1.857	3.421
Intersection 3	5.587	1.967	3.620
Intersection 4	4.546	1.591	2.955
Intersection 5	1.127	0.352	0.776
Intersection 6	4.959	1.762	3.197
Intersection 7	1.329	0.529	0.801
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	58.886	19.085	39.801

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.234	0.074	0.160
Segment 2	4.166	1.221	2.945
Segment 3	0.584	0.177	0.407
Segment 4			
Segment 5	1.885	0.554	1.332
Segment 6	0.320	0.079	0.241
Segment 7	2.336	0.651	1.685
Segment 8	0.097	0.027	0.070
Segment 9	1.784	0.497	1.286
Segment 10	0.427	0.133	0.294
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	11.833	3.414	8.419

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.304	0.090	0.214
Segment 2	0.667	0.197	0.470
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	0.971	0.287	0.684

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-11: ISATe Crash Analysis Report Scenario 3 Tier 1 (S3T1)

Output Summary								
General Information								
Project description:	Scenario 3: Full Build +2 Ln Vilas Rd / OR62 - Vilas Rd IAMP							
Analyst:	K. Brown	Date:	5/1/2018	Area type:	Urban			
First year of analysis:	2040							
Last year of analysis:	2040							
Crash Data Description								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Estimated Crash Statistics								
Crashes for Entire Facility								
		Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:		29.9	0.1	0.4	2.6	6.9	19.9	
Estimated average crash freq. during Study Period, crashes/yr:		29.9	0.1	0.4	2.6	6.9	19.9	
Crashes by Facility Component								
	Nbr. Sites	Total	K	A	B	C	PDO	
Freeway segments, crashes:		5	12.2	0.1	0.2	1.2	2.1	8.6
Ramp segments, crashes:		4	2.6	0.0	0.1	0.4	0.7	1.4
Crossroad ramp terminals, crashes:		2	15.1	0.0	0.1	1.0	4.0	9.9
Crashes for Entire Facility by Year								
	Year	Total	K	A	B	C	PDO	
Estimated number of crashes during the Study Period, crashes:		2040	29.9	0.1	0.4	2.6	6.9	19.9
		2041						
		2042						
		2043						
		2044						
		2045						
		2046						
		2047						
		2048						
		2049						
		2050						
		2051						
		2052						
		2053						
		2054						
		2055						
		2056						
		2057						
		2058						
		2059						
		2060						
		2061						
		2062						
		2063						
Distribution of Crashes for Entire Facility								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1	
	Right-angle crashes:	3.6	0.0	0.0	0.3	1.1	2.2	
	Rear-end crashes:	12.7	0.0	0.2	1.1	3.4	8.0	
	Sideswipe crashes:	3.1	0.0	0.0	0.2	0.4	2.5	
	Other multiple-vehicle crashes:	0.4	0.0	0.0	0.0	0.1	0.3	
	Total multiple-vehicle crashes:	20.0	0.0	0.2	1.6	5.0	13.1	
Single vehicle	Crashes with animal:	0.1	0.0	0.0	0.0	0.0	0.1	
	Crashes with fixed object:	7.2	0.0	0.1	0.7	1.4	5.0	
	Crashes with other object:	0.9	0.0	0.0	0.0	0.1	0.7	
	Crashes with parked vehicle:	0.2	0.0	0.0	0.0	0.0	0.1	
	Other single-vehicle crashes:	1.5	0.0	0.0	0.2	0.5	0.7	
	Total single-vehicle crashes:	9.9	0.1	0.2	1.0	1.9	6.7	
Total crashes:		29.9	0.1	0.4	2.6	6.9	19.9	

Evaluation Site Summary

General Information

Project description:	Scenario 3: Full Build +2 Ln Vilas Rd / OR62 - Vilas Rd IAMP				
Analyst:	K. Brown	Date:	5/1/2018	Area type:	Urban
First year of analysis:	2040	Total length of freeway segments for Study Period (mi):			1.330
Last year of analysis:	2040				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	4	0.250	62 N of Intch
2	4	0.130	North SCs
3	4	0.550	62 between ramps
4	4	0.150	South SCs
5	4	0.250	62 S of Intch
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description	Number	Study Period Description
1	SB Off	21	0
2	SB On	22	0
3	NB Off	23	0
4	NB On	24	0
5	0	25	0
6	0	26	0
7	0	27	0
8	0	28	0
9	0	29	0
10	0	30	0
11	0	31	0
12	0	32	0
13	0	33	0
14	0	34	0
15	0	35	0
16	0	36	0
17	0	37	0
18	0	38	0
19	0	39	0
20	0	40	0

Crossroad Ramp Terminals

Number	Config.	Control	Study Period Description
1	D4	Signal	SB on/off
2	D4	Signal	NB on/of
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

Figure L-12: Highway Safety Manual Crash Analysis Report Scenario 5 Tier 1 (S5T1)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1			
Segment 2	1.564	0.431	1.133
Segment 3			
Segment 4	0.357	0.123	0.234
Segment 5	12.751	3.590	9.161
Segment 6	1.296	0.365	0.931
Segment 7	1.097	0.313	0.785
Segment 8	1.153	0.305	0.847
Segment 9	2.495	0.705	1.790
Segment 10	6.243	1.724	4.518
INTERSECTIONS			
Intersection 1	7.951	2.836	5.115
Intersection 2	6.075	2.147	3.928
Intersection 3	7.305	2.578	4.726
Intersection 4	5.542	1.972	3.571
Intersection 5	2.083	0.720	1.363
Intersection 6	4.605	1.640	2.964
Intersection 7	2.529	0.864	1.666
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	63.046	20.313	42.733

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.222	0.071	0.151
Segment 2	5.523	1.548	3.974
Segment 3	0.596	0.180	0.415
Segment 4			
Segment 5	2.459	0.689	1.770
Segment 6	0.293	0.072	0.221
Segment 7	2.362	0.658	1.704
Segment 8	0.139	0.039	0.099
Segment 9	1.769	0.493	1.276
Segment 10	0.427	0.133	0.294
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	13.789	3.884	9.904

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.383	0.111	0.272
Segment 2	0.716	0.211	0.505
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	1.099	0.322	0.777

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-13: ISATe Crash Analysis Report Scenario 5 Tier 1 (S5T1)

Output Summary								
General Information								
Project description:	Scenario 5: Full Build +4 Ln Vilas Rd / OR62 - Vilas Rd IAMP							
Analyst:	K. Brown	Date:	5/1/2018	Area type:	Urban			
First year of analysis:	2040							
Last year of analysis:	2040							
Crash Data Description								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Estimated Crash Statistics								
Crashes for Entire Facility		Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:		34.0	0.1	0.5	3.0	8.5	21.9	
Estimated average crash freq. during Study Period, crashes/yr:		34.0	0.1	0.5	3.0	8.5	21.9	
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:		5	11.9	0.1	0.2	1.2	2.1	8.3
Ramp segments, crashes:		4	2.9	0.0	0.1	0.4	0.8	1.5
Crossroad ramp terminals, crashes:		2	19.3	0.0	0.2	1.4	5.6	12.1
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:		2040	34.0	0.1	0.5	3.0	8.5	21.9
		2041						
		2042						
		2043						
		2044						
		2045						
		2046						
		2047						
		2048						
		2049						
		2050						
		2051						
		2052						
		2053						
		2054						
		2055						
		2056						
2057								
2058								
2059								
2060								
2061								
2062								
2063								
Distribution of Crashes for Entire Facility								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1	
	Right-angle crashes:	4.7	0.0	0.1	0.4	1.5	2.7	
	Rear-end crashes:	15.1	0.0	0.2	1.4	4.4	9.1	
	Sideswipe crashes:	3.5	0.0	0.0	0.2	0.4	2.8	
	Other multiple-vehicle crashes:	0.5	0.0	0.0	0.0	0.1	0.3	
	Total multiple-vehicle crashes:	23.9	0.0	0.3	2.0	6.5	15.1	
Single vehicle	Crashes with animal:	0.1	0.0	0.0	0.0	0.0	0.1	
	Crashes with fixed object:	7.5	0.0	0.1	0.7	1.4	5.1	
	Crashes with other object:	0.9	0.0	0.0	0.0	0.1	0.7	
	Crashes with parked vehicle:	0.2	0.0	0.0	0.0	0.0	0.1	
	Other single-vehicle crashes:	1.5	0.0	0.0	0.2	0.5	0.8	
	Total single-vehicle crashes:	10.2	0.1	0.2	1.0	2.0	6.9	
Total crashes:		34.0	0.1	0.5	3.0	8.5	21.9	

Evaluation Site Summary

General Information

Project description:	Scenario 5: Full Build +4 Ln Vilas Rd / OR62 - Vilas Rd IAMP				
Analyst:	K. Brown	Date:	5/1/2018	Area type:	Urban
First year of analysis:	2040	Total length of freeway segments for Study Period (mi):			1.330
Last year of analysis:	2040				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	4	0.250	62 N of Intch
2	4	0.130	North SCs
3	4	0.550	62 between ramps
4	4	0.150	South SCs
5	4	0.250	62 S of Intch
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description	Number	Study Period Description
1	SB Off	21	0
2	SB On	22	0
3	NB Off	23	0
4	NB On	24	0
5	0	25	0
6	0	26	0
7	0	27	0
8	0	28	0
9	0	29	0
10	0	30	0
11	0	31	0
12	0	32	0
13	0	33	0
14	0	34	0
15	0	35	0
16	0	36	0
17	0	37	0
18	0	38	0
19	0	39	0
20	0	40	0

Crossroad Ramp Terminals

Number	Config.	Control	Study Period Description
1	D4	Signal	SB on/off
2	D4	Signal	NB on/of
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

Figure L-14: Highway Safety Manual Crash Analysis Report Scenario 1 Tier 2 (S1T2)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1			
Segment 2	1.721	0.481	1.241
Segment 3	2.277	0.632	1.645
Segment 4	0.412	0.141	0.271
Segment 5	11.649	3.285	8.364
Segment 6	1.221	0.345	0.876
Segment 7	0.857	0.261	0.596
Segment 8	1.096	0.289	0.807
Segment 9	3.100	0.870	2.230
Segment 10	6.009	1.916	4.093
INTERSECTIONS			
Intersection 1	7.622	2.726	4.895
Intersection 2	5.882	2.075	3.807
Intersection 3	5.715	2.024	3.690
Intersection 4	4.588	1.618	2.971
Intersection 5	2.680	0.909	1.771
Intersection 6	3.874	1.372	2.502
Intersection 7	0.743	0.276	0.467
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	59.446	19.221	40.225

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.306	0.094	0.212
Segment 2	4.515	1.339	3.176
Segment 3	0.686	0.206	0.481
Segment 4	0.309	0.092	0.217
Segment 5	1.021	0.274	0.747
Segment 6	0.307	0.076	0.231
Segment 7	1.656	0.467	1.189
Segment 8	0.020	0.005	0.015
Segment 9	1.754	0.489	1.265
Segment 10	0.189	0.064	0.124
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	10.764	3.106	7.657

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.469	0.135	0.334
Segment 2	0.263	0.085	0.178
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	0.732	0.220	0.513

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-15: ISATe Crash Analysis Report Scenario 1 Tier 2 (S1T2)

Output Summary								
General Information								
Project description:	Tier 2 Scenario 1: JTA Build +2 Ln Vilas Rd / OR62 - Vilas Rd IAMP							
Analyst:	K. Brown	Date:	5/2/2018	Area type:	Urban			
First year of analysis:	2040							
Last year of analysis:	2040							
Crash Data Description								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Estimated Crash Statistics								
Crashes for Entire Facility		Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:		35.2	0.1	0.5	3.0	8.4	23.2	
Estimated average crash freq. during Study Period, crashes/yr:		35.2	0.1	0.5	3.0	8.4	23.2	
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:		5	12.2	0.1	0.2	1.2	2.2	8.5
Ramp segments, crashes:		4	3.0	0.0	0.1	0.5	0.9	1.6
Crossroad ramp terminals, crashes:		2	20.0	0.0	0.2	1.4	5.4	13.0
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:		2040	35.2	0.1	0.5	3.0	8.4	23.2
		2041						
		2042						
		2043						
		2044						
		2045						
		2046						
		2047						
		2048						
		2049						
		2050						
		2051						
		2052						
		2053						
		2054						
		2055						
		2056						
2057								
2058								
2059								
2060								
2061								
2062								
2063								
Distribution of Crashes for Entire Facility								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1	
	Right-angle crashes:	4.8	0.0	0.1	0.4	1.4	2.9	
	Rear-end crashes:	15.6	0.0	0.2	1.4	4.3	9.7	
	Sideswipe crashes:	3.7	0.0	0.0	0.2	0.4	3.0	
	Other multiple-vehicle crashes:	0.5	0.0	0.0	0.0	0.1	0.4	
	Total multiple-vehicle crashes:	24.8	0.1	0.3	2.0	6.3	16.1	
Single vehicle	Crashes with animal:	0.1	0.0	0.0	0.0	0.0	0.1	
	Crashes with fixed object:	7.7	0.0	0.1	0.7	1.5	5.3	
	Crashes with other object:	0.9	0.0	0.0	0.0	0.1	0.8	
	Crashes with parked vehicle:	0.2	0.0	0.0	0.0	0.0	0.1	
	Other single-vehicle crashes:	1.6	0.0	0.0	0.2	0.5	0.8	
	Total single-vehicle crashes:	10.5	0.1	0.2	1.0	2.1	7.1	
Total crashes:		35.2	0.1	0.5	3.0	8.4	23.2	

Evaluation Site Summary

General Information

Project description:	Tier 2 Scenario 1: JTA Build +2 Ln Vilas Rd / OR62 - Vilas Rd IAMP				
Analyst:	K. Brown	Date:	5/2/2018	Area type:	Urban
First year of analysis:	2040	Total length of freeway segments for Study Period (mi):			1.330
Last year of analysis:	2040				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	4	0.250	62 N of Intch
2	4	0.130	North SCs
3	4	0.550	62 between ramps
4	4	0.150	South SCs
5	4	0.250	62 S of Intch
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description	Number	Study Period Description
1	SB Off	21	0
2	SB On	22	0
3	NB Off	23	0
4	NB On	24	0
5	0	25	0
6	0	26	0
7	0	27	0
8	0	28	0
9	0	29	0
10	0	30	0
11	0	31	0
12	0	32	0
13	0	33	0
14	0	34	0
15	0	35	0
16	0	36	0
17	0	37	0
18	0	38	0
19	0	39	0
20	0	40	0

Crossroad Ramp Terminals

Number	Config.	Control	Study Period Description
1	D4	Signal	SB on/off
2	D4	Signal	NB on/of
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

Figure L-16: Highway Safety Manual Crash Analysis Report Scenario 2 Tier 2 (S2T2)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1			
Segment 2	1.896	0.537	1.359
Segment 3			
Segment 4	0.412	0.141	0.271
Segment 5	12.468	3.512	8.957
Segment 6	1.235	0.349	0.886
Segment 7	1.033	0.292	0.741
Segment 8	1.313	0.353	0.960
Segment 9	3.100	0.870	2.230
Segment 10	7.633	2.105	5.528
INTERSECTIONS			
Intersection 1	8.566	3.074	5.492
Intersection 2	6.086	2.149	3.938
Intersection 3	6.877	2.430	4.447
Intersection 4	7.237	2.593	4.645
Intersection 5	3.721	1.278	2.443
Intersection 6	4.448	1.580	2.869
Intersection 7	0.816	0.306	0.510
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	66.842	21.568	45.274

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.354	0.107	0.246
Segment 2	6.043	1.690	4.353
Segment 3	0.652	0.196	0.456
Segment 4	0.299	0.089	0.210
Segment 5	1.641	0.468	1.173
Segment 6	0.320	0.079	0.241
Segment 7	1.572	0.444	1.128
Segment 8	0.026	0.006	0.019
Segment 9	1.908	0.531	1.377
Segment 10	0.205	0.069	0.136
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	13.020	3.680	9.339

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.501	0.143	0.357
Segment 2	0.327	0.103	0.225
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	0.828	0.246	0.582

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-17: ISATe Crash Analysis Report Scenario 2 Tier 2 (S2T2)

Output Summary								
General Information								
Project description:	Tier 2 Scenario 2: JTA Build +4 Ln Vilas Rd / OR62 - Vilas Rd IAMP							
Analyst:	K. Brown	Date:	5/2/2018	Area type:	Urban			
First year of analysis:	2040							
Last year of analysis:	2040							
Crash Data Description								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Estimated Crash Statistics								
Crashes for Entire Facility		Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:		39.0	0.1	0.5	3.4	9.7	25.2	
Estimated average crash freq. during Study Period, crashes/yr:		39.0	0.1	0.5	3.4	9.7	25.2	
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:		5	12.2	0.1	0.2	1.2	2.2	8.5
Ramp segments, crashes:		4	3.2	0.0	0.1	0.5	0.9	1.7
Crossroad ramp terminals, crashes:		2	23.6	0.0	0.2	1.7	6.6	15.0
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:		2040	39.0	0.1	0.5	3.4	9.7	25.2
		2041						
		2042						
		2043						
		2044						
		2045						
		2046						
		2047						
		2048						
		2049						
		2050						
		2051						
		2052						
		2053						
		2054						
		2055						
		2056						
2057								
2058								
2059								
2060								
2061								
2062								
2063								
Distribution of Crashes for Entire Facility								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1	
	Right-angle crashes:	5.6	0.0	0.1	0.5	1.8	3.4	
	Rear-end crashes:	17.7	0.0	0.2	1.6	5.1	10.8	
	Sideswipe crashes:	4.0	0.0	0.0	0.2	0.5	3.3	
	Other multiple-vehicle crashes:	0.6	0.0	0.0	0.0	0.1	0.4	
	Total multiple-vehicle crashes:	28.2	0.1	0.3	2.3	7.5	18.0	
Single vehicle	Crashes with animal:	0.1	0.0	0.0	0.0	0.0	0.1	
	Crashes with fixed object:	7.9	0.0	0.1	0.8	1.5	5.4	
	Crashes with other object:	0.9	0.0	0.0	0.0	0.1	0.8	
	Crashes with parked vehicle:	0.2	0.0	0.0	0.0	0.0	0.1	
	Other single-vehicle crashes:	1.7	0.0	0.0	0.3	0.5	0.8	
	Total single-vehicle crashes:	10.8	0.1	0.2	1.1	2.2	7.2	
Total crashes:		39.0	0.1	0.5	3.4	9.7	25.2	

Evaluation Site Summary

General Information

Project description:	Tier 2 Scenario 2: JTA Build +4 Ln Vilas Rd / OR62 - Vilas Rd IAMP				
Analyst:	K. Brown	Date:	5/2/2018	Area type:	Urban
First year of analysis:	2040	Total length of freeway segments for Study Period (mi):			1.330
Last year of analysis:	2040				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	4	0.250	62 N of Intch
2	4	0.130	North SCs
3	4	0.550	62 between ramps
4	4	0.150	South SCs
5	4	0.250	62 S of Intch
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description	Number	Study Period Description
1	SB Off	21	0
2	SB On	22	0
3	NB Off	23	0
4	NB On	24	0
5	0	25	0
6	0	26	0
7	0	27	0
8	0	28	0
9	0	29	0
10	0	30	0
11	0	31	0
12	0	32	0
13	0	33	0
14	0	34	0
15	0	35	0
16	0	36	0
17	0	37	0
18	0	38	0
19	0	39	0
20	0	40	0

Crossroad Ramp Terminals

Number	Config.	Control	Study Period Description
1	D4	Signal	SB on/off
2	D4	Signal	NB on/of
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

Figure L-18: Highway Safety Manual Crash Analysis Report Scenario 3 Tier 2 (S3T2)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1			
Segment 2	1.937	0.550	1.387
Segment 3			
Segment 4	0.393	0.135	0.259
Segment 5	10.146	2.870	7.277
Segment 6	1.296	0.365	0.931
Segment 7	1.001	0.281	0.719
Segment 8	1.337	0.360	0.976
Segment 9	2.770	0.780	1.990
Segment 10	4.840	1.490	3.350
INTERSECTIONS			
Intersection 1	7.649	2.720	4.929
Intersection 2	4.872	1.709	3.163
Intersection 3	5.166	1.823	3.343
Intersection 4	4.437	1.539	2.898
Intersection 5	2.529	0.847	1.682
Intersection 6	3.746	1.324	2.422
Intersection 7	0.593	0.223	0.371
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	52.712	17.016	35.696

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.215	0.069	0.146
Segment 2	3.542	1.015	2.527
Segment 3	0.757	0.226	0.531
Segment 4	0.244	0.074	0.170
Segment 5	1.026	0.276	0.750
Segment 6	0.307	0.076	0.231
Segment 7	1.690	0.476	1.213
Segment 8	0.040	0.010	0.030
Segment 9	1.682	0.470	1.212
Segment 10	0.279	0.090	0.189
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	9.781	2.781	7.000

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.609	0.157	0.452
Segment 2	0.311	0.098	0.213
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	0.920	0.255	0.665

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-19: ISATe Crash Analysis Report Scenario 3 Tier 2 (S3T2)

Output Summary							
General Information							
Project description:	Tier 2 Scenario 3: Full Build +2 Ln Vilas Rd / OR62 - Vilas Rd IAMP						
Analyst:	K. Brown	Date:	5/2/2018	Area type:	Urban		
First year of analysis:	2040						
Last year of analysis:	2040						
Crash Data Description							
Freeway segments	Segment crash data available?	No	First year of crash data:				
	Project-level crash data available?	No	Last year of crash data:				
Ramp segments	Segment crash data available?	No	First year of crash data:				
	Project-level crash data available?	No	Last year of crash data:				
Ramp terminals	Segment crash data available?	No	First year of crash data:				
	Project-level crash data available?	No	Last year of crash data:				
Estimated Crash Statistics							
Crashes for Entire Facility		Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:		27.7	0.1	0.4	2.4	6.4	18.4
Estimated average crash freq. during Study Period, crashes/yr:		27.7	0.1	0.4	2.4	6.4	18.4
Crashes by Facility Component	Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:	5	11.7	0.1	0.2	1.1	2.1	8.2
Ramp segments, crashes:	4	2.5	0.0	0.1	0.4	0.7	1.3
Crossroad ramp terminals, crashes:	2	13.5	0.0	0.1	0.9	3.6	8.9
Crashes for Entire Facility by Year	Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:	2040	27.7	0.1	0.4	2.4	6.4	18.4
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
2057							
2058							
2059							
2060							
2061							
2062							
2063							
Distribution of Crashes for Entire Facility							
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.1	0.0	0.0	0.0	0.0	0.1
	Right-angle crashes:	3.3	0.0	0.0	0.2	1.0	2.0
	Rear-end crashes:	11.6	0.0	0.2	1.0	3.1	7.3
	Sideswipe crashes:	2.8	0.0	0.0	0.1	0.4	2.3
	Other multiple-vehicle crashes:	0.4	0.0	0.0	0.0	0.1	0.3
	Total multiple-vehicle crashes:	18.2	0.0	0.2	1.5	4.6	11.9
Single vehicle	Crashes with animal:	0.1	0.0	0.0	0.0	0.0	0.1
	Crashes with fixed object:	6.9	0.0	0.1	0.7	1.3	4.8
	Crashes with other object:	0.8	0.0	0.0	0.0	0.1	0.7
	Crashes with parked vehicle:	0.1	0.0	0.0	0.0	0.0	0.1
	Other single-vehicle crashes:	1.4	0.0	0.0	0.2	0.4	0.7
	Total single-vehicle crashes:	9.5	0.1	0.2	0.9	1.8	6.5
Total crashes:		27.7	0.1	0.4	2.4	6.4	18.4

Evaluation Site Summary

General Information

Project description:	Tier 2 Scenario 3: Full Build +2 Ln Vilas Rd / OR62 - Vilas Rd IAMP				
Analyst:	K. Brown	Date:	5/2/2018	Area type:	Urban
First year of analysis:	2040	Total length of freeway segments for Study Period (mi):			1.330
Last year of analysis:	2040				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	4	0.250	62 N of Intch
2	4	0.130	North SCs
3	4	0.550	62 between ramps
4	4	0.150	South SCs
5	4	0.250	62 S of Intch
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description	Number	Study Period Description
1	SB Off	21	0
2	SB On	22	0
3	NB Off	23	0
4	NB On	24	0
5	0	25	0
6	0	26	0
7	0	27	0
8	0	28	0
9	0	29	0
10	0	30	0
11	0	31	0
12	0	32	0
13	0	33	0
14	0	34	0
15	0	35	0
16	0	36	0
17	0	37	0
18	0	38	0
19	0	39	0
20	0	40	0

Crossroad Ramp Terminals

Number	Config.	Control	Study Period Description
1	D4	Signal	SB on/off
2	D4	Signal	NB on/of
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

Figure L-20: Highway Safety Manual Crash Analysis Report Scenario 5 Tier 2 (S5T2)



**Highway Safety Manual Analysis
Urban and Suburban Arterials**

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1			
Segment 2	1.564	0.431	1.133
Segment 3			
Segment 4	0.393	0.135	0.259
Segment 5	12.609	3.551	9.059
Segment 6	1.296	0.365	0.931
Segment 7	1.081	0.307	0.774
Segment 8	1.096	0.289	0.807
Segment 9	2.796	0.787	2.009
Segment 10	6.583	1.824	4.759
INTERSECTIONS			
Intersection 1	7.613	2.718	4.894
Intersection 2	6.028	2.129	3.898
Intersection 3	6.960	2.457	4.503
Intersection 4	5.497	1.942	3.555
Intersection 5	3.190	1.087	2.103
Intersection 6	4.369	1.548	2.821
Intersection 7	0.521	0.196	0.325
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	61.597	19.767	41.829

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.306	0.094	0.212
Segment 2	4.902	1.379	3.523
Segment 3	0.698	0.209	0.489
Segment 4	0.239	0.072	0.167
Segment 5	1.812	0.514	1.297
Segment 6	0.320	0.079	0.241
Segment 7	1.605	0.453	1.152
Segment 8	0.047	0.012	0.035
Segment 9	1.827	0.509	1.318
Segment 10	0.279	0.090	0.189
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	12.035	3.412	8.623

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.



Highway Safety Manual Analysis Urban and Suburban Arterials

Prepared by:	Katie Brown	Roadway:	62: Crater Lake Highway
Title:	Transportation Analyst	Roadway Section:	MP .00 - MP .00
Agency/Company:	TPAU/ODOT	Jurisdiction:	TPAU/ODOT
Date:	3.28.18	Analysis Year:	2040

Site type	Predicted Average Crash Frequency by Crash Severity (crashes/year)		
	N _{predicted} (ALL)	N _{predicted} (FI)	N _{predicted} (PDO)
ROADWAY SEGMENTS			
Segment 1	0.663	0.172	0.491
Segment 2	0.271	0.087	0.184
Segment 3			
Segment 4			
Segment 5			
Segment 6			
Segment 7			
Segment 8			
Segment 9			
Segment 10			
INTERSECTIONS			
Intersection 1			
Intersection 2			
Intersection 3			
Intersection 4			
Intersection 5			
Intersection 6			
Intersection 7			
Intersection 8			
Intersection 9			
Intersection 10			
TOTAL	0.934	0.260	0.675

Note:

1. ALL and FI crashes include vehicular (both single vehicle and multiple vehicles), pedestrian, and bicycle crashes.
2. PDO crashes include vehicular (both single vehicle and multiple vehicles) crashes only.

Figure L-21: ISATe Crash Analysis Report Scenario 5 Tier 2 (S5T2)

Output Summary									
General Information									
Project description:	Tier 2 Scenario 5: Full Build +4 Ln Vilas Rd / OR62 - Vilas Rd IAMP								
Analyst:	K. Brown	Date:	5/2/2018	Area type:	Urban				
First year of analysis:	2040								
Last year of analysis:	2040								
Crash Data Description									
Freeway segments	Segment crash data available?	No	First year of crash data:						
	Project-level crash data available?	No	Last year of crash data:						
Ramp segments	Segment crash data available?	No	First year of crash data:						
	Project-level crash data available?	No	Last year of crash data:						
Ramp terminals	Segment crash data available?	No	First year of crash data:						
	Project-level crash data available?	No	Last year of crash data:						
Estimated Crash Statistics									
Crashes for Entire Facility		Total	K	A	B	C	PDO		
Estimated number of crashes during Study Period, crashes:		30.7	0.1	0.4	2.7	7.5	19.9		
Estimated average crash freq. during Study Period, crashes/yr:		30.7	0.1	0.4	2.7	7.5	19.9		
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO	
Freeway segments, crashes:		5	11.5	0.1	0.2	1.1	2.0	8.1	
Ramp segments, crashes:		4	2.6	0.0	0.1	0.4	0.7	1.4	
Crossroad ramp terminals, crashes:		2	16.5	0.0	0.2	1.2	4.8	10.4	
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO	
Estimated number of crashes during the Study Period, crashes:		2040	30.7	0.1	0.4	2.7	7.5	19.9	
		2041							
		2042							
		2043							
		2044							
		2045							
		2046							
		2047							
		2048							
		2049							
		2050							
		2051							
		2052							
		2053							
		2054							
		2055							
		2056							
2057									
2058									
2059									
2060									
2061									
2062									
2063									
Distribution of Crashes for Entire Facility									
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period							
		Total	K	A	B	C	PDO		
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1		
	Right-angle crashes:	4.0	0.0	0.0	0.3	1.3	2.3		
	Rear-end crashes:	13.3	0.0	0.2	1.2	3.8	8.1		
	Sideswipe crashes:	3.1	0.0	0.0	0.2	0.4	2.5		
	Other multiple-vehicle crashes:	0.4	0.0	0.0	0.0	0.1	0.3		
	Total multiple-vehicle crashes:	21.0	0.0	0.3	1.8	5.6	13.3		
Single vehicle	Crashes with animal:	0.1	0.0	0.0	0.0	0.0	0.1		
	Crashes with fixed object:	7.1	0.0	0.1	0.7	1.4	4.9		
	Crashes with other object:	0.8	0.0	0.0	0.0	0.1	0.7		
	Crashes with parked vehicle:	0.2	0.0	0.0	0.0	0.0	0.1		
	Other single-vehicle crashes:	1.5	0.0	0.0	0.2	0.5	0.7		
	Total single-vehicle crashes:	9.7	0.1	0.2	1.0	1.9	6.6		
Total crashes:		30.7	0.1	0.4	2.7	7.5	19.9		

Evaluation Site Summary

General Information

Project description:	Tier 2 Scenario 5: Full Build +4 Ln Vilas Rd / OR62 - Vilas Rd IAMP				
Analyst:	K. Brown	Date:	5/2/2018	Area type:	Urban
First year of analysis:	2040	Total length of freeway segments for Study Period (mi):			1.330
Last year of analysis:	2040				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	4	0.250	62 N of Intch
2	4	0.130	North SCs
3	4	0.550	62 between ramps
4	4	0.150	South SCs
5	4	0.250	62 S of Intch
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description	Number	Study Period Description
1	SB Off	21	0
2	SB On	22	0
3	NB Off	23	0
4	NB On	24	0
5	0	25	0
6	0	26	0
7	0	27	0
8	0	28	0
9	0	29	0
10	0	30	0
11	0	31	0
12	0	32	0
13	0	33	0
14	0	34	0
15	0	35	0
16	0	36	0
17	0	37	0
18	0	38	0
19	0	39	0
20	0	40	0

Crossroad Ramp Terminals

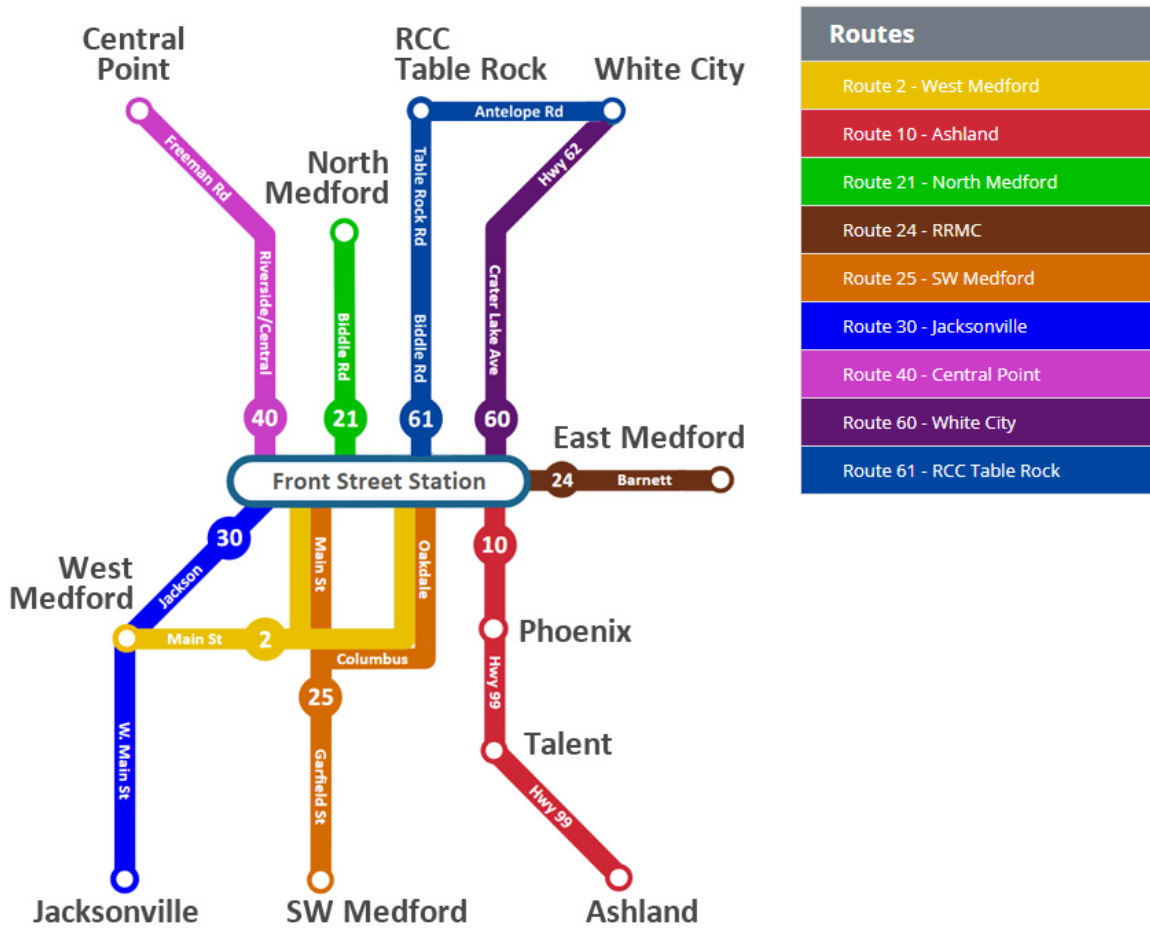
Number	Config.	Control	Study Period Description
1	D4	Signal	SB on/off
2	D4	Signal	NB on/of
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

APPENDIX M:

**ROGUE VALLEY TRANSPORTATION DISTRICT TRANSIT ROUTE SCHEDULES AND
TRANSIT LEVEL OF SERVICE (LOS) DEVELOPMENT**

Study Area Transit Summary

Rogue Valley Transportation District offers bus service in the study area. Routes 60 – White City and 61 - RCC Table Rock travel through the study area with stops scheduled every half hour 5 AM to 8 PM for Route 60 and once per hour between 6 AM and 8 PM for Route 61.





Route 60 - White City



[View this route in Google Maps](#)

	Front Street Station	Crater Lake & Main	Providence Hospital	Crater Lake & Brookhurst	Delta Waters & Tahitian	Crater Lake Wal-Mart	Crater Lake & Vilas	Cascade Shopping Center	SORCC
AM	5:00	5:05	5:08	5:11	5:15	5:22	5:26	5:31	5:36
	5:30	5:35	5:38	5:41	5:45	5:52	5:56	6:01	6:06
	6:00	6:05	6:08	6:11	6:15	6:22	6:26	6:31	6:36
	6:30	6:35	6:38	6:41	6:45	6:52	6:56	7:01	7:06
	7:00	7:05	7:08	7:11	7:15	7:22	7:26	7:31	7:36
	7:30	7:35	7:38	7:41	7:45	7:52	7:56	8:01	8:06
	8:00	8:05	8:08	8:11	8:15	8:22	8:26	8:31	8:36
	8:30	8:35	8:38	8:41	8:45	8:52	8:56	9:01	9:06
	9:00	9:05	9:08	9:11		9:22	9:26	9:31	9:36
	9:30	9:35	9:38	9:41		9:52	9:56	10:01	10:06
	10:00	10:05	10:08	10:11		10:22	10:26	10:31	10:36
	10:30	10:35	10:38	10:41	10:45	10:52	10:56	11:01	11:06

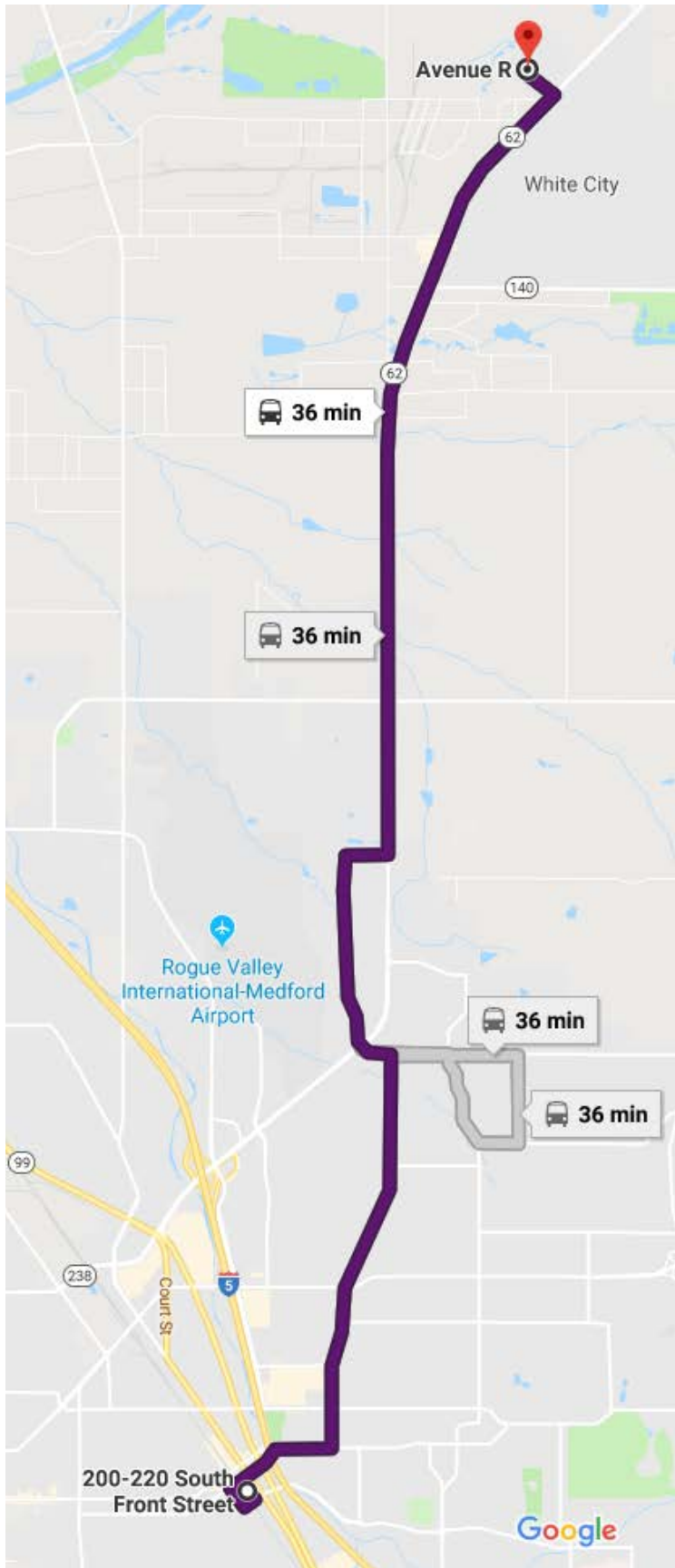


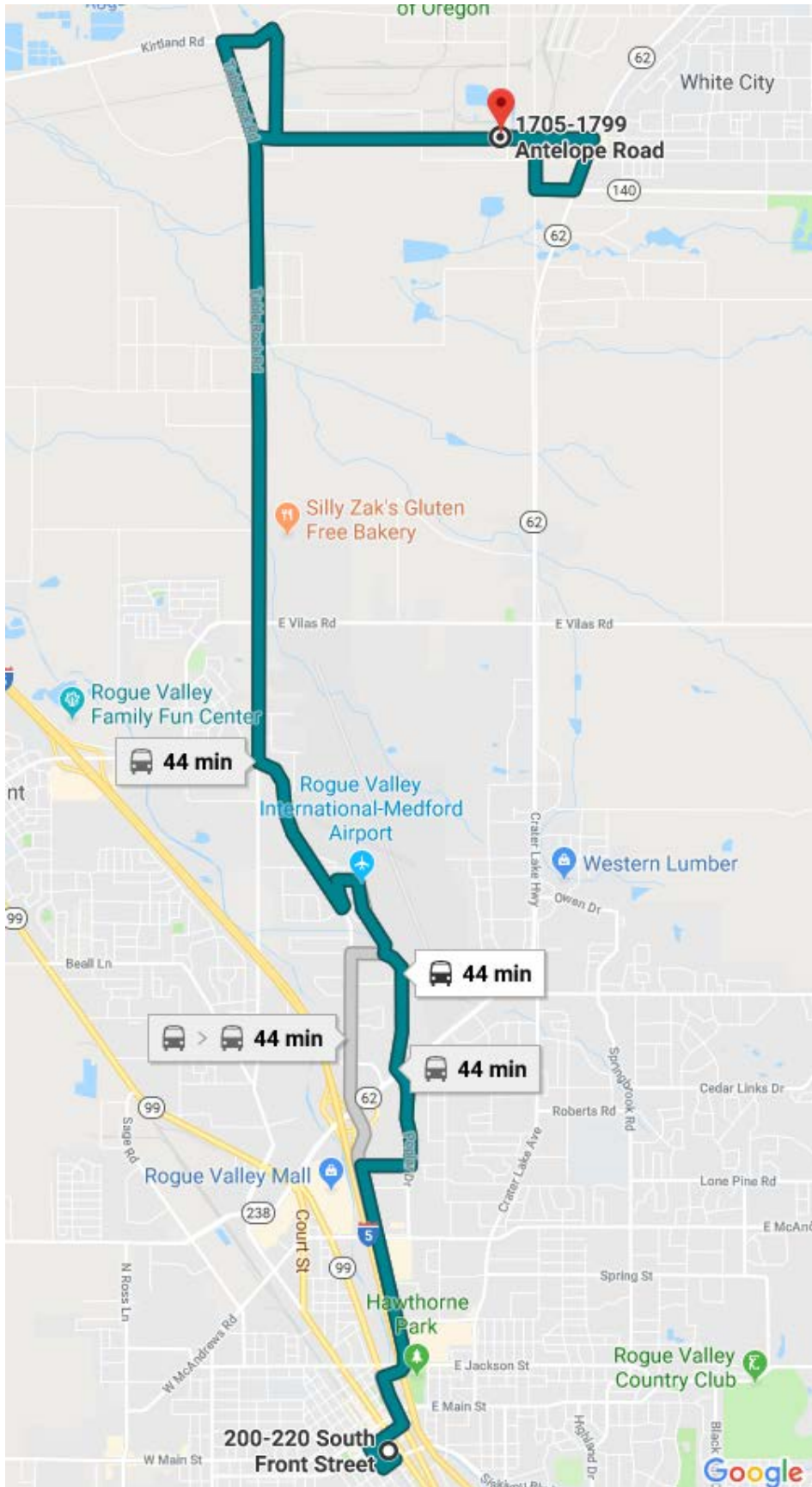
Route 61 - RCC Shuttle

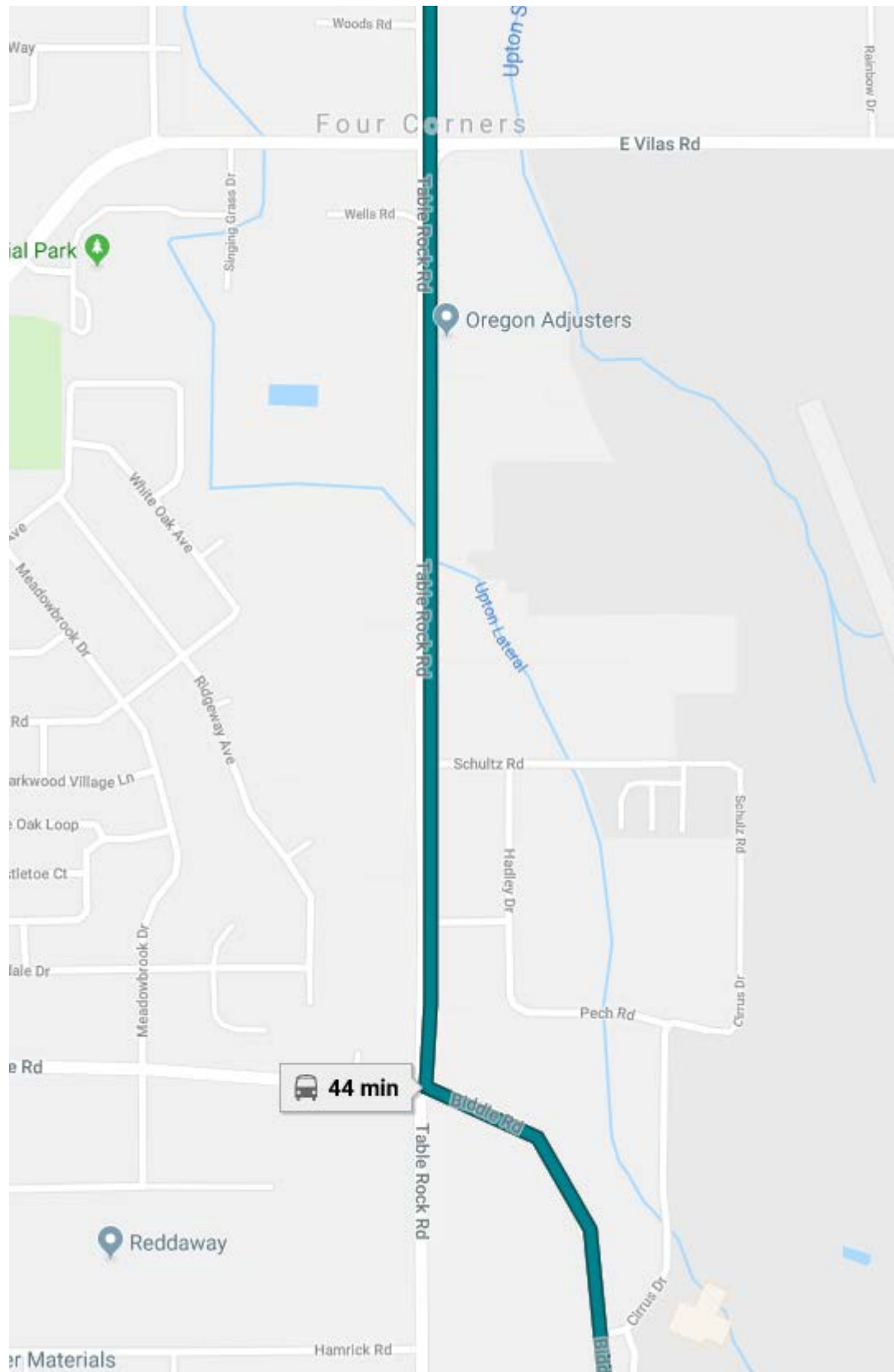


[View this route in Google Maps](#)

	Front Street Station	Medford Center	Poplar Square	Airport	RCC - Table Rock Campus	Cascade Shopping Center
AM	6:00	6:05	6:11	6:20	6:31	6:40
	7:00	7:05	7:11	7:20	7:31	7:40
	8:00	8:05	8:11	8:20	8:31	8:40
	9:00	9:05	9:11	9:20	9:31	9:40
	10:00	10:05	10:11	10:20	10:31	10:40
	11:00	11:05	11:11	11:20	11:31	11:40
PM	12:00	12:05	12:11	12:20	12:31	12:40
	1:00	1:05	1:11	1:20	1:31	1:40
	2:00	2:05	2:11	2:20	2:31	2:40
	3:00	3:05	3:11	3:20	3:31	3:40
	4:00	4:05	4:11	4:20	4:31	4:40
	5:00	5:05	5:11	5:20	5:31	5:40







Route 60 covers Crater Lake Highway from the South project limit to the North project limit.

Distance Crater Lake Walmart to Crater Lake Highway and Vilas Road = 1.8 miles

Time listed in RVTD schedule = 4 min

Distance Crater Lake & Vilas Road to Cascade Shopping Center = 2.6 miles

Time listed in RVTD schedule = 5 min

$$\frac{1.8 \text{ miles}}{4 \text{ min}} * \frac{60 \text{ min}}{\text{hour}} = 27 \text{ mph}$$

$$\frac{2.6 \text{ miles}}{5 \text{ min}} * \frac{60 \text{ min}}{\text{hour}} = 31.2 \text{ mph}$$

Route 61 covers Biddle Road east of Table Rock Road and Table Rock Road from Biddle Road to North project limit.

Distance Airport – RCC Table Rock Campus = 5 miles

Time listed in RVTD schedule = 11 min

$$\frac{5 \text{ miles}}{11 \text{ min}} * \frac{60 \text{ min}}{\text{hour}} = 27.3 \text{ mph}$$

APPENDIX N

MITIGATIONS RECOMMENDED TO MEET

MULTIMODAL LEVEL OF SERVICE LEVELS

AND

SIMPLIFIED MULTIMODAL LEVEL OF SERVICE SUMMARIES

MMLOS Methodology

The mitigation recommended for several facilities is to widen the roadway. Although a sidewalk probably should be included, it may not. The no-build scenario will be analyzed without a sidewalk and the build cases will be assumed to include the needed six foot wide sidewalk. The existing bike lane will be included. In summation, if a segment is widened then bike/ped facilities will be assumed to be included. If no widening occurs google earth will be used to document “as-is” conditions; however, even with no widening it is assumed that bike/ped facilities will be added between the ramp terminals and between the Airway/Peace and Lear intersections.

Along Airway Drive, a five foot wide sidewalk is present along both the east and west sides of the developed section. The north and south ends of the segment are undeveloped and a sidewalk is not present. This will be reported as no sidewalk because that would be the most restrictive characteristic.

Peace Lane has been realigned with Airway Drive. Currently there are no sidewalks, but here it will also be assumed that they will be included.

The construction of Lear Way both north and south of Vilas Road will include sidewalks.

The volume development spreadsheets are used to sum the one-way rounded hourly peak volumes and then conditionally formatted to pull out the high and medium volumes.

The Rogue Valley Transportation District (RVTD) route schedules are used to populate the transit tab. See Appendix M for more information. Guidance from APMv2 Chapter 14 is used to calculate the Transit Schedule Speed and the Transit Frequency.

In order to improve the Pedestrian LOS, a sidewalk was added where one did not exist. Sometimes this sufficiently improved the LOS and is the suggested mitigation. Other times the high speed and volumes drove the high LOS. To improve the bicycle LOS, first a bike lane/shoulder was added. While this did help on some roadway sections, a shoulder is only appropriate for rural areas and a bike lane is a minimal accommodation not very acceptable by most users; facilities with greater separation are preferred. When this did not improve the LOS, a separated shared use path is suggested. The Shared Path Calculator is used to evaluate the resulting LOS. The following assumptions are made:

Literature suggests a 20% factor to cover the peak period. The study area has a low bike and ped volume which does not have a large variance between intersections. For this reason, it is assumed that adding a separated multi-use path will have the same effect on the LOS on all segments. The bike and pedestrian LOS becomes an A wherever this mitigation is implemented.

Directional Split = 0.52 based on actual counts as well as APM guidance to use 0.50 – 0.55.

PHF=1

Segment length = 0.39 mi

12' path width

No marked centerline

Tier 1

Table M-1: No Build / No Mitigation Simplified MMLOS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	C-E	F	
Vilas Rd	E	Crater Lake Ave-E Project Limit	C-E	F	
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	E	F	
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	E	F	
Vilas Rd	W	Crater Lake Hwy-Lear Wy	C	C-D	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	E	C-D	
Vilas Rd	W	Lear Wy-Peace Ln	E	C-D	
Vilas Rd	E	Peace Ln-Lear Wy	C	C-D	
Vilas Rd	W	Peace Ln-Airway Dr	E	C	
Vilas Rd	E	Airway Dr-Peace Ln	E	C	
Vilas Rd	W	Airway Dr-Table Rock Rd	C	C-D	
Vilas Rd	E	Table Rock Rd-Airway Dr	E	C-D	
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	
Vilas Rd	E	W Project Limit-Table Rock Rd	C-E	C-D	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	E	F	F
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	E	F	F
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	E	E-F	
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	E	E-F	
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	F	C-E	
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	E	E-F	
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B	C	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	E	C-D	
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	E	C-D	
Table Rock Rd	N	S Project Limit-Biddle Rd	E	C-D	
Table Rock Rd	S	Biddle Rd-S Project Limit	E	C-D	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	F	
Airway Dr	S	Vilas Rd-S Project Limit	B-C	F	
Peace Ln	N	Vilas Rd-N Project Limit	C-E	F	
Peace Ln	S	N Project Limit-Vilas Rd	C-E	F	
Lear Wy	N	S Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	

Crater Lake Hwy	N	S Project Limit-Vilas Rd	E	C-E	C
Crater Lake Hwy	S	Vilas Rd-S Project Limit	E	C-E	C
Crater Lake Hwy	N	Vilas Rd-N Project Limit	E	C-E	C
Crater Lake Hwy	S	N Project Limit-Vilas Rd	E	E-F	C
Crater Lake Ave	N	S Project Limit-Vilas Rd	C-E	F	
Crater Lake Ave	S	Vilas Rd-S Project Limit	E	F	
Crater Lake Ave	N	Vilas Rd-N Project Limit	C-E	F	
Crater Lake Ave	S	N Project Limit-Vilas Rd	C-E	F	

Table M-2: No Build / WITH Mitigation Simplified MMLoS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd ³	W	E Project Limit-Crater Lake Ave	C-E	C-D	
Vilas Rd ³	E	Crater Lake Ave-E Project Limit	C-E	C-D	
Vilas Rd ^{2,3}	W	Crater Lake Ave-Crater Lake Hwy	C	C-D	
Vilas Rd ^{2,3}	E	Crater Lake Hwy-Crater Lake Ave	C	C-D	
Vilas Rd	W	Crater Lake Hwy-Lear Wy	C	C-D	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	C	C-D	
Vilas Rd ²	W	Lear Wy-Peace Ln/Airway Dr	C	C-D	
Vilas Rd ²	E	Peace Ln/Airway Dr-Lear Wy	C	C-D	
Vilas Rd	W	Peace Ln/Airway Dr-Table Rock Rd	C	C-D	
Vilas Rd ²	E	Table Rock Rd-Peace Ln/Airway Dr	C	C-D	
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	
Vilas Rd	E	W Project Limit-Table Rock Rd	C-E	C-D	
Pine St/Biddle Rd ⁴	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd ⁴	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd ⁴	W	Table Rock Rd-Hamrick Rd	A	A	
Pine St/Biddle Rd ⁴	E	Hamrick Rd-Table Rock Rd	A	A	
Pine St/Biddle Rd ⁴	W	Hamrick Rd-W Project Limit	A	A	
Pine St/Biddle Rd ⁴	E	W Project Limit-Hamrick Rd	A	A	
Hamrick Rd ₃	N	S Project Limit-Pine St/Biddle Rd	B	B	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	
Table Rock Rd	N	S Project Limit-Biddle Rd	C	C-D	
Table Rock Rd	S	Biddle Rd-S Project Limit	C	C-D	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F

Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr ³	N	S Project Limit-Vilas Rd	B-C	C-D	
Airway Dr ³	S	Vilas Rd-S Project Limit	B-C	C-D	
Peace Ln ³	N	Vilas Rd-N Project Limit	C-E	C-D	
Peace Ln ³	S	N Project Limit-Vilas Rd	C-E	C-D	
Lear Wy	N	S Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	
Crater Lake Hwy ⁴	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy ⁴	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy ⁴	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy ⁴	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave ³	N	S Project Limit-Vilas Rd	C-E	C	
Crater Lake Ave ³	S	Vilas Rd-S Project Limit	C	C	
Crater Lake Ave ³	N	Vilas Rd-N Project Limit	C-E	C	
Crater Lake Ave ³	S	N Project Limit-Vilas Rd	C-E	C	

¹Black-shaded cells indicate that the LOS is E or worse.

²A sidewalk is added to these segments, outside of generalized assumptions, to improve LOS.

³A bicycle lane/shoulder is added to these segments, outside of generalized assumptions, to improve LOS.

⁴A shared use bike path is added using the Shared Path Calculator tool to determine new LOS.

Table M-3: Tier 1 Scenario 1 Simplified MMLOS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	C-E	C-D	
Vilas Rd	E	Crater Lake Ave-E Project Limit	C-E	C-D	
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	C-E	C-D	
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	C-E	C-D	
Vilas Rd	W	Crater Lake Hwy-Lear Wy	C	C-D	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	C	C-D	
Vilas Rd	W	Lear Wy-NB OR 62 On Ramp	C	C-D	
Vilas Rd	E	NB OR 62 On Ramp-Lear Wy	C	C-D	
Vilas Rd	W	NB OR62 Ramp-SB OR62 Ramp	C	C	
Vilas Rd	E	SB OR62 Ramps-NB OR62 Ramps	E	C	
Vilas Rd	W	SB OR62 Ramps-Airway Dr/Peace Ln	C	C-D	
Vilas Rd	E	Airway Dr/Peace Ln-SB OR62 Ramps	E	C-D	
Vilas Rd	W	Airway Dr/Peace Ln-Table Rock Rd	C	C-D	
Vilas Rd	E	Table Rock Rd-Airway Dr/Peace Ln	C	C-D	

Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	
Vilas Rd	E	W Project Limit-Table Rock Rd	B-C	C-D	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	A	A	
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	A	A	
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	A	A	
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B-C	B-C	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B-C	
Hamrick Rd ²	N	Pine St/Biddle Rd-Beebe Rd	A	A	
Hamrick Rd ²	S	Beebe Rd-Pine St/Biddle Rd	A	A	
Table Rock Rd	N	S Project Limit-Biddle Rd	E	E-F	
Table Rock Rd	S	Biddle Rd-S Project Limit	E	E-F	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	C-D	
Airway Dr	S	Vilas Rd-S Project Limit	B-C	C-D	
Peace Ln	N	Vilas Rd-N Project Limit	B-C	C-D	
Peace Ln	S	N Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	N	S Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	C-E	C-D	
Crater Lake Ave	S	Vilas Rd-S Project Limit	C-E	C	
Crater Lake Ave	N	Vilas Rd-N Project Limit	C-E	C-D	
Crater Lake Ave	S	N Project Limit-Vilas Rd	C-E	C	

¹Black-shaded cells indicate that the LOS is E or worse.

²In addition to the mitigations recommended in the no build scenario, a sidewalk is added to these segments, outside of generalized assumptions, to improve LOS.

Table M-4: Tier 1 Scenario 2 Simplified MMLOS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
---------	-----	---------	----------------	-------------	-------------

Vilas Rd	W	E Project Limit-Crater Lake Ave	C-E	C-D	
Vilas Rd ²	E	Crater Lake Ave-E Project Limit	A	A	
Vilas Rd ²	W	Crater Lake Ave-Crater Lake Hwy	A	A	
Vilas Rd ²	E	Crater Lake Hwy-Crater Lake Ave	A	A	
Vilas Rd ²	W	Crater Lake Hwy-Lear Wy	A	A	
Vilas Rd ²	E	Lear Wy-Crater Lake Hwy	A	A	
Vilas Rd ²	W	Lear Wy-NB OR 62 On Ramp	A	A	
Vilas Rd ²	E	NB OR 62 On Ramp-Lear Wy	A	A	
Vilas Rd ²	W	NB OR62 Ramp-SB OR62 Ramp	A	A	
Vilas Rd ²	E	SB OR62 Ramps-NB OR62 Ramps	A	A	
Vilas Rd ²	W	SB OR62 Ramps-Airway Dr/Peace Ln	A	A	
Vilas Rd ²	E	Airway Dr/Peace Ln-SB OR62 Ramps	A	A	
Vilas Rd ²	W	Airway Dr/Peace Ln-Table Rock Rd	A	A	
Vilas Rd ²	E	Table Rock Rd-Airway Dr/Peace Ln	A	A	
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	
Vilas Rd	E	W Project Limit-Table Rock Rd	C-E	C-D	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	A	A	
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	A	A	
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	A	A	
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B-C	B-C	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B-C	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	
Table Rock Rd	N	S Project Limit-Biddle Rd	E	E-F	
Table Rock Rd	S	Biddle Rd-S Project Limit	E	E-F	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	C-D	
Airway Dr	S	Vilas Rd-S Project Limit	B-C	C-D	
Peace Ln	N	Vilas Rd-N Project Limit	B-C	C-D	
Peace Ln	S	N Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	N	S Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy	N	Vilas Rd-N Project Limit	A	A	B

Crater Lake Hwy	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	C-E	C-D	
Crater Lake Ave	S	Vilas Rd-S Project Limit	C-E	C-D	
Crater Lake Ave	N	Vilas Rd-N Project Limit	C-E	C-D	
Crater Lake Ave	S	N Project Limit-Vilas Rd	C-E	C-D	

¹Black-shaded cells indicate that the LOS is E or worse.

²In addition to the mitigations recommended in the no build scenario, a sidewalk is added to these segments, outside of generalized assumptions, to improve LOS.

Table M-5: Tier 1 Scenario 3 Simplified MMLOS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	B-C	C-D	
Vilas Rd	E	Crater Lake Ave-E Project Limit	B-C	C-D	
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	A	A	
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	C	C-D	
Vilas Rd	W	Crater Lake Hwy-Lear Wy	C	C-D	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	C	C-D	
Vilas Rd	W	Lear Wy-NB OR 62 On Ramp	C	C-D	
Vilas Rd	E	NB OR 62 On Ramp-Lear Wy	A	A	
Vilas Rd	W	NB OR62 Ramp-SB OR62 Ramp	A	A	
Vilas Rd	E	SB OR62 Ramps-NB OR62 Ramps	A	A	
Vilas Rd	W	SB OR62 Ramps-Airway Dr/Peace Ln	A	A	
Vilas Rd	E	Airway Dr/Peace Ln-SB OR62 Ramps	A	A	
Vilas Rd	W	Airway Dr/Peace Ln-Table Rock Rd	A	A	
Vilas Rd	E	Table Rock Rd-Airway Dr/Peace Ln	A	A	
Vilas Rd	W	Table Rock Rd-W Project Limit	A	A	
Vilas Rd	E	W Project Limit-Table Rock Rd	B-C	C-D	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	A	A	
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	A	A	
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	A	A	
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B-C	B-C	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B-C	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	

Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	
Table Rock Rd	N	S Project Limit-Biddle Rd	E	E-F	
Table Rock Rd	S	Biddle Rd-S Project Limit	E	E-F	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	C-D	
Airway Dr	S	Vilas Rd-S Project Limit	B-C	C-D	
Peace Ln	N	Vilas Rd-N Project Limit	B-C	C-D	
Peace Ln	S	N Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	N	S Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	C-E	C-D	
Crater Lake Ave	S	Vilas Rd-S Project Limit	C-E	C	
Crater Lake Ave	N	Vilas Rd-N Project Limit	C-E	C-D	
Crater Lake Ave	S	N Project Limit-Vilas Rd	C-E	C	

Table M-6: Tier 1 Scenario 5 Simplified MMLOS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	B-C	C-D	
Vilas Rd	E	Crater Lake Ave-E Project Limit	B-C	C-D	
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	A	A	
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	A	A	
Vilas Rd	W	Crater Lake Hwy-Lear Wy	A	A	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	A	A	
Vilas Rd	W	Lear Wy-NB OR 62 On Ramp	A	A	
Vilas Rd	E	NB OR 62 On Ramp-Lear Wy	A	A	
Vilas Rd	W	NB OR62 Ramp-SB OR62 Ramp	A	C-E	
Vilas Rd	E	SB OR62 Ramps-NB OR62 Ramps	A	C-E	
Vilas Rd	W	SB OR62 Ramps-Airway Dr/Peace Ln	A	A	
Vilas Rd	E	Airway Dr/Peace Ln-SB OR62 Ramps	A	A	
Vilas Rd	W	Airway Dr/Peace Ln-Table Rock Rd	A	A	

Vilas Rd	E	Table Rock Rd-Airway Dr/Peace Ln	A	A	
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	
Vilas Rd	E	W Project Limit-Table Rock Rd	B-C	C-D	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	A	A	
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	A	A	
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	A	A	
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B-C	C-D	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B	B	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	B-C	C-D	
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	A	A	
Table Rock Rd	N	S Project Limit-Biddle Rd	E	F	
Table Rock Rd	S	Biddle Rd-S Project Limit	C	C-D	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	C-D	
Airway Dr	S	Vilas Rd-S Project Limit	B-C	C-D	
Peace Ln	N	Vilas Rd-N Project Limit	B-C	C-D	
Peace Ln	S	N Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	N	S Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	C-E	C-D	
Crater Lake Ave	S	Vilas Rd-S Project Limit	C-E	C	
Crater Lake Ave	N	Vilas Rd-N Project Limit	C-E	C-D	
Crater Lake Ave	S	N Project Limit-Vilas Rd	C-E	C	

Adding a sidewalk generally improves the pedestrian LOS to C or better, except for along Pine Street / Biddle Road, Table Rock Road, and Crater Lake Highway. This is because the LOS is driven by two lanes of traffic in each direction, posted speed above 40 mph, and medium volumes.

Adding a bike lane/shoulder infrequently improved the LOS sufficiently. While this did help on some roadway sections, a shoulder is only appropriate for rural areas and a bike lane is a minimal accommodation not very acceptable by most users; facilities with greater separation are preferred. When this did not improve the LOS, a separated shared use path is suggested. The Shared Path Calculator is used to evaluate the resulting LOS. The following assumptions are made:

- Literature suggests a 20% factor to cover the peak period. The study area has a low bike and ped volume which does not have a large variance between intersections. For this reason, it is assumed that adding a separated multi-use path will have the same effect on the LOS on all segments. The bike and pedestrian LOS becomes an A wherever this mitigation is implemented.
- Directional Split = 0.52 based on actual counts as well as APM guidance to use 0.50 – 0.55.
- PHF=1
- Segment length = 0.39 mi
- 12' path width
- No marked centerline

A separated multi-use path is the recommended mitigation along Pine Street / Biddle Road from the West project limit to the East project limit on the North side of the roadway. It creates a useful Eastward extension from the existing North-South Bear Creek Greenway. A separated path is needed along Table Rock Road from Biddle Road to the North project limit; however, this is not feasible because the roadway is completely developed by commercial and industrial use. Crater Lake Highway (CLH) is similarly developed, but a Tier II project proposes a re-alignment of Crater Lake Avenue 1,000 feet to the east of its current location running parallel to CLH. This would provide an ideal spot to locate the recommended separated multi-use path.

In addition to the mitigations recommended in the no build scenario:

Scenario 1 requires a separated path on Hamrick Rd from Biddle Rd to Beebe Rd.

Scenario 2 requires a separated path on Vilas Rd from Table Rock Road to the East project limits, excluding the segment between the interchange ramps.

Scenario 3 didn't require the separated lane for the entire length of Vilas Rd, only from the West project limits to the NB ramps and for the WB section between CLA and CLH. Also on CLH, a separated lane is only really needed SB from North project limits to Vilas Rd.

Scenario 5 requires a separated multi use lane on Vilas Road between Crater Lake Ave and Table Rock Road. The separate lane along Biddle Rd is only required between Hamrick Road and Table Rock Road. Similar to scenario 1 a lane is needed SB on Hamrick Road from Beebe Rd to Biddle Rd. Also, similar to scenario 3, on CLH a separated lane is only really needed SB from North project limits to Vilas Rd.

Tier 2

Table M-7: Tier 2 No Build / WITH Mitigation Simplified MMLOS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	C	C-D	
Vilas Rd	E	Crater Lake Ave-E Project Limit	B-C	C-D	
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	B-C	C-D	
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	B-C	C-D	
Vilas Rd	W	Crater Lake Hwy-Lear Wy	C	C-D	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	C	C-D	
Vilas Rd	W	Lear Wy-Peace Ln/Airway Dr	C	C-D	
Vilas Rd	E	Peace Ln/Airway Dr-Lear Wy	C	C-D	
Vilas Rd	W	Peace Ln/Airway Dr-Table Rock Rd	C	C-D	
Vilas Rd	E	Table Rock Rd-Peace Ln/Airway Dr	C	C-D	
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	
Vilas Rd	E	W Project Limit-Table Rock Rd	C-E	C-D	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	A	A	
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	A	A	
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	A	A	
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B	B	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B-C	B	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	
Table Rock Rd	N	S Project Limit-Biddle Rd	C	C-D	
Table Rock Rd	S	Biddle Rd-S Project Limit	C	C-D	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	C-D	
Airway Dr	S	Vilas Rd-S Project Limit	B-C	C-D	
Peace Ln	N	Vilas Rd-N Project Limit	C-E	C-D	
Peace Ln	S	N Project Limit-Vilas Rd	C-E	C-D	
Lear Wy	N	S Project Limit-Vilas Rd	B-C	A	

Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	C-E	C-D	
Crater Lake Ave	S	Vilas Rd-S Project Limit	B-C	C	
Crater Lake Ave	N	Vilas Rd-N Project Limit	C-E	C-D	
Crater Lake Ave	S	N Project Limit-Vilas Rd	C-E	C	

Table M-8: Tier 2 Scenario 1 Simplified MMLOS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	C-E	C-D	
Vilas Rd	E	Crater Lake Ave-E Project Limit	C-E	C-D	
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	C-E	A	
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	B-C	C-D	
Vilas Rd	W	Crater Lake Hwy-Lear Wy	B-C	C-D	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	C	C-D	
Vilas Rd	W	Lear Wy-NB OR 62 On Ramp	C	C-D	
Vilas Rd	E	NB OR 62 On Ramp-Lear Wy	A	A	
Vilas Rd	W	NB OR62 Ramp-SB OR62 Ramp	A	A	
Vilas Rd	E	SB OR62 Ramps-NB OR62 Ramps	A	A	
Vilas Rd	W	SB OR62 Ramps-Airway Dr/Peace Ln	C	C-D	
Vilas Rd	E	Airway Dr/Peace Ln-SB OR62 Ramps	C	C-D	
Vilas Rd	W	Airway Dr/Peace Ln-Table Rock Rd	C	C-D	
Vilas Rd	E	Table Rock Rd-Airway Dr/Peace Ln	C	C-D	
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	
Vilas Rd	E	W Project Limit-Table Rock Rd	B-C	C-D	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	A	A	
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	A	A	
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	A	A	
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B-C	B-C	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B	B	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	A	A	
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	A	A	
Table Rock Rd	N	S Project Limit-Biddle Rd	E	E-F	

Table Rock Rd	S	Biddle Rd-S Project Limit	C	C-D	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	C-D	
Airway Dr	S	Vilas Rd-S Project Limit	B-C	C-D	
Peace Ln	N	Vilas Rd-N Project Limit	B-C	C-D	
Peace Ln	S	N Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	N	S Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	A	C-E	C
Crater Lake Hwy	S	Vilas Rd-S Project Limit	A	C-E	C
Crater Lake Hwy	N	Vilas Rd-N Project Limit	A	C-E	B
Crater Lake Hwy	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	B-C	C-D	
Crater Lake Ave	S	Vilas Rd-S Project Limit	B-C	C	
Crater Lake Ave	N	Vilas Rd-N Project Limit	B-C	C-D	
Crater Lake Ave	S	N Project Limit-Vilas Rd	B-C	C	

Table M-9: Tier 2 Scenario 2 Simplified MMLOS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	C-E	C-D	
Vilas Rd	E	Crater Lake Ave-E Project Limit	C-E	C-D	
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	C-E	A	
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	A	C-D	
Vilas Rd	W	Crater Lake Hwy-Lear Wy	A	A	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	A	A	
Vilas Rd	W	Lear Wy-NB OR 62 On Ramp	A	A	
Vilas Rd	E	NB OR 62 On Ramp-Lear Wy	A	A	
Vilas Rd	W	NB OR62 Ramp-SB OR62 Ramp	A	C-E	
Vilas Rd	E	SB OR62 Ramps-NB OR62 Ramps	A	C-E	
Vilas Rd	W	SB OR62 Ramps-Airway Dr/Peace Ln	A	A	
Vilas Rd	E	Airway Dr/Peace Ln-SB OR62 Ramps	A	A	
Vilas Rd	W	Airway Dr/Peace Ln-Table Rock Rd	A	A	
Vilas Rd	E	Table Rock Rd-Airway Dr/Peace Ln	A	A	

Vilas Rd	W	Table Rock Rd-W Project Limit	A	A	
Vilas Rd	E	W Project Limit-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	A	A	
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	A	A	
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	A	A	
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B-C	B-C	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B	B	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	C	A	
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	E	A	
Table Rock Rd	N	S Project Limit-Biddle Rd	E	E-F	
Table Rock Rd	S	Biddle Rd-S Project Limit	C	C-D	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	C-D	
Airway Dr	S	Vilas Rd-S Project Limit	B-C	C-D	
Peace Ln	N	Vilas Rd-N Project Limit	B-C	C-D	
Peace Ln	S	N Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	N	S Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	B-C	C-D	
Crater Lake Ave	S	Vilas Rd-S Project Limit	B-C	C	
Crater Lake Ave	N	Vilas Rd-N Project Limit	B-C	C-D	
Crater Lake Ave	S	N Project Limit-Vilas Rd	B-C	C	

Table M-10: Tier 2 Scenario 3 Simplified MMLOS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	C-E	C-D	

Vilas Rd	E	Crater Lake Ave-E Project Limit	C-E	C-D	
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	A	A	
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	A	A	
Vilas Rd	W	Crater Lake Hwy-Lear Wy	C	C-D	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	C	C-D	
Vilas Rd	W	Lear Wy-NB OR 62 On Ramp	C	C-D	
Vilas Rd	E	NB OR 62 On Ramp-Lear Wy	C	C-D	
Vilas Rd	W	NB OR62 Ramp-SB OR62 Ramp	E	C-E	
Vilas Rd	E	SB OR62 Ramps-NB OR62 Ramps	E	C-E	
Vilas Rd	W	SB OR62 Ramps-Airway Dr/Peace Ln	C	C-D	
Vilas Rd	E	Airway Dr/Peace Ln-SB OR62 Ramps	C	C-D	
Vilas Rd	W	Airway Dr/Peace Ln-Table Rock Rd	C	C-D	
Vilas Rd	E	Table Rock Rd-Airway Dr/Peace Ln	C	C-D	
Vilas Rd	W	Table Rock Rd-W Project Limit	C	C-D	
Vilas Rd	E	W Project Limit-Table Rock Rd	B-C	C-D	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	A	A	
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	A	A	
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	A	A	
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B-C	B-C	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B	B	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	C	C-D	
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	C	C-D	
Table Rock Rd	N	S Project Limit-Biddle Rd	E	E-F	
Table Rock Rd	S	Biddle Rd-S Project Limit	C	C-D	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F
Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	C-D	
Airway Dr	S	Vilas Rd-S Project Limit	B-C	C-D	
Peace Ln	N	Vilas Rd-N Project Limit	B-C	C-D	
Peace Ln	S	N Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	N	S Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	S	Vilas Rd-S Project Limit	B-C	C-D	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy	S	N Project Limit-Vilas Rd	A	A	B

Crater Lake Ave	N	S Project Limit-Vilas Rd	B-C	C-D	
Crater Lake Ave	S	Vilas Rd-S Project Limit	B-C	C	
Crater Lake Ave	N	Vilas Rd-N Project Limit	B-C	C-D	
Crater Lake Ave	S	N Project Limit-Vilas Rd	B-C	C	

Table M-11: Tier 2 Scenario 5 Simplified MMLOS Segment LOS Output Summary¹

Roadway	Dir	From-To	Pedestrian LOS	Bicycle LOS	Transit LOS
Vilas Rd	W	E Project Limit-Crater Lake Ave	B-C	C-D	
Vilas Rd	E	Crater Lake Ave-E Project Limit	C	C-D	
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	A	A	
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	A	A	
Vilas Rd	W	Crater Lake Hwy-Lear Wy	A	A	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	A	A	
Vilas Rd	W	Lear Wy-NB OR 62 On Ramp	A	A	
Vilas Rd	E	NB OR 62 On Ramp-Lear Wy	A	A	
Vilas Rd	W	NB OR62 Ramp-SB OR62 Ramp	A	A	
Vilas Rd	E	SB OR62 Ramps-NB OR62 Ramps	A	A	
Vilas Rd	W	SB OR62 Ramps-Airway Dr/Peace Ln	A	A	
Vilas Rd	E	Airway Dr/Peace Ln-SB OR62 Ramps	A	A	
Vilas Rd	W	Airway Dr/Peace Ln-Table Rock Rd	A	A	
Vilas Rd	E	Table Rock Rd-Airway Dr/Peace Ln	A	A	
Vilas Rd	W	Table Rock Rd-W Project Limit	A	A	
Vilas Rd	E	W Project Limit-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	A	A	E
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	A	A	E
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	A	A	
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	A	A	
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	A	A	
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	A	A	
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	B-C	B-C	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	B	B	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	A	A	
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	A	A	
Table Rock Rd	N	S Project Limit-Biddle Rd	E	E-F	
Table Rock Rd	S	Biddle Rd-S Project Limit	C	C-D	
Table Rock Rd	N	Biddle Rd-Vilas Rd	E	E-F	F
Table Rock Rd	S	Vilas Rd-Biddle Rd	E	E-F	F

Table Rock Rd	N	Vilas Rd-N Project Limit	E	E-F	F
Table Rock Rd	S	N Project Limit-Vilas Rd	E	E-F	F
Airway Dr	N	S Project Limit-Vilas Rd	B-C	C-D	
Airway Dr	S	Vilas Rd-S Project Limit	B-C	C-D	
Peace Ln	N	Vilas Rd-N Project Limit	B-C	C-D	
Peace Ln	S	N Project Limit-Vilas Rd	B-C	C-D	
Lear Wy	N	S Project Limit-Vilas Rd	C-E	A	
Lear Wy	S	Vilas Rd-S Project Limit	B-C	A	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	A	A	C
Crater Lake Hwy	S	Vilas Rd-S Project Limit	A	A	C
Crater Lake Hwy	N	Vilas Rd-N Project Limit	A	A	B
Crater Lake Hwy	S	N Project Limit-Vilas Rd	A	A	B
Crater Lake Ave	N	S Project Limit-Vilas Rd	B-C	C-D	
Crater Lake Ave	S	Vilas Rd-S Project Limit	B-C	C	
Crater Lake Ave	N	Vilas Rd-N Project Limit	B-C	C-D	
Crater Lake Ave	S	N Project Limit-Vilas Rd	B-C	C	

In addition to the mitigations recommended in Tier 1:

No Build requires a separated path on Lear Way both north and south of Vilas Road.

Scenario 1 requires a separated path on Vilas Road between Lear Way and the SB ramps. On Lear Way it's needed only on the section north of Vilas Road. Crater Lake Highway (CLH) also only needs the separated path north of Vilas Road. Vilas Road requires a separated path on the section between Crater Lake Avenue (CLA) and CLH.

Scenario 2 requires a separated path on Vilas Road from the west project limits to CLH (except between the ramps).

Scenario 3 does not require the separate lane on Vilas Road (except between the ramps and between CLA and CLH). Also on CLH, a separated lane is only really needed SB from north project limits to Vilas Road.

Scenario 5 requires a separated multi use lane on Vilas Road between CLA and the west project limit. East of CLA adding a sidewalk and a shoulder produces an acceptable LOS. Similar to scenario 1, a lane is needed SB on Hamrick Road from Beebe Road to Biddle Road. Also, similar to scenario 3, on CLH a separated lane is only really needed SB from the north project limits to Vilas Road. A separated path on Lear Way both north and south of Vilas Road is required.

Summary

Adding a sidewalk generally improves the pedestrian LOS to C or better, except for along Pine Street / Biddle Road, Table Rock Road, and Crater Lake Highway. This is because the LOS is driven by 2 lanes of traffic in each direction, posted speed above 40 mph, and medium volumes.

Adding a bike lane/shoulder infrequently improved the LOS sufficiently. While this did help on some roadway sections, a shoulder is only appropriate for rural areas and a bike lane is a minimal accommodation not very acceptable by most users; facilities with greater separation are preferred. When this did not improve the LOS, a separated shared use path is suggested. The Shared Path Calculator is used to evaluate the resulting LOS. The following assumptions are made:

- Literature suggests a 20% factor to cover the peak period. The study area has a low bike and ped volume which does not have a large variance between intersections. For this reason, it is assumed that adding a separated multi-use path will have the same effect on the LOS on all segments. The bike and pedestrian LOS becomes an A wherever this mitigation is implemented.
- Directional Split = 0.52 based on actual counts as well as APM guidance to use 0.50 – 0.55.
- PHF=1
- Segment length = 0.39 mi
- 12' path width
- No marked centerline

A separated multi-use path is the recommended mitigation along Pine Street / Biddle Road from the West project limit to the East project limit on the North side of the roadway. It creates a useful Eastward extension from the existing North-South Bear Creek Greenway. A separated path is needed along Table Rock Road from Biddle Road to the North project limit; however, this is not feasible because the roadway is completely developed by commercial and industrial use. Crater Lake Highway (CLH) is similarly developed, but a Tier II project proposes a re-alignment of Crater Lake Avenue 1,000 feet to the east of its current location running parallel to CLH. This would provide an ideal spot to locate the recommended separated multi-use path.

With no mitigations almost all of the roadways have unacceptable MMLOS ratings. It was not possible to bring Table Rock Road to an acceptable MMLOS rating with any available mitigation because the roadway is completely developed by commercial and industrial use.

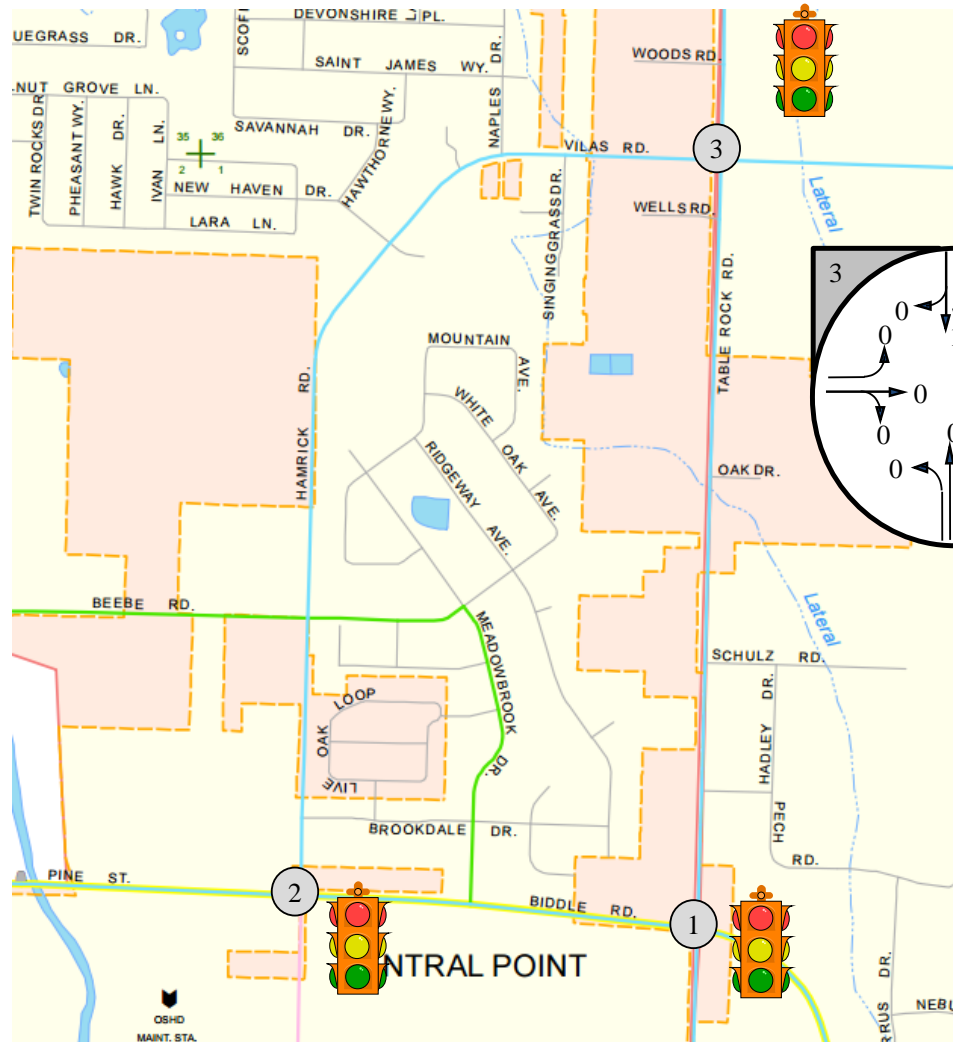
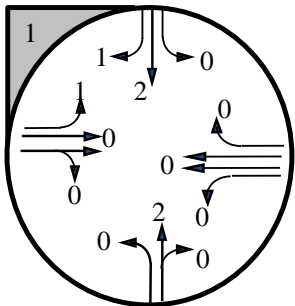
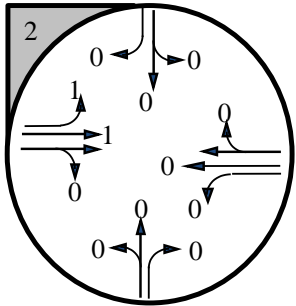
Table M-12: Mitigations to No Build/No Mitigation (S0NM) to create S0T1 and meet required MMLOS levels

Roadway	Dir	From-To	Recommended Mitigation
Vilas Rd	W	E Project Limit-Crater Lake Ave	Bike lane/shoulder added
Vilas Rd	E	Crater Lake Ave-E Project Limit	Bike lane/shoulder added
Vilas Rd	W	Crater Lake Ave-Crater Lake Hwy	Bike lane/shoulder added
Vilas Rd	E	Crater Lake Hwy-Crater Lake Ave	Bike lane/shoulder added
Vilas Rd	W	Crater Lake Hwy-Lear Wy	
Vilas Rd	E	Lear Wy-Crater Lake Hwy	Sidewalk added
Vilas Rd	W	Lear Wy-Peace Ln	Sidewalk added
Vilas Rd	E	Peace Ln-Lear Wy	Sidewalk added
Vilas Rd	W	Peace Ln-Airway Dr	Sidewalk added
Vilas Rd	E	Airway Dr-Peace Ln	Sidewalk added
Vilas Rd	W	Airway Dr-Table Rock Rd	
Vilas Rd	E	Table Rock Rd-Airway Dr	Sidewalk added
Vilas Rd	W	Table Rock Rd-W Project Limit	
Vilas Rd	E	W Project Limit-Table Rock Rd	
Pine St/Biddle Rd	W	E Project Limit-Table Rock Rd	Separated shared use path
Pine St/Biddle Rd	E	Table Rock Rd-E Project Limit	Separated shared use path
Pine St/Biddle Rd	W	Table Rock Rd-Hamrick Rd	Separated shared use path
Pine St/Biddle Rd	E	Hamrick Rd-Table Rock Rd	Separated shared use path
Pine St/Biddle Rd	W	Hamrick Rd-W Project Limit	Separated shared use path
Pine St/Biddle Rd	E	W Project Limit-Hamrick Rd	Separated shared use path
Hamrick Rd	N	S Project Limit-Pine St/Biddle Rd	
Hamrick Rd	S	Pine St/Biddle Rd-S Project Limit	
Hamrick Rd	N	Pine St/Biddle Rd-Beebe Rd	Sidewalk added
Hamrick Rd	S	Beebe Rd-Pine St/Biddle Rd	Sidewalk added
Table Rock Rd	N	S Project Limit-Biddle Rd	Sidewalk added
Table Rock Rd	S	Biddle Rd-S Project Limit	Sidewalk added
Table Rock Rd	N	Biddle Rd-Vilas Rd	Separated shared use path ¹
Table Rock Rd	S	Vilas Rd-Biddle Rd	Separated shared use path ¹
Table Rock Rd	N	Vilas Rd-N Project Limit	Separated shared use path ¹
Table Rock Rd	S	N Project Limit-Vilas Rd	Separated shared use path ¹
Airway Dr	N	S Project Limit-Vilas Rd	Bike lane/shoulder added
Airway Dr	S	Vilas Rd-S Project Limit	Bike lane/shoulder added
Peace Ln	N	Vilas Rd-N Project Limit	Bike lane/shoulder added
Peace Ln	S	N Project Limit-Vilas Rd	Bike lane/shoulder added
Lear Wy	N	S Project Limit-Vilas Rd	
Lear Wy	S	Vilas Rd-S Project Limit	
Crater Lake Hwy	N	S Project Limit-Vilas Rd	Separated shared use path

Crater Lake Hwy	S	Vilas Rd-S Project Limit	Separated shared use path
Crater Lake Hwy	N	Vilas Rd-N Project Limit	Separated shared use path
Crater Lake Hwy	S	N Project Limit-Vilas Rd	Separated shared use path
Crater Lake Ave	N	S Project Limit-Vilas Rd	Bike lane/shoulder added
Crater Lake Ave	S	Vilas Rd-S Project Limit	Bike lane/shoulder added
Crater Lake Ave	N	Vilas Rd-N Project Limit	Bike lane/shoulder added
Crater Lake Ave	S	N Project Limit-Vilas Rd	Bike lane/shoulder added

¹ **A separated path is needed along Table Rock Road from Biddle Road to the North project limit; however, this is probably not feasible because the roadway is completely developed by commercial and industrial use.**

Bike Volumes are for peak hour 4:15 pm – 5:15 pm.



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TPAU

TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Bike Volumes

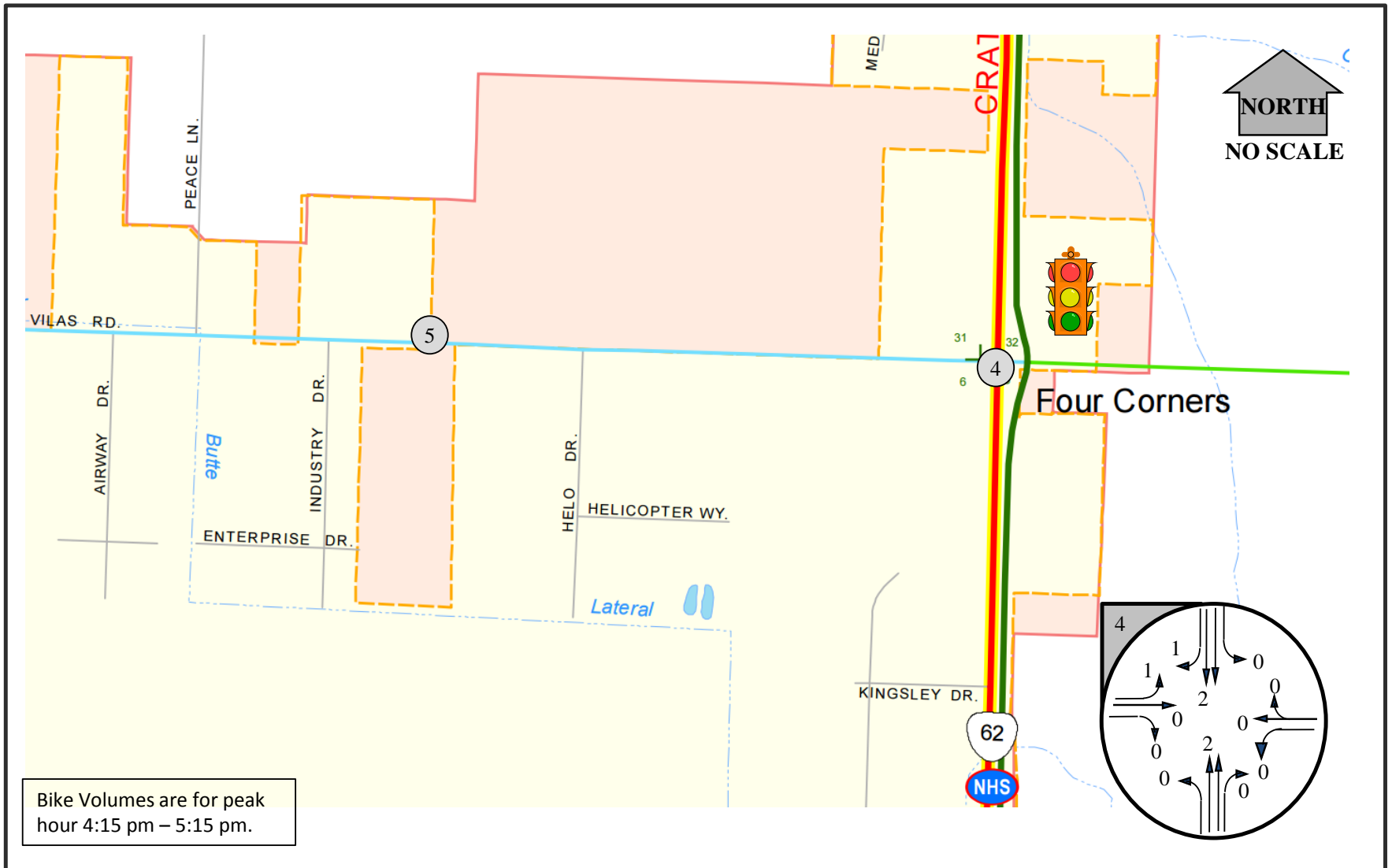
File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: , P.E.

FIGURE M-1



Bike Volumes are for peak hour 4:15 pm – 5:15 pm.

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OR62 & Vilas Rd IAMP - Bike Volumes

File : OR62-Vilas

Prepared By: Katie Brown

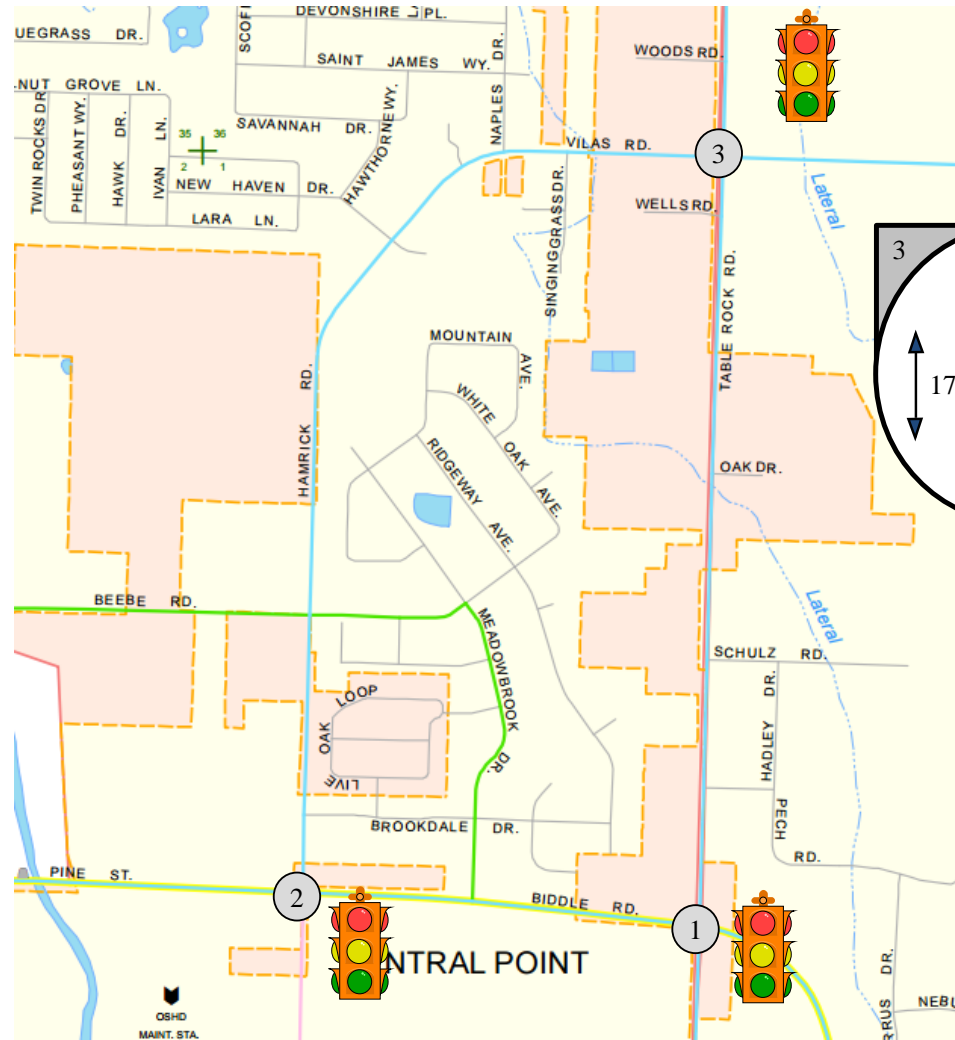
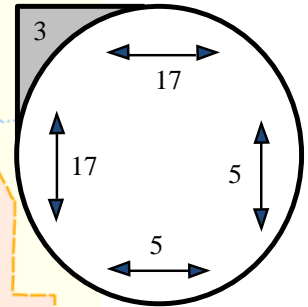
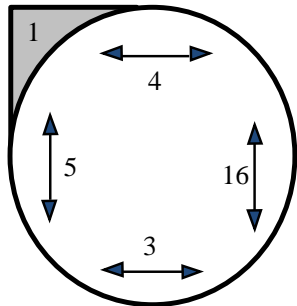
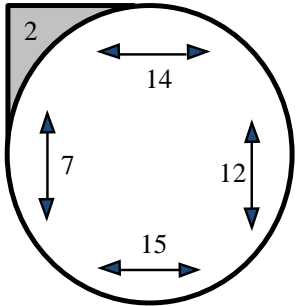
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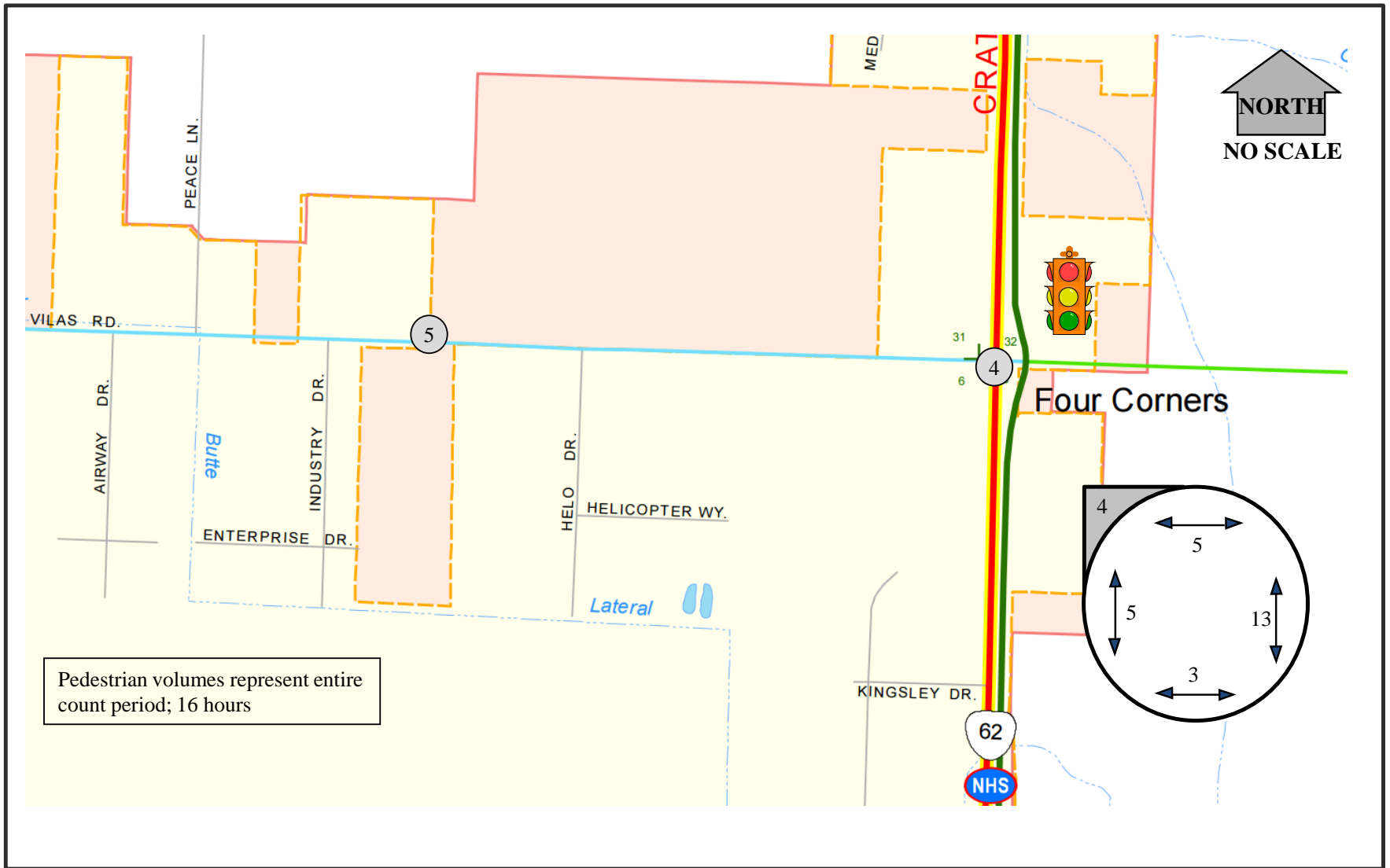
Reviewed By: , P.E.

FIGURE M-2

Pedestrian volumes represent entire count period.
 Intersections 1 and 2 = 24 hours
 Intersection 3 = 16 hours

Medford Average Annual
 City Growth Rate = 1.1%
 (2015 – 2035)
<http://www.ci.medford.or.us/Page.asp?NavID=79>





OREGON DEPARTMENT OF TRANSPORTATION

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TRANSPORTATION PLANNING ANALYSIS UNIT

OR62 & Vilas Rd IAMP - Pedestrian Volumes

File : OR62-Vilas

Prepared By: Katie Brown

Date : 6/5/17

Reviewed By: , P.E.

FIGURE M-4