

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Scenario Report

Scenario: AM Peak Hour

Command: AM Peak Hour
Volume: Existing AM Peak Hour
Geometry: Existing AM Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 1 Hwy 43 / Arbor Dr	E	44.3 0.000	E	44.3 0.000	+ 0.000 D/V
# 3 Highway 43/Cedaroak	C	22.9 0.903	C	22.9 0.903	+ 0.000 D/V
# 4 Highway 43/Hidden Springs Road	B	18.7 0.734	B	18.7 0.734	+ 0.000 D/V
# 6 Highway 43/Pimlico Drive	F	83.7 0.000	F	83.7 0.000	+ 0.000 D/V
# 7 Highway 43/W A Street	B	14.5 0.674	B	14.5 0.674	+ 0.000 D/V
# 9 Highway 43/McKillican/Hood Str	C	21.6 0.718	C	21.6 0.718	+ 0.000 D/V
#230 Highway 43/Marylhurst Drive	B	16.5 0.794	B	16.5 0.794	+ 0.000 D/V
#335 Highway 43/Holmes St	E	45.5 0.000	E	45.5 0.000	+ 0.000 D/V
#341 Highway 43/Webb St-Lewis St	F	70.6 0.000	F	70.6 0.000	+ 0.000 D/V
#408 Hwy 43/Marylbrook Dr	A	6.3 0.389	A	6.3 0.389	+ 0.000 D/V

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Hwy 43 / Arbor Dr

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: E[44.3]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0)

Table with 12 columns: Volume Module, Count, Date (15 Feb 2007), and various traffic volume metrics (Base Vol, Growth Adj, etc.)

Table with 12 columns: Critical Gap Module, Critical Gp, FollowUpTim, and various delay metrics

Table with 12 columns: Capacity Module, Conflict Vol, Potent Cap., Move Cap., Volume/Cap., and various capacity metrics

Table with 12 columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS, and various LOS metrics

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Highway 43/Cedar oak

Cycle (sec): 100 Critical Vol./Cap. (X): 0.903
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 111 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Lanes (0 0 0 1 0)

Table with 12 columns: Volume Module, Count, Date (15 Feb 2007), and various traffic volume metrics (Base Vol, Growth Adj, etc.)

Table with 12 columns: Capacity Module, Conflict Vol, Potent Cap., Move Cap., Volume/Cap., and various capacity metrics

Table with 12 columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS, and various LOS metrics

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap., Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ, and various capacity metrics

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Highway 43/Hidden Springs Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.734
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: 64 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Table with 10 columns for counts and 10 columns for delay values. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, and PCE Adj.

Table with 10 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 10 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Highway 43/Pimlico Drive

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: F [83.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Table with 10 columns for counts and 10 columns for delay values. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 10 columns for critical gap module. Rows include Critical Gap, FollowUpTim, and Capacity Module.

Table with 10 columns for capacity module. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 10 columns for level of service module. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Highway 43/W A Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 56 Level of Service: B

Street Name: Highway 43 W A Street

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module: >> Count Date: 15 Feb 2007 << 7-9am

Base Vol: 26 755 21 18 578 231 68 27 24 71 34 33
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 755 21 18 578 231 68 27 24 71 34 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 28 803 22 19 615 246 72 29 26 76 36 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 803 22 19 615 246 72 29 26 76 36 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 803 22 19 615 246 72 29 26 76 36 35

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.93 0.98 0.98 0.92 0.93 0.93 0.66 0.87 0.87 0.68 0.87 0.87
Lanes: 1.00 0.97 0.03 1.00 0.71 0.29 1.00 0.53 0.47 1.00 0.51 0.49
Final Sat.: 1676 1709 48 1660 1195 478 1197 828 736 1218 791 768

Capacity Analysis Module:
Vol/Sat: 0.02 0.47 0.47 0.01 0.51 0.51 0.06 0.03 0.03 0.06 0.05 0.05
Crit Moves: ****
Green/Cycle: 0.02 0.77 0.77 0.02 0.76 0.76 0.09 0.09 0.09 0.09 0.09 0.09
Volume/Cap: 0.67 0.61 0.61 0.61 0.67 0.67 0.66 0.38 0.38 0.67 0.50 0.50
Delay/Veh: 84.6 5.9 5.9 79.2 7.2 7.2 57.5 44.4 44.4 59.0 45.9 45.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 84.6 5.9 5.9 79.2 7.2 7.2 57.5 44.4 44.4 59.0 45.9 45.9
LOS by Move: F A A E A A E D D E D D
HCM2kAvgQ: 2 12 12 1 14 14 3 2 2 4 3 3

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Highway 43/McKillican/Hood Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 62 Level of Service: C

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module: >> Count Date: 15 Feb 2007 << 7-9 am

Base Vol: 77 756 57 30 607 16 45 54 145 81 31 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 77 756 57 30 607 16 45 54 145 81 31 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 83 813 61 32 653 17 48 58 156 87 33 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 83 813 61 32 653 17 48 58 156 87 33 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 83 813 61 32 653 17 48 58 156 87 33 16

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.01 1.01 0.94 0.97 0.97 0.75 0.89 0.89 0.42 1.05 1.05
Lanes: 1.00 0.93 0.07 1.00 0.97 0.03 1.00 0.27 0.73 1.00 0.67 0.33
Final Sat.: 1749 1695 128 1699 1708 45 1353 436 1171 760 1269 614

Capacity Analysis Module:
Vol/Sat: 0.05 0.48 0.48 0.02 0.38 0.38 0.04 0.13 0.13 0.11 0.03 0.03
Crit Moves: ****
Green/Cycle: 0.08 0.67 0.67 0.03 0.62 0.62 0.19 0.19 0.19 0.19 0.19 0.19
Volume/Cap: 0.62 0.72 0.72 0.72 0.62 0.62 0.19 0.72 0.72 0.62 0.14 0.14
Delay/Veh: 53.3 12.7 12.7 91.4 12.9 12.9 34.8 46.4 46.4 45.5 34.3 34.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 53.3 12.7 12.7 91.4 12.9 12.9 34.8 46.4 46.4 45.5 34.3 34.3
LOS by Move: D B B F B B C D D D C C
HCM2kAvgQ: 4 18 18 2 13 13 1 8 8 4 1 1

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #230 Highway 43/Marylhurst Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 76 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 0 0 1 0 0

Volume Module: >> Count Date: 15 Feb 2007 << 7-9am
Base Vol: 26 985 34 8 384 11 62 4 69 15 2 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 985 34 8 384 11 62 4 69 15 2 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 27 1026 35 8 400 11 65 4 72 16 2 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 1026 35 8 400 11 65 4 72 16 2 17
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 27 1026 35 8 400 11 65 4 72 16 2 17

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.77 0.77 0.77 0.79 0.79 0.79
Lanes: 1.00 0.97 0.03 1.00 0.97 0.03 0.46 0.03 0.51 0.46 0.06 0.48
Final Sat.: 1710 1731 60 1710 1743 50 637 41 709 645 86 688

Capacity Analysis Module:
Vol/Sat: 0.02 0.59 0.59 0.00 0.23 0.23 0.10 0.10 0.10 0.02 0.02 0.02
Crit Moves: ****
Green/Cycle: 0.05 0.75 0.75 0.01 0.70 0.70 0.13 0.13 0.13 0.13 0.13 0.13
Volume/Cap: 0.33 0.79 0.79 0.79 0.33 0.33 0.79 0.79 0.79 0.19 0.19 0.19
Delay/Veh: 48.3 11.3 11.3 211.5 5.8 5.8 63.7 63.7 63.7 39.5 39.5 39.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 48.3 11.3 11.3 211.5 5.8 5.8 63.7 63.7 63.7 39.5 39.5 39.5
LOS by Move: D B B F A A E E E D D D
HCM2kAvgQ: 1 22 22 1 5 5 6 6 6 1 1 1

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #335 Highway 43/Holmes St [pedestrian signal]

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[45.5]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0

Volume Module: >> Count Date: 15 Mar 2007 << 7:45-8:45
Base Vol: 0 830 48 21 692 0 0 0 0 5 0 9
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 830 48 21 692 0 0 0 0 5 0 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 0 933 54 24 778 0 0 0 0 6 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 0 933 54 24 778 0 0 0 0 6 0 10

Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxxx 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxxx xxxxxx 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 4.0 3.3

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxxx 987 xxxxx xxxxxx xxxxx xxxxx xxxxxx 2104 2104 960
Potent Cap.: xxxxx xxxxx xxxxxx 685 xxxxx xxxxxx xxxxx xxxxx xxxxxx 49 44 314
Move Cap.: xxxxx xxxxx xxxxxx 685 xxxxx xxxxxx xxxxx xxxxx xxxxxx 47 43 314
Volume/Cap: xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx xxxxx xxxxx xxxxx 0.12 0.00 0.03

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx 10.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * B * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 104 xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 0.5 xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx 10.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 45.5 xxxxxx
Shared LOS: * * * B * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 45.5
ApproachLOS: * * * * * E

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #341 Highway 43/Webb St-Lewis St

Average Delay (sec/veh): 1.5 Worst Case Level of Service: F [70.6]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Highway 43 and Webb (West) - Lewis (East).

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
Existing Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #408 Hwy 43/Marylbrook Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 35 Level of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Hwy 43 and Marylbrook Dr.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
Midday
Existing Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #335 Highway 43/Holmes St [pedestrian signal]

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: E[42.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0-1-0).

Table with 12 columns for volume data. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module with 12 columns. Rows include Critical Gp and FollowUpTim.

Table for Capacity Module with 12 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table for Level Of Service Module with 12 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Scenario Report

Scenario: PM Peak Hour
Command: PM Peak Hour
Volume: Existing PM Peak Hour
Geometry: Existing PM Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Hwy 43 / Arbor Dr	F 86.4	0.000	F 86.4	0.000	+ 0.000 D/V
# 3 Highway 43/Cedaroak	B 10.4	0.649	B 10.4	0.649	+ 0.000 D/V
# 4 Highway 43/Hidden Springs Road	C 25.0	0.828	C 25.0	0.828	+ 0.000 D/V
# 6 Highway 43/Pimlico Drive	F 131.3	0.000	F 131.3	0.000	+ 0.000 D/V
# 7 Highway 43/W A Street	B 12.5	0.738	B 12.5	0.738	+ 0.000 D/V
# 9 Highway 43/McKillican/Hood Str	C 23.6	0.755	C 23.6	0.755	+ 0.000 D/V
#230 Highway 43/Marylhurst Drive	B 16.3	0.801	B 16.3	0.801	+ 0.000 D/V
#335 Highway 43/Holmes St	F 258.5	0.000	F 258.5	0.000	+ 0.000 D/V
#341 Highway 43/Webb St-Lewis St	F 60.0	0.000	F 60.0	0.000	+ 0.000 D/V
#408 Hwy 43/Marylbrook Dr	A 9.7	0.460	A 9.7	0.460	+ 0.000 D/V

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Hwy 43 / Arbor Dr

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: F [86.4]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0)

Table with 12 columns: Volume Module, Count, Date (7 Nov 2006), and various traffic volume metrics (Base Vol, Growth Adj, etc.)

Table with 12 columns: Critical Gap Module, Critical Gp, FollowUpTim, and various delay metrics

Table with 12 columns: Capacity Module, Conflict Vol, Potent Cap., Move Cap., Volume/Cap, and various capacity metrics

Table with 12 columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS, and various LOS metrics

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Highway 43/Cedar oak

Cycle (sec): 110 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 54 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Lanes (0 0 0 1 0)

Table with 12 columns: Volume Module, Count, Date (7 Nov 2006), and various traffic volume metrics (Base Vol, Growth Adj, etc.)

Table with 12 columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat., and various saturation flow metrics

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ, and various capacity metrics

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Highway 43/Hidden Springs Road

Cycle (sec): 110 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 87 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 0 0 0 1 0 1 1 0 0 0 0 0 0 0

Volume Module: >> Count Date: 7 Nov 2006 << 5-6 pm
Base Vol: 120 540 0 0 869 218 233 0 94 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 120 540 0 0 869 218 233 0 94 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 126 568 0 0 915 229 245 0 99 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 126 568 0 0 915 229 245 0 99 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 126 568 0 0 915 229 245 0 99 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.90 1.04 1.00 1.00 0.99 0.83 0.93 1.00 0.92 1.00 1.00 1.00
Lanes: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1620 1867 0 0 1782 1490 1676 0 1650 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.30 0.00 0.00 0.51 0.15 0.15 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.09 0.71 0.00 0.00 0.62 0.62 0.18 0.00 0.18 0.00 0.00 0.00
Volume/Cap: 0.83 0.43 0.00 0.00 0.83 0.25 0.83 0.00 0.34 0.00 0.00 0.00
Delay/Veh: 78.7 6.7 0.0 0.0 21.6 9.5 61.0 0.0 40.4 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 78.7 6.7 0.0 0.0 21.6 9.5 61.0 0.0 40.4 0.0 0.0 0.0
LOS by Move: E A A A C A E A D A A A
HCM2kAvgQ: 6 8 0 0 26 3 10 0 3 0 0 0

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Highway 43/Pimlico Drive

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: F[131.3]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 1 0 1 0 0 0 0 0 0

Volume Module: >> Count Date: 7 Nov 2006 << 4-5 pm
Base Vol: 100 709 0 0 950 69 29 0 78 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 100 709 0 0 950 69 29 0 78 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 104 739 0 0 990 72 30 0 81 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 104 739 0 0 990 72 30 0 81 0 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 1061 xxxxx xxxxx xxxxx xxxxx xxxxx 2389 xxxxx 1026 xxxxx xxxxx xxxxx
Potent Cap.: 656 xxxxx xxxxx xxxxx xxxxx xxxxx 31 xxxxx 285 xxxxx xxxxx xxxxx
Move Cap.: 656 xxxxx xxxxx xxxxx xxxxx xxxxx 27 xxxxx 285 xxxxx xxxxx xxxxx
Volume/Cap: 0.16 xxxxx xxxxx xxxxx xxxxx xxxxx 1.12 xxxxx 0.28 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.6 xxxxx xxxxx xxxxx xxxxx xxxxx 3.6 xxxxx 1.1 xxxxx xxxxx xxxxx
Control Del: 11.5 xxxxx xxxxx xxxxx xxxxx xxxxx 423.7 xxxxx 22.6 xxxxx xxxxx xxxxx
LOS by Move: B * * * * * F * C * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx 131.3 xxxxxxx
ApproachLOS: * * * * *

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Highway 43/W A Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 65 Level Of Service: B

Street Name: Highway 43 W A Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module: >> Count Date: 7 Nov 2006 << 4-5 pm
Base Vol: 25 754 9 22 856 118 50 11 12 45 20 27
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 754 9 22 856 118 50 11 12 45 20 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 26 785 9 23 892 123 52 11 13 47 21 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 785 9 23 892 123 52 11 13 47 21 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 26 785 9 23 892 123 52 11 13 47 21 28

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.93 0.98 0.98 0.92 0.95 0.95 0.68 0.86 0.86 0.70 0.85 0.85
Lanes: 1.00 0.99 0.01 1.00 0.88 0.12 1.00 0.48 0.52 1.00 0.43 0.57
Final Sat.: 1676 1740 21 1660 1508 208 1225 742 810 1261 655 884

Capacity Analysis Module:
Vol/Sat: 0.02 0.45 0.45 0.01 0.59 0.59 0.04 0.02 0.02 0.04 0.03 0.03
Crit Moves: ****
Green/Cycle: 0.02 0.80 0.80 0.02 0.80 0.80 0.06 0.06 0.06 0.06 0.06 0.06
Volume/Cap: 0.74 0.57 0.57 0.57 0.74 0.74 0.72 0.27 0.27 0.65 0.55 0.55
Delay/Veh: 105.9 4.3 4.3 65.6 7.0 7.0 76.5 46.7 46.7 64.4 53.2 53.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 105.9 4.3 4.3 65.6 7.0 7.0 76.5 46.7 46.7 64.4 53.2 53.2
LOS by Move: F A A E A A E D D E D D
HCM2kAvgQ: 2 9 9 2 16 16 3 1 1 3 2 2

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Highway 43/McKillican/Hood Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 68 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module: >> Count Date: 7 Nov 2006 << 4.30-5.30 pm
Base Vol: 88 683 100 13 784 11 51 75 136 119 107 21
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 88 683 100 13 784 11 51 75 136 119 107 21
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 90 697 102 13 800 11 52 77 139 121 109 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 90 697 102 13 800 11 52 77 139 121 109 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 90 697 102 13 800 11 52 77 139 121 109 21

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.00 1.00 0.94 0.98 0.98 0.61 0.90 0.90 0.45 1.07 1.07
Lanes: 1.00 0.87 0.13 1.00 0.99 0.01 1.00 0.36 0.64 1.00 0.84 0.16
Final Sat.: 1749 1575 231 1699 1732 24 1103 579 1050 804 1614 317

Capacity Analysis Module:
Vol/Sat: 0.05 0.44 0.44 0.01 0.46 0.46 0.05 0.13 0.13 0.15 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.07 0.67 0.67 0.01 0.61 0.61 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.75 0.66 0.66 0.66 0.75 0.75 0.24 0.66 0.66 0.75 0.34 0.34
Delay/Veh: 69.4 11.3 11.3 109.7 17.1 17.1 34.1 41.8 41.8 55.9 34.8 34.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 69.4 11.3 11.3 109.7 17.1 17.1 34.1 41.8 41.8 55.9 34.8 34.8
LOS by Move: E B B F B B C D D E C C
HCM2kAvgQ: 4 15 15 1 19 19 2 7 7 5 4 4

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #230 Highway 43/Marylhurst Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 0.801
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 80 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 0 0 1 0 0 0

Volume Module: >> Count Date: 15 Feb 2007 << 4-6 pm
Base Vol: 60 542 17 9 1060 35 22 2 44 49 1 12
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 542 17 9 1060 35 22 2 44 49 1 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 61 553 17 9 1082 36 22 2 45 50 1 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 553 17 9 1082 36 22 2 45 50 1 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 61 553 17 9 1082 36 22 2 45 50 1 12

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.82 0.82 0.82 0.65 0.66 0.65
Lanes: 1.00 0.97 0.03 1.00 0.97 0.03 0.32 0.03 0.65 0.79 0.02 0.19
Final Sat.: 1710 1738 55 1710 1734 57 476 43 953 931 19 228

Capacity Analysis Module:
Vol/Sat: 0.04 0.32 0.32 0.01 0.62 0.62 0.05 0.05 0.05 0.05 0.05 0.05
Crit Moves: ****
Green/Cycle: 0.04 0.81 0.81 0.01 0.78 0.78 0.07 0.07 0.07 0.07 0.07 0.07
Volume/Cap: 0.80 0.39 0.39 0.39 0.80 0.80 0.70 0.70 0.70 0.80 0.80 0.80
Delay/Veh: 95.5 3.1 3.1 64.3 10.5 10.5 70.5 70.5 70.5 92.9 92.9 92.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 95.5 3.1 3.1 64.3 10.5 10.5 70.5 70.5 70.5 92.9 92.9 92.9
LOS by Move: F A A E B B E E E F F F
HCM2kAvgQ: 4 5 5 1 24 24 4 4 4 4 4 4

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #335 Highway 43/Holmes St [pedestrian signal]

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: F[258.5]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0

Volume Module: >> Count Date: 15 Mar 2007 << 4:55-5:55
Base Vol: 0 997 12 13 933 0 0 0 0 8 0 12
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 997 12 13 933 0 0 0 0 8 0 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 1049 13 14 982 0 0 0 0 8 0 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 0 1049 13 14 982 0 0 0 0 8 0 13

Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxxx 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxxx xxxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 4.0 3.3

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxxx 1064 xxxxx xxxxxx xxxxx xxxxx xxxxxx 2876 2880 1058
Potent Cap.: xxxxx xxxxx xxxxxx 651 xxxxx xxxxxx xxxxx xxxxx xxxxxx 13 12 276
Move Cap.: xxxxx xxxxx xxxxxx 650 xxxxx xxxxxx xxxxx xxxxx xxxxxx 13 12 275
Volume/Cap: xxxxx xxxxx xxxxx 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx 0.65 0.00 0.05

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx 10.7 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * B * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 30 xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 2.3 xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx 10.7 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxxx 259 xxxxxx
Shared LOS: * * * B * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 258.5
ApproachLOS: * * * * * F

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #341 Highway 43/Webb St-Lewis St

Average Delay (sec/veh): 1.0 Worst Case Level of Service: F[60.0]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Highway 43 and Webb (West) - Lewis (East).

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
Existing Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #408 Hwy 43/Marylbrook Dr

Cycle (sec): 110 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 39 Level of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Hwy 43 and Marylbrook Dr.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Note: Queue reported is the number of cars per lane.

 ORE 43 Conceptual Design Plan
 AM Peak Hour
 2030 Base Future Conditions

Scenario Report

Scenario: 2030 Base AM Peak Hour

Command: 2030 Base AM Peak Hour
 Volume: 2030 Base AM Peak Hour
 Geometry: Existing AM Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 ORE 43 Conceptual Design Plan
 AM Peak Hour
 2030 Base Future Conditions

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Hwy 43 / Arbor Dr	F 217.6	0.000	F 217.6	0.000	+ 0.000 D/V
# 3 Highway 43/Cedar oak	E 78.1	1.164	E 78.1	1.164	+ 0.000 D/V
# 4 Highway 43/Hidden Springs Road	C 31.3	0.947	C 31.3	0.947	+ 0.000 D/V
# 6 Highway 43/Pimlico Drive	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 7 Highway 43/W A Street	C 23.8	0.878	C 23.8	0.878	+ 0.000 D/V
# 9 Highway 43/McKillican/Hood Str	D 36.0	0.926	D 36.0	0.926	+ 0.000 D/V
#230 Highway 43/Marylhurst Drive	D 41.9	1.023	D 41.9	1.023	+ 0.000 D/V
#335 Highway 43/Holmes St	F 966.4	0.000	F 966.4	0.000	+ 0.000 D/V
#341 Highway 43/Webb St-Lewis St	F 324.3	0.000	F 324.3	0.000	+ 0.000 D/V
#408 Hwy 43/Marylbrook Dr	A 6.8	0.509	A 6.8	0.509	+ 0.000 D/V

ORE 43 Conceptual Design Plan
AM Peak Hour
2030 Base Future Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Hwy 43 / Arbor Dr

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[217.6]

Table with 4 columns: Approach, Movement, Control, Rights, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various traffic control details.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with 12 columns: Critical Gap Module, Critical Gp, FollowUpTim, and 10 traffic volume categories. Includes Critical Gap, FollowUp Time, and various volume metrics.

Table with 12 columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap., and 10 traffic volume categories. Includes Conflict Volume, Potential Capacity, Move Capacity, and Volume/Capacity.

Table with 12 columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS, and 10 traffic volume categories.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
2030 Base Future Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Highway 43/Cedar oak

Cycle (sec): 100 Critical Vol./Cap. (X): 1.164
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 78.1
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach, Movement, Control, Rights, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various traffic control details.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic volume categories. Includes Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with 12 columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap., and 10 traffic volume categories. Includes Conflict Volume, Potential Capacity, Move Capacity, and Volume/Capacity.

Table with 12 columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS, and 10 traffic volume categories.

Table with 12 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap., Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ, and 10 traffic volume categories.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
2030 Base Future Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Highway 43/Hidden Springs Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: 137 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 1 0 1 1 0 0 0 1 0 0 0 0 0

Volume Module: >> Count Date: 15 Feb 2007 << 7-9 am
Base Vol: 42 883 0 0 538 76 258 0 107 0 0 0
Growth Adj: 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29
Initial Bse: 54 1139 0 0 694 98 333 0 138 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 56 1174 0 0 715 101 343 0 142 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 56 1174 0 0 715 101 343 0 142 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 56 1174 0 0 715 101 343 0 142 0 0 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.90 1.04 1.00 1.00 0.99 0.83 0.93 1.00 0.92 1.00 1.00 1.00
Lanes: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1620 1867 0 0 1782 1490 1676 0 1650 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.03 0.63 0.00 0.00 0.40 0.07 0.20 0.00 0.09 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.05 0.66 0.00 0.00 0.61 0.61 0.22 0.00 0.22 0.00 0.00 0.00
Volume/Cap: 0.66 0.95 0.00 0.00 0.66 0.11 0.95 0.00 0.40 0.00 0.00 0.00
Delay/Veh: 63.6 30.0 0.0 0.0 14.1 8.2 72.4 0.0 34.4 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 63.6 30.0 0.0 0.0 14.1 8.2 72.4 0.0 34.4 0.0 0.0 0.0
LOS by Move: E C A A B A E A C A A A
HCM2kAvgQ: 3 38 0 0 15 1 15 0 4 0 0 0

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
2030 Base Future Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Highway 43/Pimlico Drive

Average Delay (sec/veh): 956.0 Worst Case Level Of Service: F[9625.0]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 1 0 1 0 0 0 0 0

Volume Module: >> Count Date: 15 Feb 2007 << 7-9am
Base Vol: 61 811 0 0 611 32 36 0 131 0 0 0
Growth Adj: 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29
Initial Bse: 79 1046 0 0 788 41 46 0 169 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 87 1162 0 0 876 46 52 0 188 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 87 1162 0 0 876 46 52 0 188 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 922 xxxxx xxxxx xxxxx xxxxx xxxxx 4505 xxxxx 899 xxxxx xxxxx xxxxx
Potent Cap.: 741 xxxxx xxxxx xxxxx xxxxx xxxxx 1 xxxxx 338 xxxxx xxxxx xxxxx
Move Cap.: 741 xxxxx xxxxx xxxxx xxxxx xxxxx 1 xxxxx 338 xxxxx xxxxx xxxxx
Volume/Cap: 0.12 xxxxx xxxxx xxxxx xxxxx xxxxx 77.33 xxxxx 0.56 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.4 xxxxx xxxxx xxxxx xxxxx xxxxx 8.6 xxxxx 3.2 xxxxx xxxxx xxxxx
Control Del: 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx 44547 xxxxx 28.2 xxxxx xxxxx xxxxx
LOS by Move: B * * * * * F * D * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx 9625.0 xxxxxxx
ApproachLOS: * * F *

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
2030 Base Future Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Highway 43/W A Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 100 Level of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Highway 43 and W A Street with North, South, East, and West bound movements.

Volume Module: >> Count Date: 15 Feb 2007 << 7-9am. Table showing traffic volume, growth adjustment, initial base, user adjustment, PHF, and reduced volume for each movement.

Saturation Flow Module: Table showing saturation flow rates and adjustments for each lane and movement.

Capacity Analysis Module: Table showing volume-to-saturation ratio, critical moves, green/cycle, volume/capacity, delay, and LOS by move.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
2030 Base Future Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Highway 43/McKillican/Hood Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.926
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.0
Optimal Cycle: 123 Level of Service: D

Table with columns for Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include North, South, East, and West bound movements.

Volume Module: >> Count Date: 15 Feb 2007 << 7-9 am. Table showing traffic volume, growth adjustment, initial base, user adjustment, PHF, and reduced volume for each movement.

Saturation Flow Module: Table showing saturation flow rates and adjustments for each lane and movement.

Capacity Analysis Module: Table showing volume-to-saturation ratio, critical moves, green/cycle, volume/capacity, delay, and LOS by move.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
2030 Base Future Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #230 Highway 43/Marylhurst Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 1.023
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 41.9
Optimal Cycle: 180 Level of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Permitted), Rights (Include), and Lanes (1 0 0 1 0).

Volume Module: >> Count Date: 15 Feb 2007 << 7-9am. Table with 12 columns for volume and 12 columns for counts.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
2030 Base Future Conditions

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #335 Highway 43/Holmes St [pedestrian signal]

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: F[966.4]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 0 1 0).

Volume Module: >> Count Date: 15 Mar 2007 << 7:45-8:45. Table with 12 columns for volume and 12 columns for counts.

Critical Gap Module: Table with 12 columns for Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
2030 Base Future Conditions

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #341 Highway 43/Webb St-Lewis St

Average Delay (sec/veh): 5.6 Worst Case Level of Service: F[324.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for Highway 43 and Webb (West) - Lewis (East).

Table with columns for Volume Module, Count, Date, and various traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Table with columns for Critical Gap Module, Critical Gp, FollowUpTim, and various traffic metrics.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap, and various traffic metrics.

Table with columns for Level of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS, and various traffic metrics.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
AM Peak Hour
2030 Base Future Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #408 Hwy 43/Marylbrook Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 41 Level of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for Hwy 43 and Marylbrook Dr.

Table with columns for Volume Module, Count, Date, and various traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Table with columns for Critical Gap Module, Critical Gp, FollowUpTim, and various traffic metrics.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap, and various traffic metrics.

Table with columns for Level of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS, and various traffic metrics.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Scenario Report

Scenario: 2030 Base PM Peak Hour

Command: 2030 Base PM Peak Hour
Volume: 2030 Base PM Peak Hour
Geometry: Existing PM Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Hwy 43 / Arbor Dr	F 470.6	0.000	F 470.6	0.000	+ 0.000 D/V
# 3 Highway 43/Cedar oak	B 15.2	0.837	B 15.2	0.837	+ 0.000 D/V
# 4 Highway 43/Hidden Springs Road	D 54.9	1.068	D 54.9	1.068	+ 0.000 D/V
# 6 Highway 43/Pimlico Drive	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 7 Highway 43/W A Street	C 25.4	0.953	C 25.4	0.953	+ 0.000 D/V
# 9 Highway 43/McKillican/Hood Str	D 48.8	1.023	D 48.8	1.023	+ 0.000 D/V
#230 Highway 43/Marylhurst Drive	D 44.7	1.045	D 44.7	1.045	+ 0.000 D/V
#335 Highway 43/Holmes St	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
#341 Highway 43/Webb St-Lewis St	F 310.7	0.000	F 310.7	0.000	+ 0.000 D/V
#408 Hwy 43/Marylbrook Dr	B 10.8	0.594	B 10.8	0.594	+ 0.000 D/V

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Hwy 43 / Arbor Dr

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: F[470.6]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0).

Table with 12 columns: Volume Module: >> Count Date: 7 Nov 2006 << 5-6 pm. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with 12 columns: Critical Gap Module. Rows include Critical Gp, FollowUpTim.

Table with 12 columns: Capacity Module. Rows include Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with 12 columns: Level Of Service Module. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Highway 43/Cedar oak

Cycle (sec): 110 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 90 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Lanes (0 0 0 1 0).

Table with 12 columns: Volume Module: >> Count Date: 7 Nov 2006 << 4.45-5.45 pm. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with 12 columns: Capacity Module. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Highway 43/Hidden Springs Road

Cycle (sec): 110 Critical Vol./Cap. (X): 1.068
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 54.9
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 0 0 0 1 0 1 1 0 0 0 1 0 0 0 0 0

Volume Module: >> Count Date: 7 Nov 2006 << 5-6 pm
Base Vol: 120 540 0 0 869 218 233 0 94 0 0 0
Growth Adj: 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29
Initial Bse: 155 697 0 0 1121 281 301 0 121 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 163 733 0 0 1180 296 316 0 128 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 163 733 0 0 1180 296 316 0 128 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 163 733 0 0 1180 296 316 0 128 0 0 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.90 1.04 1.00 1.00 0.99 0.83 0.93 1.00 0.92 1.00 1.00 1.00
Lanes: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1620 1867 0 0 1782 1490 1676 0 1650 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.10 0.39 0.00 0.00 0.66 0.20 0.19 0.00 0.08 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.09 0.71 0.00 0.00 0.62 0.62 0.18 0.00 0.18 0.00 0.00 0.00
Volume/Cap: 1.07 0.55 0.00 0.00 1.07 0.32 1.07 0.00 0.44 0.00 0.00 0.00
Delay/Veh: 142.0 7.9 0.0 0.0 68.1 10.1 116.8 0.0 41.5 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 142.0 7.9 0.0 0.0 68.1 10.1 116.8 0.0 41.5 0.0 0.0 0.0
LOS by Move: F A A A E B F A D A A A
HCM2kAvgQ: 10 12 0 0 54 5 17 0 4 0 0 0

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Highway 43/Pimlico Drive

Average Delay (sec/veh): 614.3 Worst Case Level Of Service: F[11094.7]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 1 0 1 0 0 0 0 0

Volume Module: >> Count Date: 7 Nov 2006 << 4-5 pm
Base Vol: 100 709 0 0 950 69 29 0 78 0 0 0
Growth Adj: 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29
Initial Bse: 129 915 0 0 1226 89 37 0 101 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 134 953 0 0 1277 93 39 0 105 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 134 953 0 0 1277 93 39 0 105 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 1369 xxxxx xxxxx xxxxx xxxxx xxxxx 4572 xxxxx 1323 xxxxx xxxxx xxxxx
Potent Cap.: 501 xxxxx xxxxx xxxxx xxxxx xxxxx 1 xxxxx 191 xxxxx xxxxx xxxxx
Move Cap.: 501 xxxxx xxxxx xxxxx xxxxx xxxxx 1 xxxxx 191 xxxxx xxxxx xxxxx
Volume/Cap: 0.27 xxxxx xxxxx xxxxx xxxxx xxxxx 66.35 xxxxx 0.55 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 1.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx 2.9 xxxxx xxxxx xxxxx
Control Del: 14.8 xxxxx xxxxx xxxxx xxxxx xxxxx 40816 xxxxx 44.7 xxxxx xxxxx xxxxx
LOS by Move: B * * * * * F * E * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: * * * * *

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Highway 43/W A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 141 Level of Service: C

Street Name: Highway 43 W A Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module: >> Count Date: 7 Nov 2006 << 4-5 pm
Base Vol: 25 754 9 22 856 118 50 11 12 45 20 27
Growth Adj: 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29
Initial Bse: 32 973 12 28 1104 152 65 14 15 58 26 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 34 1013 12 30 1150 159 67 15 16 60 27 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 34 1013 12 30 1150 159 67 15 16 60 27 36
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 34 1013 12 30 1150 159 67 15 16 60 27 36

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.93 0.98 0.98 0.92 0.95 0.95 0.67 0.86 0.86 0.69 0.85 0.85
Lanes: 1.00 0.99 0.01 1.00 0.88 0.12 1.00 0.48 0.52 1.00 0.43 0.57
Final Sat.: 1676 1740 21 1660 1508 208 1207 742 810 1250 655 884

Capacity Analysis Module:
Vol/Sat: 0.02 0.58 0.58 0.02 0.76 0.76 0.06 0.02 0.02 0.05 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.02 0.80 0.80 0.02 0.80 0.80 0.06 0.06 0.06 0.06 0.06 0.06
Volume/Cap: 0.95 0.73 0.73 0.73 0.95 0.95 0.93 0.34 0.34 0.83 0.70 0.70
Delay/Veh: 180.8 6.9 6.9 98.3 22.9 22.9 129.8 47.5 47.5 98.0 68.3 68.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 180.8 6.9 6.9 98.3 22.9 22.9 129.8 47.5 47.5 98.0 68.3 68.3
LOS by Move: F A A F C C F D D F E E
HCM2kAvgQ: 3 16 16 2 40 40 4 1 1 4 3 3

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Highway 43/McKillican/Hood Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.023
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 48.8
Optimal Cycle: 180 Level of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module: >> Count Date: 7 Nov 2006 << 4.30-5.30 pm
Base Vol: 88 683 100 13 784 11 51 75 136 119 107 21
Growth Adj: 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29
Initial Bse: 114 881 129 17 1011 14 66 97 175 154 138 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 116 899 132 17 1032 14 67 99 179 157 141 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 116 899 132 17 1032 14 67 99 179 157 141 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 116 899 132 17 1032 14 67 99 179 157 141 28

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.00 1.00 0.94 0.98 0.98 0.55 0.90 0.90 0.37 1.07 1.07
Lanes: 1.00 0.87 0.13 1.00 0.99 0.01 1.00 0.36 0.64 1.00 0.84 0.16
Final Sat.: 1749 1575 231 1699 1732 24 999 579 1050 657 1614 317

Capacity Analysis Module:
Vol/Sat: 0.07 0.57 0.57 0.01 0.60 0.60 0.07 0.17 0.17 0.24 0.09 0.09
Crit Moves: ****
Green/Cycle: 0.06 0.64 0.64 0.01 0.58 0.58 0.23 0.23 0.23 0.23 0.23 0.23
Volume/Cap: 1.02 0.90 0.90 0.90 1.02 1.02 0.29 0.73 0.73 1.02 0.37 0.37
Delay/Veh: 137.7 25.0 25.0 206.4 55.0 55.0 32.2 42.6 42.6 117.3 32.8 32.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 137.7 25.0 25.0 206.4 55.0 55.0 32.2 42.6 42.6 117.3 32.8 32.8
LOS by Move: F C C F D D C D D F C C
HCM2kAvgQ: 7 30 30 2 42 42 2 9 9 9 5 5

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #230 Highway 43/Marylhurst Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 1.045
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 44.7
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 12 columns for volume/capacity and 12 columns for delay. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #335 Highway 43/Holmes St [pedestrian signal]

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Lanes, and Volume Module.

Table with 12 columns for volume/capacity and 12 columns for delay. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns for Critical Gp, FollowUpTim, and Capacity Module.

Capacity Module table with 12 columns for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 12 columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #341 Highway 43/Webb St-Lewis St

Average Delay (sec/veh): 4.7 Worst Case Level of Service: F[310.7]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Highway 43 and Webb (West) - Lewis (East).

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

ORE 43 Conceptual Design Plan
PM Peak Hour
2030 Base Future Conditions

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #408 Hwy 43/Marylbrook Dr

Cycle (sec): 110 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 48 Level of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Hwy 43 and Marylbrook Dr.

Table with columns: Volume Module, Count, Date, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.