EXHIBIT 13

TRAFFIC ANALYSIS REPORT

FOR

VILLAGE AT CAMAS MEADOWS

NW LAKE ROAD

CITY OF CAMAS

SUBMITTED BY

CHARBONNEAU ENGINEERING LLC

May 2015

Project 15-21

TRAFFIC ANALYSIS REPORT

FOR

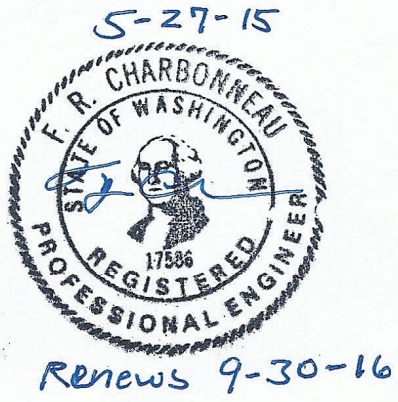
VILLAGE AT CAMAS MEADOWS

NW LAKE ROAD

CITY OF CAMAS

Prepared By

CHARBONNEAU Engineering LLC



May 2015

Project 15-21

10211 SW Barbur Blvd, Suite 210A, Portland, OR 97219 Phone: (503) 293-1118

TABLE OF CONTENTS

FL1551

INTRODUCTION 1

TRAFFIC ANALYSIS CONSIDERATIONS 1

SITE DESCRIPTION, STREETS, AND CRITICAL INTERSECTIONS 1

TRAFFIC OPERATIONAL ANALYSIS 3

VEHICULAR TRIP GENERATION 3

CONCURRENCY 4

CAPACITY ANALYSIS 6

QUEUING ANALYSIS 9

SIGHT DISTANCE 9

LEFT TURN LANE WARRANTS 9

TRAFFIC SIGNAL WARRANTS 9

ACCIDENT HISTORY 9

PEDESTRIANS, BICYCLES, & BUSES 10

SUMMARY AND RECOMMENDATIONS 10

APPENDIX 12

- Vicinity Map — Figure a
- Site Plan — Figure b
- Lane Configurations and Traffic Control — Figure c
- Traffic Flow Diagrams
  - Figures 1a-1b — 2014 Existing Traffic – AM Peak Hour
  - Figures 2a-2b — 2014 Existing Traffic – PM Peak Hour
  - Figures 3-4 — In-Process Traffic (AM & PM)
  - Figures 5a-5b — 2018 Background Traffic – AM Peak Hour
  - Figures 6a-6b — 2018 Background Traffic – PM Peak Hour
  - Figures 7a-8b — Trip Distribution (AM & PM)
  - Figures 9a-9b — Trip Assignment – AM Peak Hour
  - Figures 10a-10b — Trip Assignment – PM Peak Hour
  - Figure 11 — Traffic Reroute
  - Figures 12a-12b — 2018 Total Traffic – AM Peak Hour
  - Figures 13a-13b — 2018 Total Traffic – PM Peak Hour
- Traffic Count Data
- In-Process Traffic Worksheets
- Peak Hour Signal Warrant
- Left Turn Lane Warrant
- Accident History Summary (furnished by WSDOT)
- Traffix Capacity Analysis Worksheets
- Highway Capacity Software (HCS) Analysis Worksheets
- Exhibits 1A & 1B - Trip Distribution & Assignments at Concurrency Corridor Intersections

INTRODUCTION

This traffic study has been prepared to evaluate and document the traffic operation and safety conditions associated with the Village at Camas Meadows residential development planned in the City of Camas, Washington. Development of Village at Camas Meadows will include the building of office 215 housing units including 46 single-family homes, 31 townhomes, and 138 apartment units on the property at address #6101 NW Nightshade Street in Camas (tax lot #175951-000). Currently the development site contains one existing residence. The study area was defined as the surrounding neighborhood, including SE 1st Street, NW Lake Road, and several study intersections. The site is located on approximately 19.5 acres north of NW Lake Road on the east side of the Payne Road. Figure 'a' in the appendix serves as the vicinity map.

TRAFFIC ANALYSIS CONSIDERATIONS

In the project scope established with City of Camas staff a number of important elements were identified and considered in this study.

- Inventory and record pertinent information such as traffic control devices, circulation patterns, lane widths, pedestrian & bicycle facilities, transit zones, parking conditions, and street characteristics.
- Record data on typical weekdays during the AM and PM peak traffic hours.
- Analyze peak hour traffic counts at six intersections along Lake Road and the site access points.
- Level of service (LOS) analysis of the study intersections to measure the approach delays for comparison to City standards.
- Determination of vehicular queuing at the study intersections and comparison of the demand queues to the available storage lengths.
- Verification of intersection sight distance at the proposed access.
- Review of traffic accident data furnished by WSDOT and determination of the intersection crash rates.
- Determination of signal and left turn lane warrants at the study intersections.
- Document COV concurrency requirements by verifying the number of peak hour site trips entering the City's adopted TMZ corridors.

SITE DESCRIPTION, STREETS, AND CRITICAL INTERSECTIONS

The Village at Camas Meadows will be located on the north side of Lake Road between Payne and Larkspur Streets. The surrounding area consists of residential properties. Development of the Village at Camas Meadows will include construction of 46 single family homes, 31 townhomes, and 138 apartments. Vehicular access to the site will be provided from Payne Street and at the extension of Camas Meadows Drive on the property's north side. Figure 'b' illustrates the site plan and access locations.

Currently the study intersections on Lake Road are controlled by stop signing on the side street approaches except at the signalized intersections at Friberg Street, Parker Street, and

SR500/Everett Street. The existing and proposed lane configuration and traffic control are presented in Figure 'c'.

Lake Road at Friberg Street is a four-way signalized intersection. On Lake Road there are center left turns with two through lanes in each direction. The south intersection leg is a private driveway approach. Sidewalk, crosswalks, and bike lanes are provided at this location.

Lake Road at Payne Street is a three-way intersection with the southbound approach designated the stop approach. There are four travel lanes, center turn lane, bike lanes, and sidewalks on Lake Road. Payne Street consists of one travel lane in each direction and is posted at 25 MPH. There are curbs on Payne Street. The sidewalks on Payne Street terminate approximately 100 feet north of the intersection.

Lake Road at Larkspur Street/Parker Street is a four-way signalized intersection. On Lake Road there are center left turns with one through and a separate right turn lane on the west approach and two through lanes on the east approach. Sidewalk, crosswalks, and bike lanes are also provided at this location.

Lake Road at Leadbetter Blvd. is four-way intersection controlled by stop signing on Leadbetter Blvd. (north and south approaches). Lake Road contains a three-lane street section with two travel lanes with a center left turn lane and is posted at 35 MPH. There are bike lanes and sidewalks along Lake Road. Leadbetter Blvd. provides one lane in each direction on both approaches and is posted at 25 MPH

Lake Road at Sierra Street is configured as a tee-shaped intersection with two travel lanes and a center left turn lane on Lake Road. The south approach contains separate northbound left and right turn lanes and is controlled by stop signing. There is sidewalk on the south side of Lake Road west of the intersection and sidewalk on both sides of Sierra Street. There are no bike lanes. The travel speed is posted at 35 MPH on Lake Road.

Lake Road at SR500 (Everett Street) is a tee-shaped intersection controlled by signalization. There are marked crosswalks and pedestrian signals on the west and north intersection legs. State Route 500 contains two travel lanes, a separate northbound left turn lane, and bike lanes. The eastbound approach on Lake Road contains separate left and right turn lanes. The northbound left turn approach is controlled with protected left turn phasing.

Payne Street north of Lake Road is a private road with a posted speed of 25 MPH. The development will construct a half-street improvement on the road between Lake Road and Camas Meadows Drive.

Larkspur Street north of Lake Road is a public street that narrows to a half-street section north of 59th Circle. This street will be fully improved north of 59th Circle in conjunction with the Village at Camas Meadows development.

TRAFFIC OPERATIONAL ANALYSIS

In order to evaluate traffic flow and delay in the area the study intersections were analyzed for level of service (LOS) conditions and safety. The intersections evaluated included six locations on Lake Road and the site accesses. LOS analyses were completed in the AM and PM peak hour periods for the following scenarios:

- 2014 Existing Traffic
- 2018 Background Traffic
- 2018 Total Traffic

In order to perform the LOS analysis at the critical intersections manual traffic counts were utilized for the AM peak and PM peak traffic hours. Figures 1a, 1b, 2a, & 2b illustrate the existing volume data for the weekday peak hours.

Background growth is comprised of the existing traffic plus the in-process traffic from previously approved developments in Camas. This data was provided by the City for several development projects (reference the in-process traffic on Figures 3 & 4). The year 2018 background traffic is illustrated on Figures 5a, 5b, 6a, & 6b. Following are the in-process development projects included in the analysis.

- Dwyer Creek Commercial Center
- CJ Dens Subdivision
- Alpha Tec
- Green Mountain Mixed Use
- Green Mountain Estates
- Brady Road Subdivision
- Hidden Meadows
- Lake Hills Residential
- North Hills Subdivision
- Parker Village Residential
- Two Creeks Residential

The 2018 total traffic is the summation of background traffic volumes and site generated traffic. The peak hour total traffic volumes are presented in Figures 12a, 12b, 13a, & 13b.

VEHICULAR TRIP GENERATION

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th edition (year 2012), were utilized to estimate the site's trip generation. Specifically, single-family housing (ITE code #210) was applied for the single-family and townhouse units and apartment (ITE code #220) was applied for the multi-family units to estimate the trips generated by the proposed development. Table 1 presents the trip generation for the proposed development.

Table 1 Trip Generation Summary

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	46							
Generation Rate [1]		9.52	0.75	25%	75%	1.00	63%	37%
Site Trips		**438**	**35**	9	26	**46**	29	17
Single-Family (#210)	31							
Generation Rate [1]		9.52	0.75	25%	75%	1.00	63%	37%
Site Trips		**295**	**23**	6	17	**31**	20	11
Apartment (#220)	138							
Generation Rate [1]		6.65	0.51	20%	80%	0.62	65%	35%
Site Trips		**918**	**70**	14	56	**86**	56	30
Total	215	**1,651**	**128**	29	99	**163**	105	58

[1] Source: *Trip Generation* , 9th Edition, ITE, 2012, average rates.

The Village at Camas Meadows is expected to generate 1,651 daily trips, 128 AM peak hour trips, and 163 PM peak hour trips.

The development's trip distribution was based on existing traffic count data, previous traffic study, engineering judgement, and City staff input and is illustrated on Figures 7a, 7b, 8a, & 8b. Figures 9a, 9b, 10a, & 10b illustrate the AM & PM peak hour trip assignments.

It is anticipated that some of the existing traffic flow will transition from Payne Street to Camas Meadows Drive when this street is extended between Larkspur and Payne Streets in the future. As a result a reroute plan was established to illustrate the estimated traffic changes in the peak hours (reference Figure 11).

CONCURRENCY

The following table presents a summary of the number of site generated trips that will be distributed to the City of Vancouver's Transportation Management Zone (TMZ) corridors during the PM peak hour.

Table 2a Number of site generated trips using adopted TMZ corridors

TMZ Corridor	Limits of Corridor	PM Peak Hour Trips
Mill Plain Boulevard	Fourth Plain Boulevard to I-5	0
	I-5 to Andresen Road	0
	Andresen Road to I-205	0
	I-205 to NE 136th Avenue	7
	NE 136th Avenue to NE 164th Avenue	15
	NE 164th Avenue to NE 192nd Avenue	21
St. Johns / Ft. Van Way	Mill Plain Boulevard to NE 63rd Street	0
Fourth Plain Boulevard	Mill Plain Boulevard to I-5	0
	I-5 to Andresen Road	0
	Andresen Road to I-205	0
	I-205 to NE 162nd Avenue	0
Andresen Road	Mill Plain Boulevard to SR-500	0
	SR-500 to NE 78th Street	0
NE 112th Avenue	Mill Plain Boulevard to NE 28th Street	0
	NE 28th Street to NE 51st Street	0
NE 162nd/164th Avenue	SE 1st Street to Fourth Plain Boulevard	9
	SR-14 to SE 1st Street	6
Burton Road / NE 28th Street	NE 18th Street to NE 112th Avenue	0
	NE 112th Avenue to NE 138th Avenue	0
	NE 138th Avenue to NE 162nd Avenue	2
NE 18th Street	NE 112th Avenue to NE 138th Avenue	0
	NE 138th Avenue to NE 162nd Avenue	4
NE 136th / 137th Avenue	Mill Plain Boulevard to NE 28th Street	0
	NE 28th Street to Fourth Plain Boulevard	0
SE 192nd Avenue	SR-14 to NE 18th Street	106

Table 2b lists the Village at Camas Meadows trips that are expected to travel within the Mill Plain corridor between I-205 and NE 192nd Avenue during the PM peak hour.

Table 2b Number of site generated trips in the Mill Plain Boulevard corridor intersections

Intersection	PM Peak Hour											
	SB			WB			NB			EB		
	R	T	L	R	T	L	R	T	L	R	T	L
Mill Plain Boulevard & Chkalov Drive/NE 112th Avenue	-	-	-	-	-	-	-	-	-	-	-	-
Mill Plain Boulevard & NE 117th Avenue	-	-	-	-	-	-	-	-	-	-	-	-
Mill Plain Boulevard & NE 120th Avenue	-	-	-	-	-	-	-	-	-	-	-	-
Mill Plain Boulevard & NE 123rd/124th Avenue	-	-	1	3	-	2	1	-	-	-	-	-
Mill Plain Boulevard & NE 126th Avenue	-	-	-	-	5	-	-	-	-	-	2	-
Mill Plain Boulevard & Park Plaza Drive	-	-	-	-	5	-	-	-	-	-	2	-
Mill Plain Boulevard & NE 136th Avenue	-	-	-	-	5	3	1	-	-	-	2	-
Mill Plain Blvd. & Hearthwood Blvd./Park Crest Avenue	-	-	-	-	8	-	-	-	-	-	3	-
Mill Plain Boulevard & NE 164th Avenue	-	-	-	-	11	4	2	-	-	-	4	-
Mill Plain Boulevard & SE 172nd Avenue	-	-	-	-	15	-	-	-	-	-	6	-
Mill Plain Boulevard & SE 192nd Avenue	15	54	-	-	-	-	-	21	-	-	-	6

Exhibit 1A in the appendix presents the trip distribution at the City of Vancouver's corridor intersections in tabular format.

Exhibit 1B in the appendix presents the PM peak hour trip assignments at the City of Vancouver's corridor intersections in tabular format.

CAPACITY ANALYSIS

Capacity analyses were performed to determine the levels of service for the weekday peak hours. HCS and Traffix software was used to determine the volume/capacity ratios, delays, and level of service for each scenario considered. The programs are based on the Highway Capacity Manual methodology. Copies of the capacity analysis calculations are included in the appendix.

According to the City's traffic study guidelines and specifically the Comprehensive Plan Transportation Element (Policy TR-20) the LOS standard is LOS 'D' or better and a v/c ratio of 0.90 or better.

Table 2 Capacity Analysis Summary

Intersection	Type of Control	Peak Hour	Traffic Scenario											
			2014 Existing				2018 Background				2018 Total			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
Friberg Street and Lake Road	Signal	AM	-	C	33.2	0.83	-	E	73.4	1.05	-	E	79.2	1.07
		PM	-	A	9.5	0.30	-	B	14.5	0.59	-	B	14.4	0.60
Payne Street and Lake Road	Two-way Stop	AM	SB	C	16.5	-	SB	D	26.2	-	SB	D	30.3	-
		PM	SB	C	21.1	-	SB	E	40.6	-	SB	F	58.9	-
	Mitigation [1]	*AM*	-	-	-	-	-	-	-	-	-	-	-	-
		PM	-	-	-	-	*SB*	*E*	*36.0*	-	*SB*	*E*	*47.9*	-
	Mitigation [2]	*AM*	-	-	-	-	-	-	-	-	-	-	-	-
		PM	-	-	-	-	-	*A*	*8.7*	*0.40*	-	*A*	*9.6*	*0.45*
Parker Street/ Larkspur Street and Lake Road	Signal	AM	-	B	15.3	0.40	-	B	15.7	0.52	-	B	16.3	0.54
		PM	-	B	14.7	0.57	-	B	18.2	0.73	-	B	19.2	0.75
Leadbetter Drive and Lake Road	Two-way Stop	AM	SB	C	18.3	-	SB	C	22.7	-	SB	C	24.1	-
		PM	NB	C	21.9	-	NB	D	32.7	-	NB	E	35.8	-
	Mitigation [3]	*AM*	-	-	-	-	-	-	-	-	-	-	-	-
		PM	-	-	-	-	*NB*	*D*	*27.1*	-	*NB*	*D*	*29.2*	-
Sierra Street and Lake Road	Two-way Stop	AM	NB	B	14.7	-	NB	C	19.2	-	NB	C	20.4	-
		PM	NB	C	17.4	-	NB	D	25.9	-	NB	D	29.4	-
Everett Street (SR 500) and Lake Road	Signal	AM	-	C	31.0	0.83	-	D	52.2	0.96	-	D	54.9	0.98
		PM	-	C	21.3	0.74	-	C	29.6	0.89	-	C	31.4	0.91
Site Access and Payne Street	Two-way Stop	AM	-	-	-	-	-	-	-	-	WB	A	9.7	-
		PM	-	-	-	-	-	-	-	-	WB	B	10.2	-

Notes: 2000 *Highway Capacity Manual* methodology used in analysis. NB - Northbound, SB - Southbound, WB - Westbound, Crit. Mov't - Critical movement or critical approach.

[1] *Mitigation: Construct southbound left turn lane and southbound right turn lane on Payne Street - Recommended.*

[2] *Mitigation: Install traffic signal - Not Recommended.*

[3] *Mitigation: Re-stripe south approach with separate left turn lane & through-right lane on Leadbetter Drive.*

The results in Table 2 cover all of the study intersections and reflect that the following locations will meet the City's operational standards through the year 2018 total traffic scenario:

> Lake Road at Parker/Larkspur Street, Leadbetter Drive, Sierra Street, Everett Street/SR500, site access at Payne Street

It is noted that at Leadbetter Drive/Lake Road in order to maintain LOS 'D' or better it will be necessary to re-stripe the south approach to add a separate northbound left turn lane. The curb lane would then operate as a combination through/right turn lane.

Lake Road at Friberg Street is signalized and will experience LOS 'E' in the AM peak hour in the year 2018 background and year 2018 total traffic scenarios with v/c ratios of 1.05 & 1.07, respectively. The failing condition first occurring in the background scenario is due to the in-process traffic which accounts for 447 vehicles in the AM peak hour (66% increase in traffic over the existing volume). The Village at Camas Meadows proposed development will add 75 vehicles which represents an increase of 11% over the existing traffic. As documented the background traffic contributes more traffic than the development by a ratio of six to one.

Lake Road at Payne Street is stop controlled and will experience LOS 'E' in the PM peak hour in the year 2018 background and LOS 'F' in the year 2018 total traffic scenario unless improvements are made. The failing condition first occurring in the background scenario is due to the in-process traffic which accounts for 365 vehicles in the PM peak hour (+28%). The Village at Camas Meadows proposed development will add 121 vehicles which represents an increase of 9% over the existing traffic. As documented the background traffic contributes more traffic than the development by a ratio of three to one. When the Payne Street approach is improved to provide separate left and right turn lanes (recommended mitigation) for southbound traffic the failing LOS condition improves to LOS 'E' in the PM peak hour with an average delay of 47.9 seconds.

Generally, LOS ‘A’, ‘B’, ‘C’, and ‘D’ are desirable service levels ranging from no vehicle delays to average or longer than average delays in the peak hours. Level ‘E’ represents long delays indicating signalization warrants need to be reviewed and signals considered only if warrants are met. Level ‘F’ indicates that intersection improvements, such as widening and signalization, may be required. According to the Highway Capacity Manual (HCM), the following delay times are associated with the LOS at stop controlled unsignalized and signalized intersections.

Level of Service criteria defined in the Highway Capacity Manual.

Level of Service (LOS)	Unsignalized Control Stopped Delay (sec/veh)	Signalized Control Stopped Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

QUEUING ANALYSIS

Queue length demand at the stop controlled intersection of Lake Road at Payne Street was established in the capacity analysis. Copies of the reports are included in the appendix. The 95th percentile vehicle queue occurring on the southbound stop approach was determined to be approximately five vehicles during the PM peak hour in the total traffic scenario. The 95th percentile queue in the AM peak hour was approximately four vehicles.

SIGHT DISTANCE

Sight distance at the proposed access to Payne Street will require 280 feet based on the posted speed of 25 MPH according to the AASHTO standards. The future half-street improvements on Payne Street planned with the development will need to insure that this distance is attained in accordance with City of Camas standards.

The intersection sight distance along Lake Road at Payne Street was measured in the field (by Harb Engineering) and determined to be over 490 feet in both directions. Based on a posted speed of 40 MPH a sight distance of 445 feet in both directions is required so the standard is met.

LEFT TURN LANE WARRANTS

Currently all of the intersections analyzed on Lake Road have left turn lanes. Therefore, no turn lane warrants were necessary for this street.

At the site access intersection on Payne Street a separate southbound left turn lane is not warranted through the year 2018 total traffic scenario. The warrant analysis data sheet is included in the appendix.

TRAFFIC SIGNAL WARRANTS

The peak hour signal warrant presented in the Manual on Uniform Traffic Control Devices (MUTCD) was reviewed for the non-signalized study intersections on Lake Road. The warrant is not met for any of the intersections through the year 2018 total traffic conditions. At Payne Street and Lake Road the warrant is not met after the southbound approach is improved to separate left and right turn lanes. A copy of the peak hour signal warrant is included.

ACCIDENT HISTORY

Accident data for the study intersections on Lake Road was obtained from WSDOT and was reviewed to help identify any traffic safety problems. The data was derived from a five-year study period covering the years 2009 through 2013.

The accident rates presented in Table 6 are based on the number of accidents per million entering vehicles (MEV) per year. Typically, an intersection is not considered unsafe unless the accident rate exceeds the threshold of 1.0 accident per MEV/year.

Table 6 Intersection Crash Rate Summary

Intersection	Accident History (Years)	Number of Accidents	Accidents per year	Annual Traffic Entering (veh/yr)	Accident rate per M.E.V.*
SE 192nd Avenue and SE 1st Street	5	7	1.4	8831503	**0.16**
SE 199th Avenue and SE 1st Street	5	0	0	4616634	**0.00**
Friberg Street and SE 1st Street/Lake Road	5	10	2	4799254	**0.42**
WaferTech driveway and Lake Road	5	0	0	4229479	**0.00**
Payne Street and Lake Road	5	2	0.4	4711596	**0.08**
Parker Street and Lake Road	5	3	0.6	5153536	**0.12**
Leadbetter Drive and Lake Road	5	1	0.2	3466128	**0.06**
Sierra Street and Lake Road	5	4	0.8	3904416	**0.20**
Everett Street (SR 500) and Lake Road	5	16	3.2	5270413	**0.61**
Westridge Boulevard and SE 195th Avenue	5	0	0.0	730480	**0.00**
SE 15th Street and SE 195th Avenue	5	2	0.4	938667	**0.43**

* M.E.V. - million entering vehicles.

None of the intersections have experienced a crash rate over 0.61 accidents per MEV/year and therefore safety mitigation is not necessary.

PEDESTRIANS, BICYCLES, & BUSES

There are sidewalks and bike lanes along both sides of Lake Road near Payne Street and Larkspur Street/Parker Road. There is sidewalk along the east side of Larkspur Street north of Lake Road. With development of the Village at Camas Meadows sidewalk will be installed on the streets internal to the site and with the half-street improvements constructed on Payne Street and Larkspur Street. Additional bicycle lanes are not planned with the development.

C-Tran does not provide transit service along Lake Road. Route #90 (Burton) provides bus service on SE 192nd Avenue.

SUMMARY AND RECOMMENDATIONS

The traffic study for the proposed Village at Camas Meadows development has been prepared to determine the potential impacts to six intersections on Lake Road and the site access on Payne Street. Development of the Village at Camas Meadows is expected to generate 1,651 daily trips, 128 AM peak hour trips, and 163 PM peak hour trips.

Sight distance at the proposed access to Payne Street will require 280 feet based on the posted speed of 25 MPH. The future improvements on Payne Street planned with the development will need to insure that this distance is attained in accordance with City of Camas standards. Sight distance along Lake Road at Payne Street was determined to be over 490 feet in both directions. Based on a posted speed of 40 MPH a sight distance of 445 feet in both directions is required so the standard is met.

The peak hour signal warrant was reviewed for the non-signalized study intersections on Lake Road. The warrant is not met for any of the intersections and no new signals are proposed. At Payne Street and Lake Road the warrant will not be met when the north approach is improved to provide two approach lanes (separate left & right turn lanes).

The capacity analysis indicated that the study intersections including Lake Road at Parker/Larkspur Street, Leadbetter Drive, Sierra Street, Everett/SR500, and the site access at Payne Street will meet the City's operational standards through the year 2018 total traffic scenario. It should be noted that at Leadbetter Drive/Lake Road in order to maintain LOS 'D' or better it will be necessary to re-stripe the south approach to add a separate northbound left turn lane.

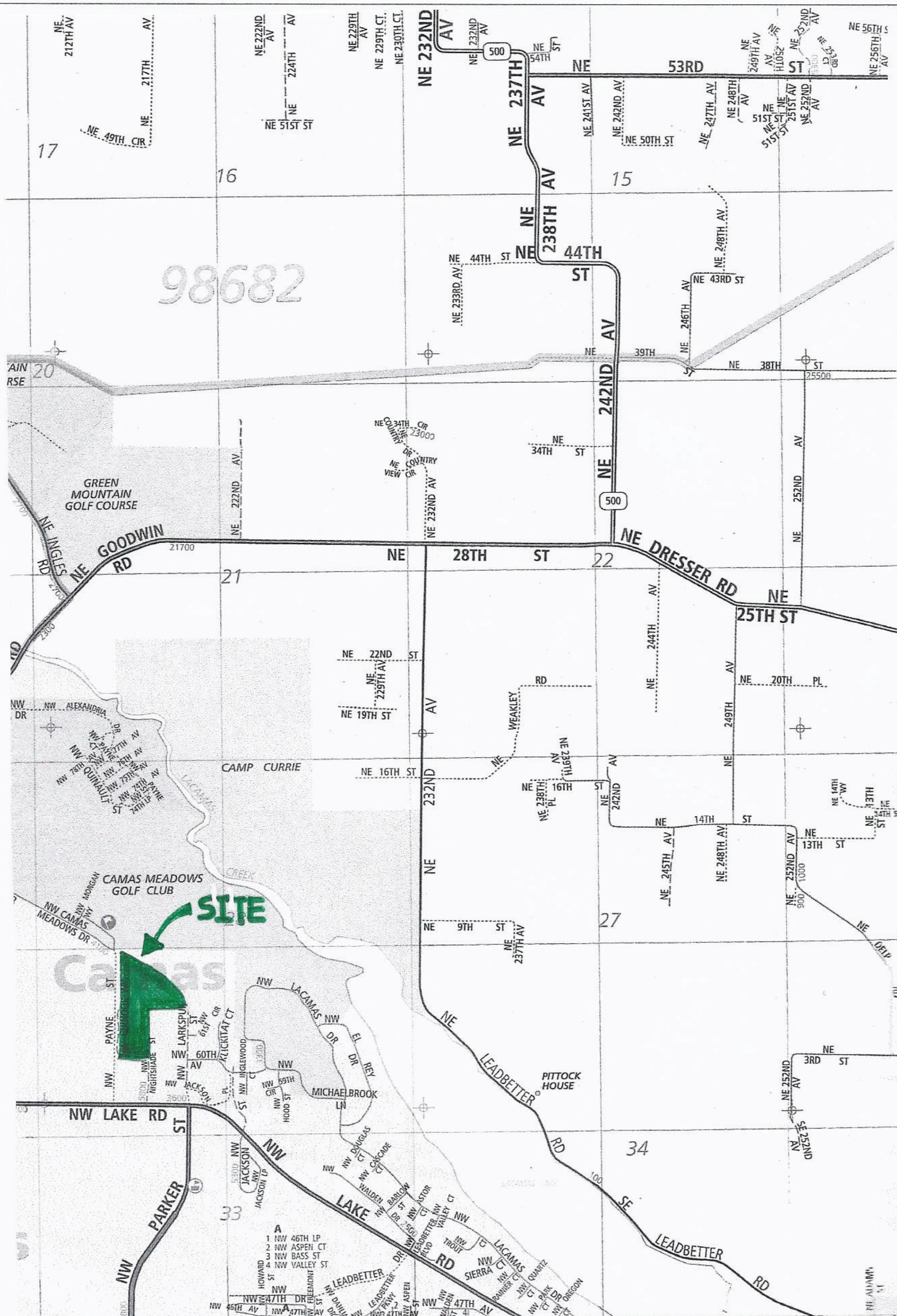
Lake Road at Friberg Street is signalized and will experience LOS 'E' in the AM peak hour in the year 2018 background and year 2018 total traffic scenarios with v/c ratios of 1.05 & 1.07, respectively. The failing condition occurring in the background scenario is due to the in-process traffic which accounts for a 66% increase in traffic over the existing volume. Due to the insignificant change in the v/c ratio (1.9% increase) attributed to the development no improvements are recommended at this location.

Lake Road at Payne Street will experience failing conditions in the PM peak hour in the year 2018 background and year 2018 total traffic scenarios unless improvements are made. The failing condition first occurring in the background scenario is due to the in-process traffic which accounts for a 28% traffic increase. When the Payne Street approach is improved to provide separate left and right turn lanes (recommended mitigation) the LOS 'F' condition improves to LOS 'E' in the PM peak hour. The intersection has experienced very few crashes in the past (crash rate = 0.02 MEV/year) and will not meet the signal warrant with the proposed lane improvements.

It is recommended that stop sign control be established on the site access approach to Payne Street. Figure 'c' references the lane configuration and traffic control recommendations.

APPENDIX

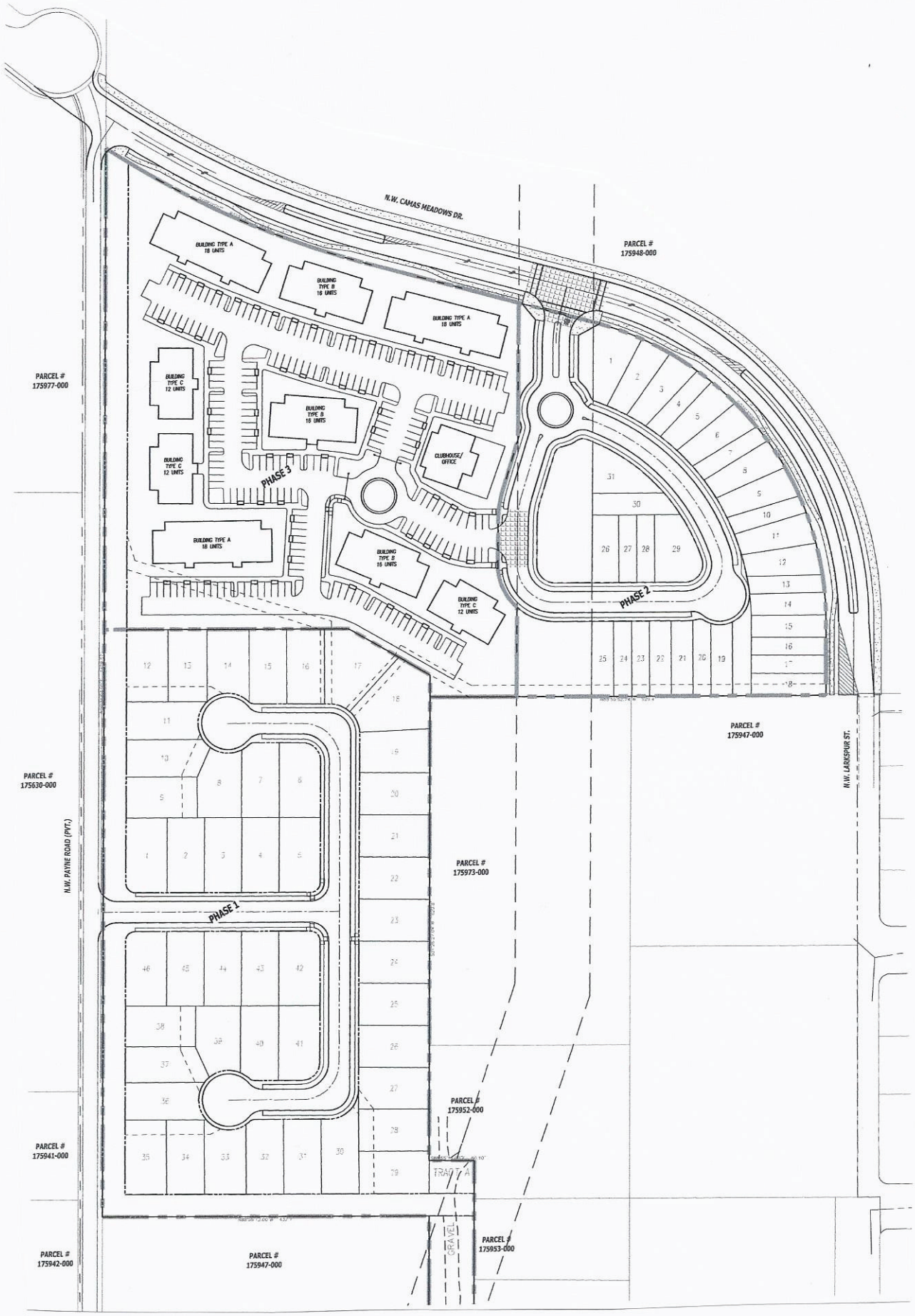
- Vicinity Map — Figure a
- Site Plan — Figure b
- Lane Configurations and Traffic Control — Figure c
- Traffic Flow Diagrams
  - Figures 1a-1b 2014 Existing Traffic – AM Peak Hour
  - Figures 2a-2b 2014 Existing Traffic – PM Peak Hour
  - Figures 3-4 In-Process Traffic (AM & PM)
  - Figures 5a-5b 2018 Background Traffic – AM Peak Hour
  - Figures 6a-6b 2018 Background Traffic – PM Peak Hour
  - Figures 7a-8b Trip Distribution (AM & PM)
  - Figures 9a-9b Trip Assignment – AM Peak Hour
  - Figures 10a-10b Trip Assignment – PM Peak Hour
  - Figure 11 Traffic Reroute
  - Figures 12a-12b 2018 Total Traffic – AM Peak Hour
  - Figures 13a-13b 2018 Total Traffic – PM Peak Hour
- Traffic Count Data
- In-Process Traffic Worksheets
- Peak Hour Signal Warrant
- Left Turn Lane Warrant
- Accident History Summary (furnished by WSDOT)
- Traffix Capacity Analysis Worksheets
- Highway Capacity Software (HCS) Analysis Worksheets
- Exhibits 1A & 1B - Trip Distribution & Assignments at Concurrency Corridor Intersections



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

CHARBONNEAU ENGINEERING LLC PROJECT: 15-21	NOTES: NO SCALE	N	VICINITY MAP THE VILLAGE AT CAMAS MEADOWS	FIGURE a

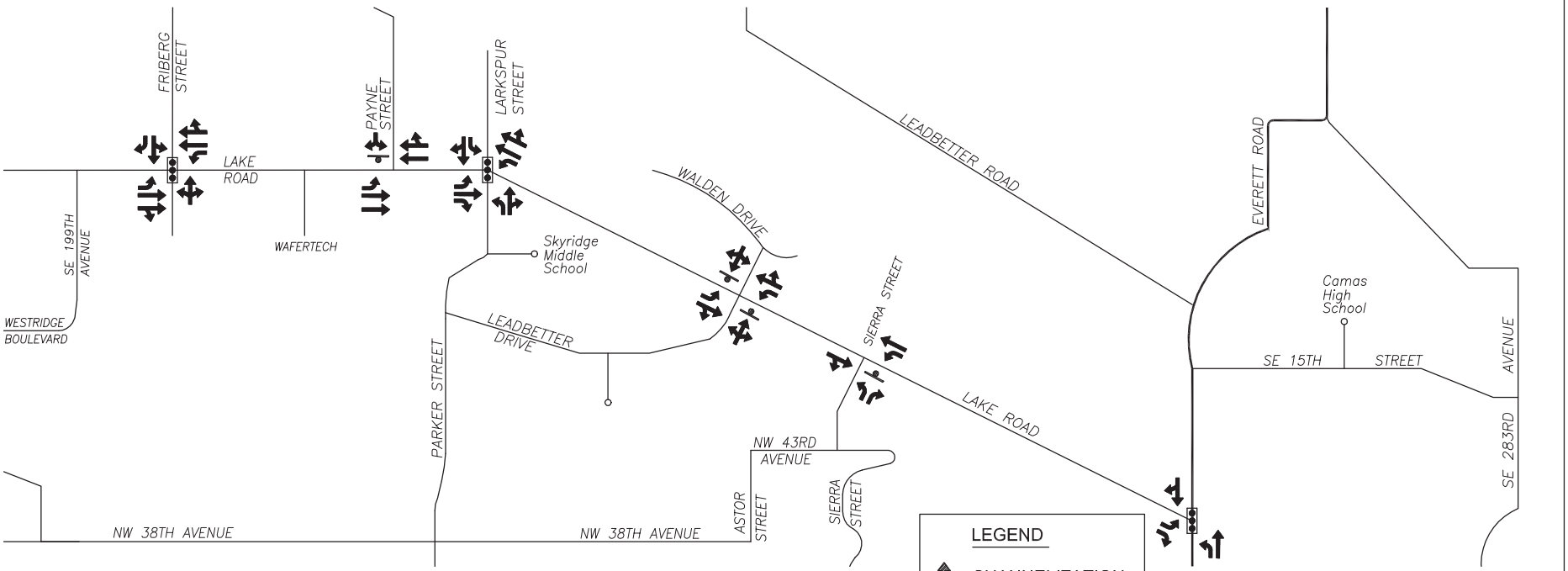


FILE NAME: 1521flow.dwg

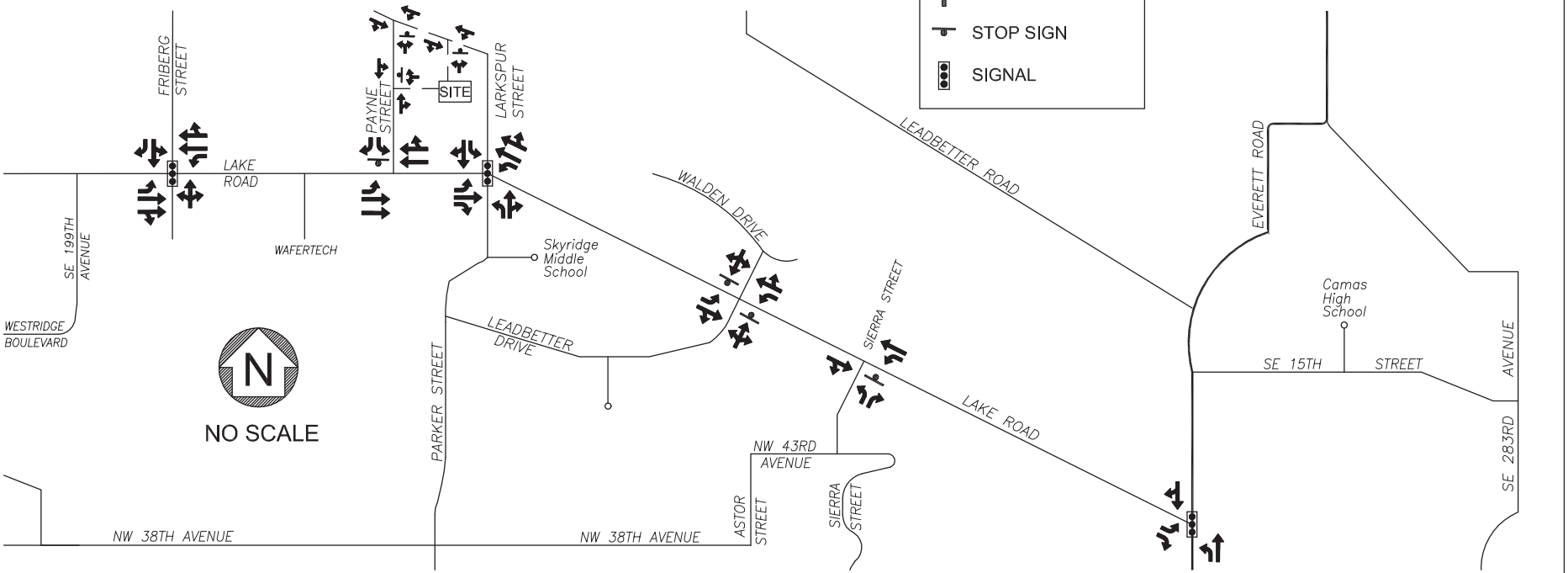
PLOT DATE: 05.15.15

CHARBONNEAU ENGINEERING LLC PROJECT: 15-21	NOTES: NO SCALE	N	SITE PLAN THE VILLAGE AT CAMAS MEADOWS	FIGURE b

PLOT DATE: 05.27.15 FILE: 1521flow.dwg



EXISTING



PROPOSED

CHARBONNEAU ENGINEERING LLC

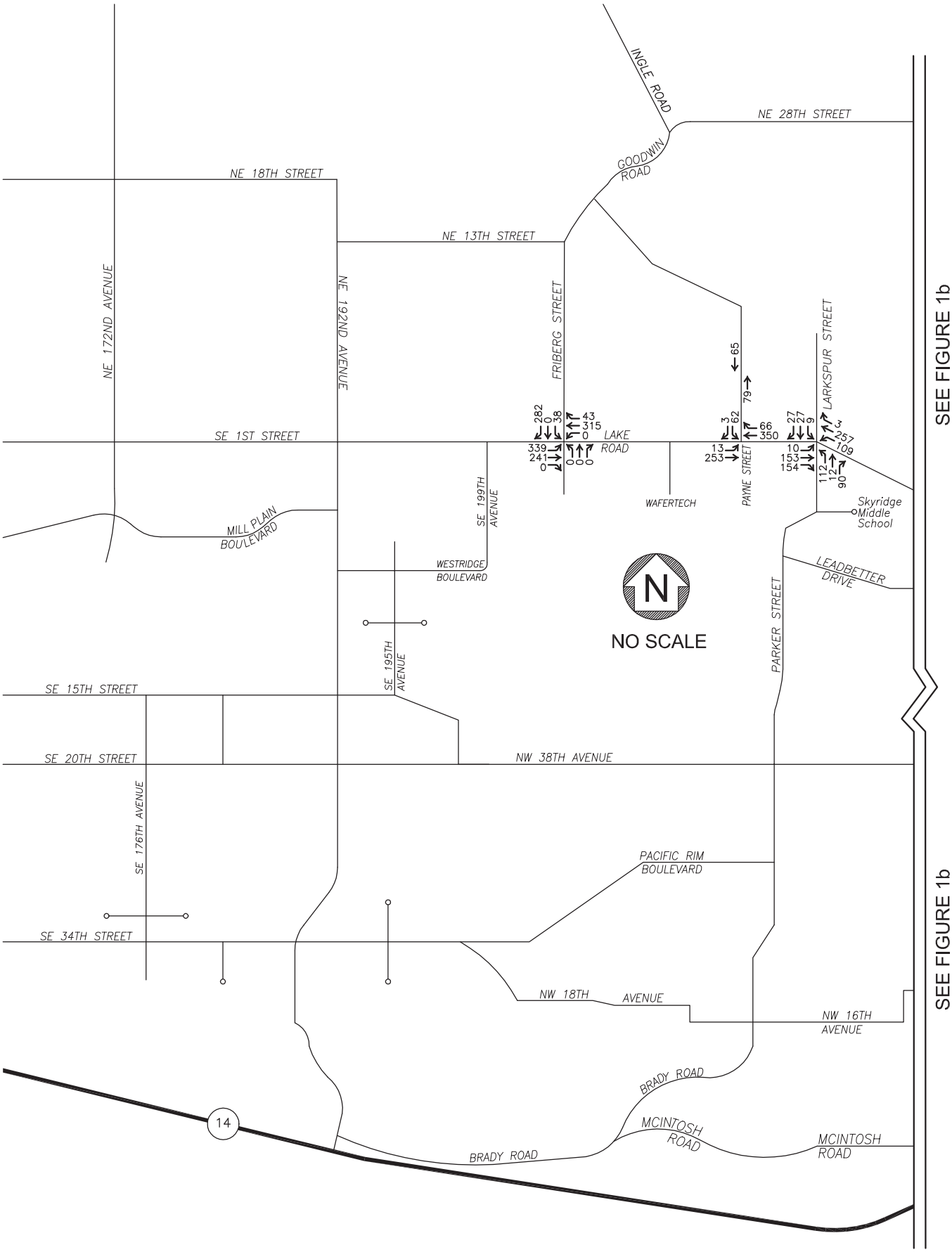
PROJECT: 15-21

NOTES:

LANE CONFIGURATIONS AND TRAFFIC CONTROL
THE VILLAGE AT CAMAS MEADOWS

FIGURE

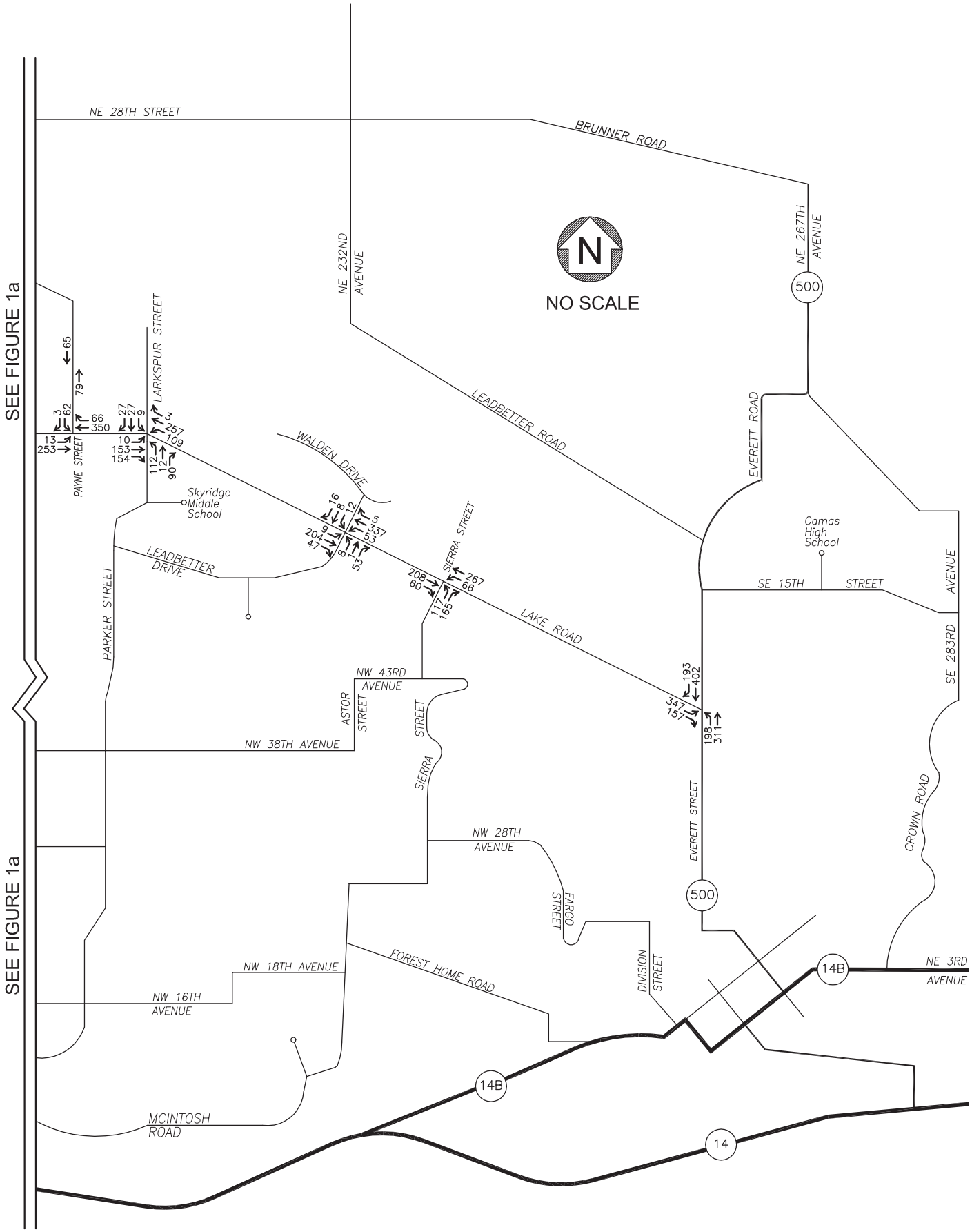
C



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

CHARBONNEAU ENGINEERING LLC PROJECT: 15-21	NOTES:	2014 EXISTING TRAFFIC AM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS	FIGURE 1a



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

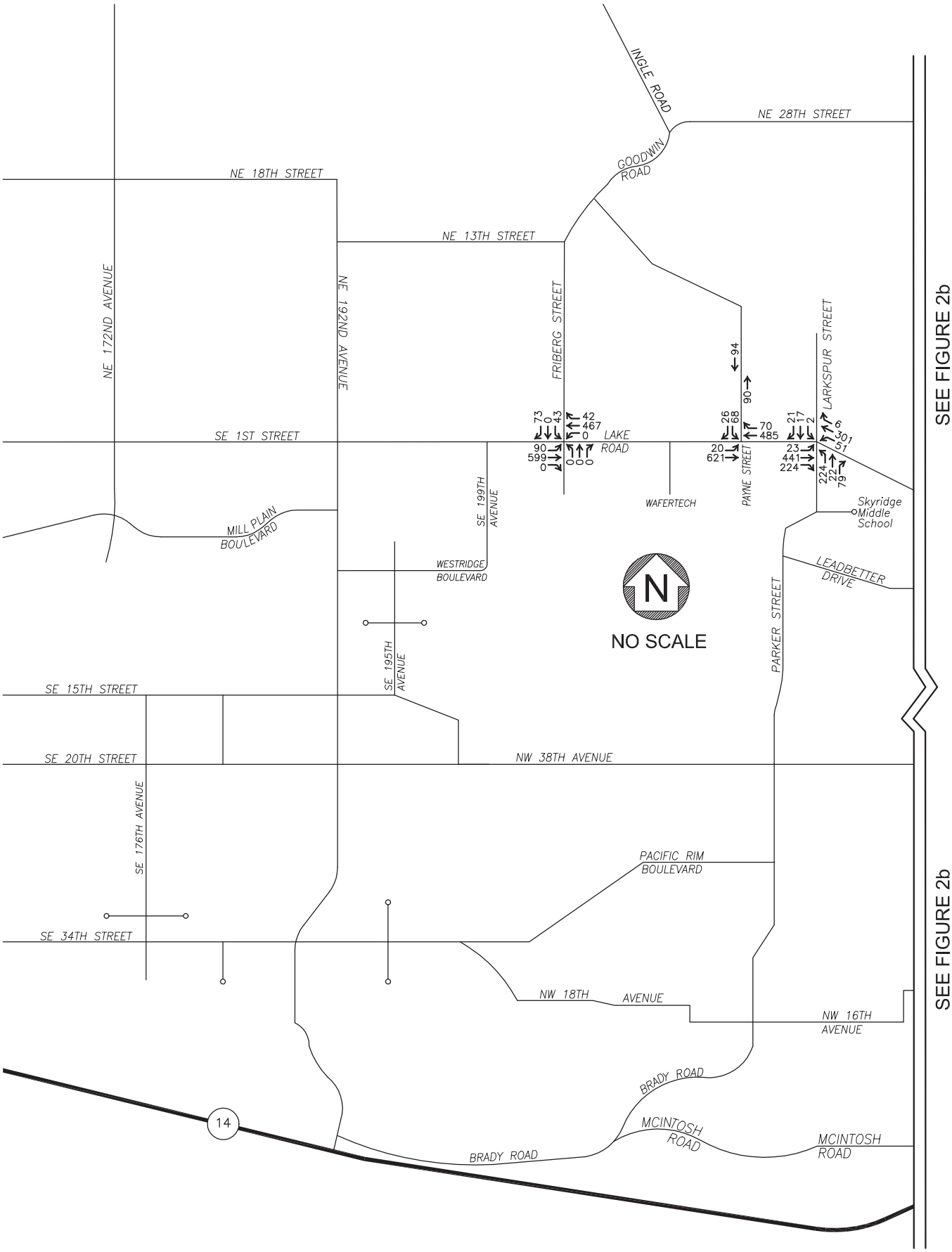
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES:

2014 EXISTING TRAFFIC
AM PEAK HOUR
THE VILLAGE AT CAMAS MEADOWS

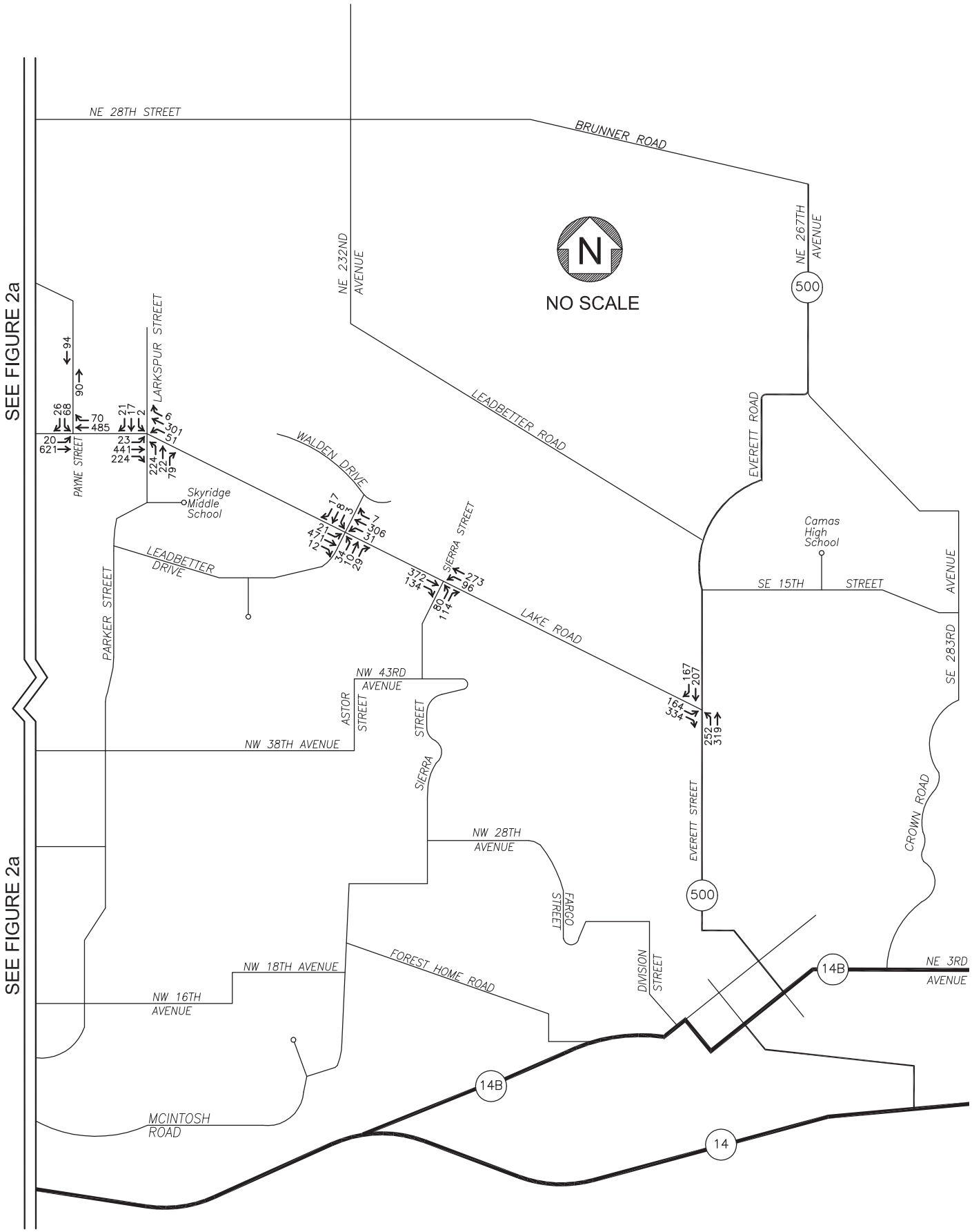
FIGURE 1b



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

CHARBONNEAU ENGINEERING LLC PROJECT: 15-21	NOTES:	2014 EXISTING TRAFFIC PM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS	FIGURE 2a



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

CHARBONNEAU ENGINEERING LLC

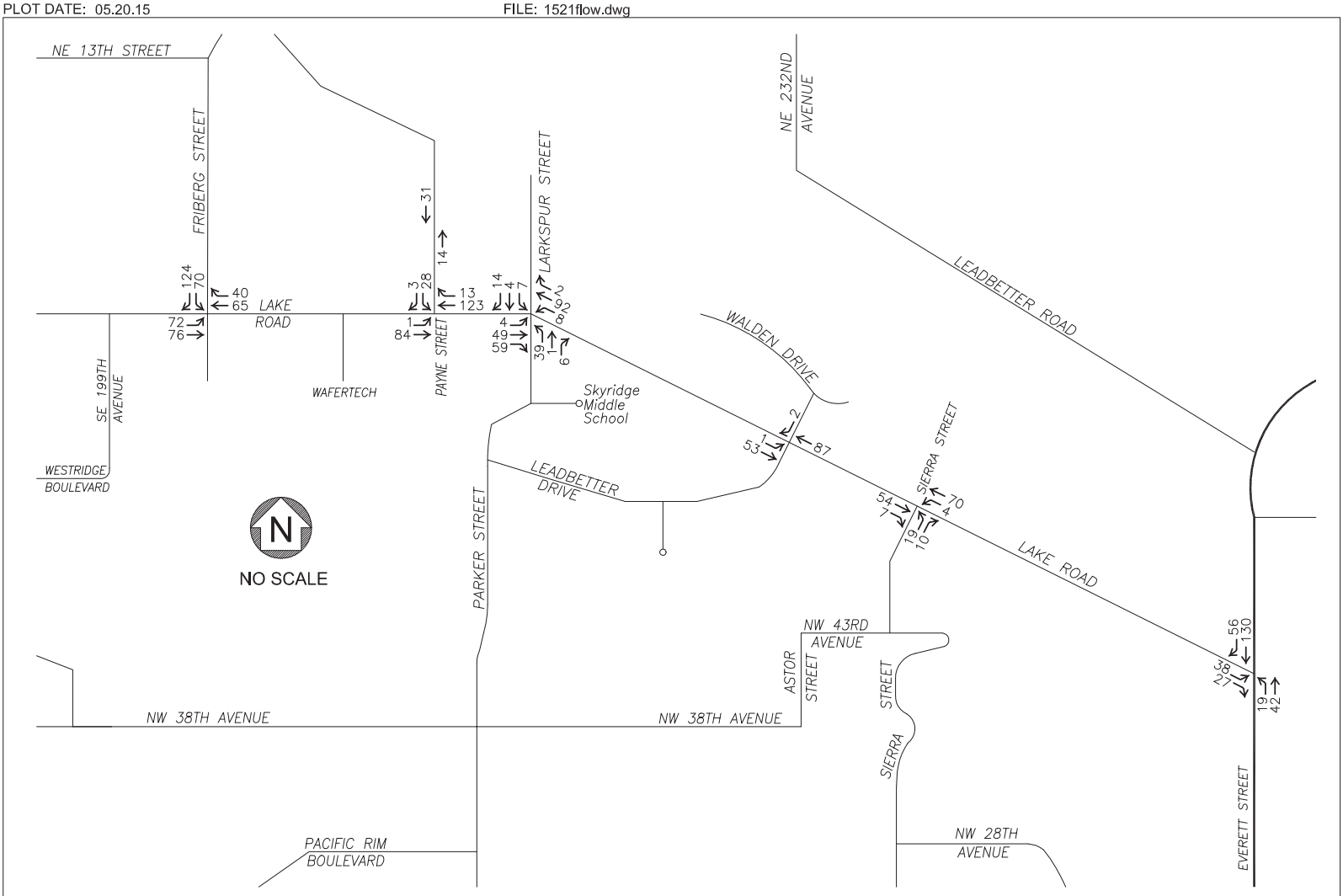
PROJECT: 15-21

NOTES:

2014 EXISTING TRAFFIC
PM PEAK HOUR
THE VILLAGE AT CAMAS MEADOWS

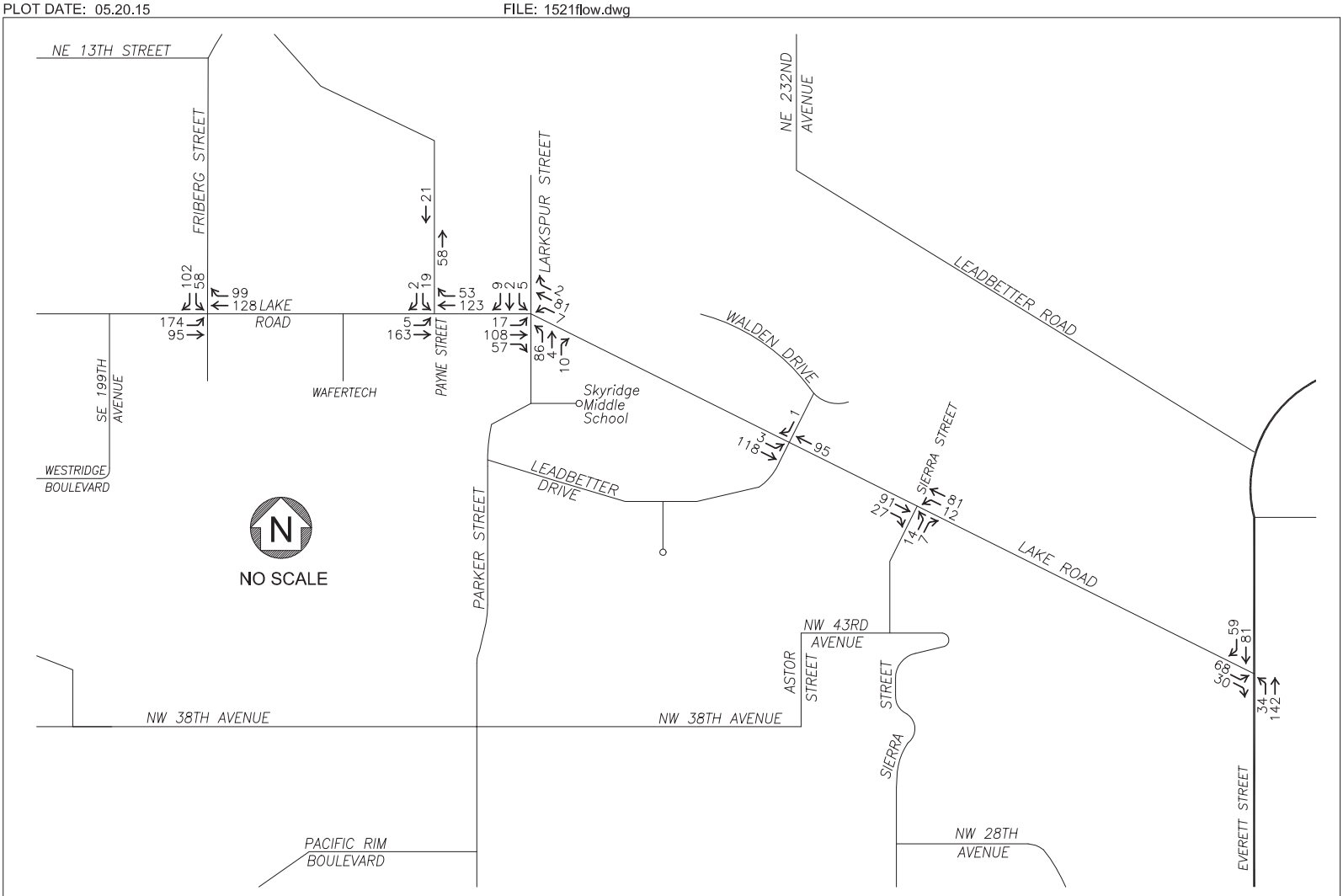
FIGURE 2b

PLOT DATE: 05.20.15 FILE: 1521flow.dwg

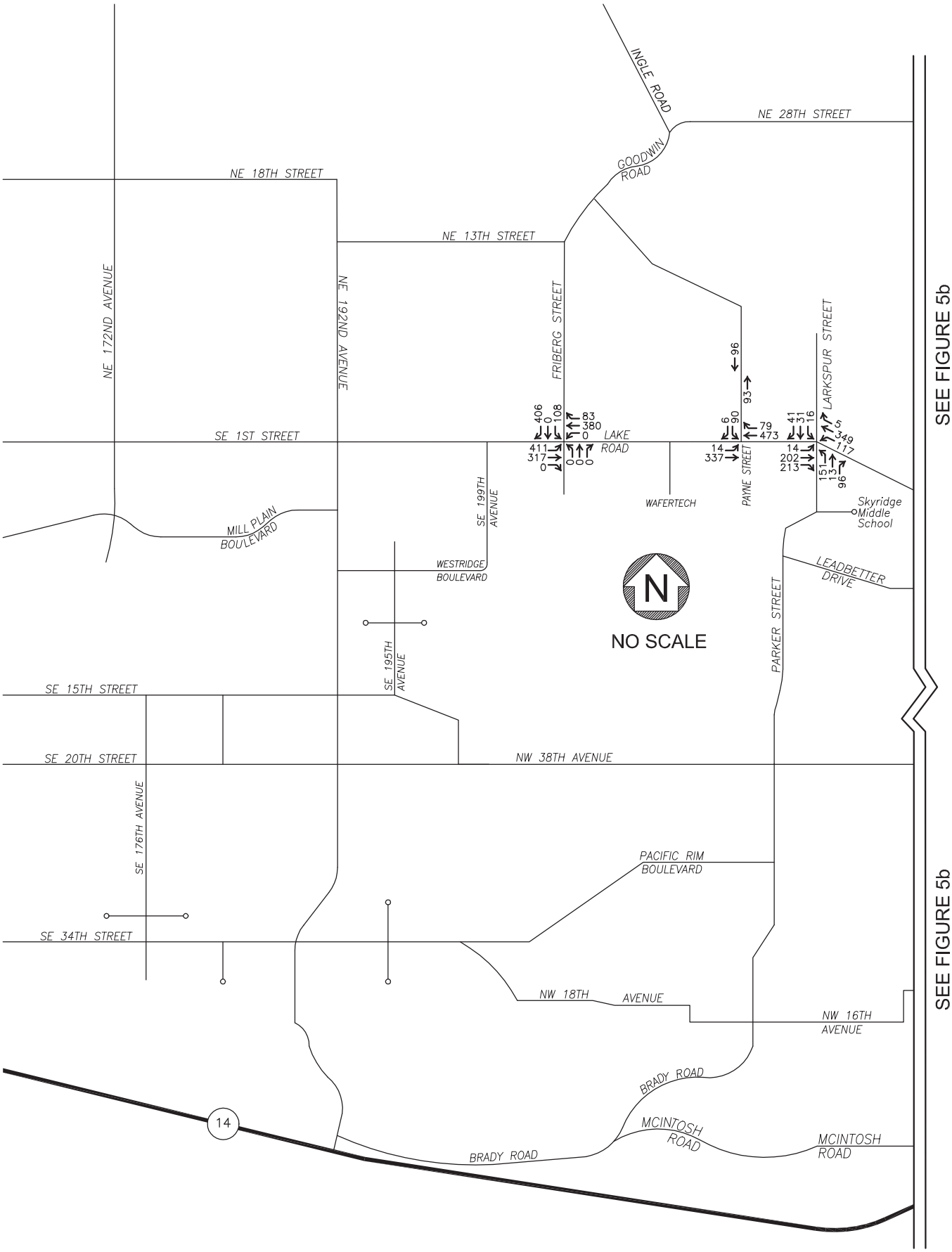


CHARBONNEAU ENGINEERING LLC PROJECT: 15-21	NOTES: In-Process Traffic supplied by City of Camas staff.	IN-PROCESS TRAFFIC AM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS	FIGURE 3

PLOT DATE: 05.20.15 FILE: 1521flow.dwg



CHARBONNEAU ENGINEERING LLC PROJECT: 15-21	NOTES: In-Process Traffic supplied by City of Camas staff.	IN-PROCESS TRAFFIC PM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS	FIGURE 4



FILE NAME: 1521flow.dwg

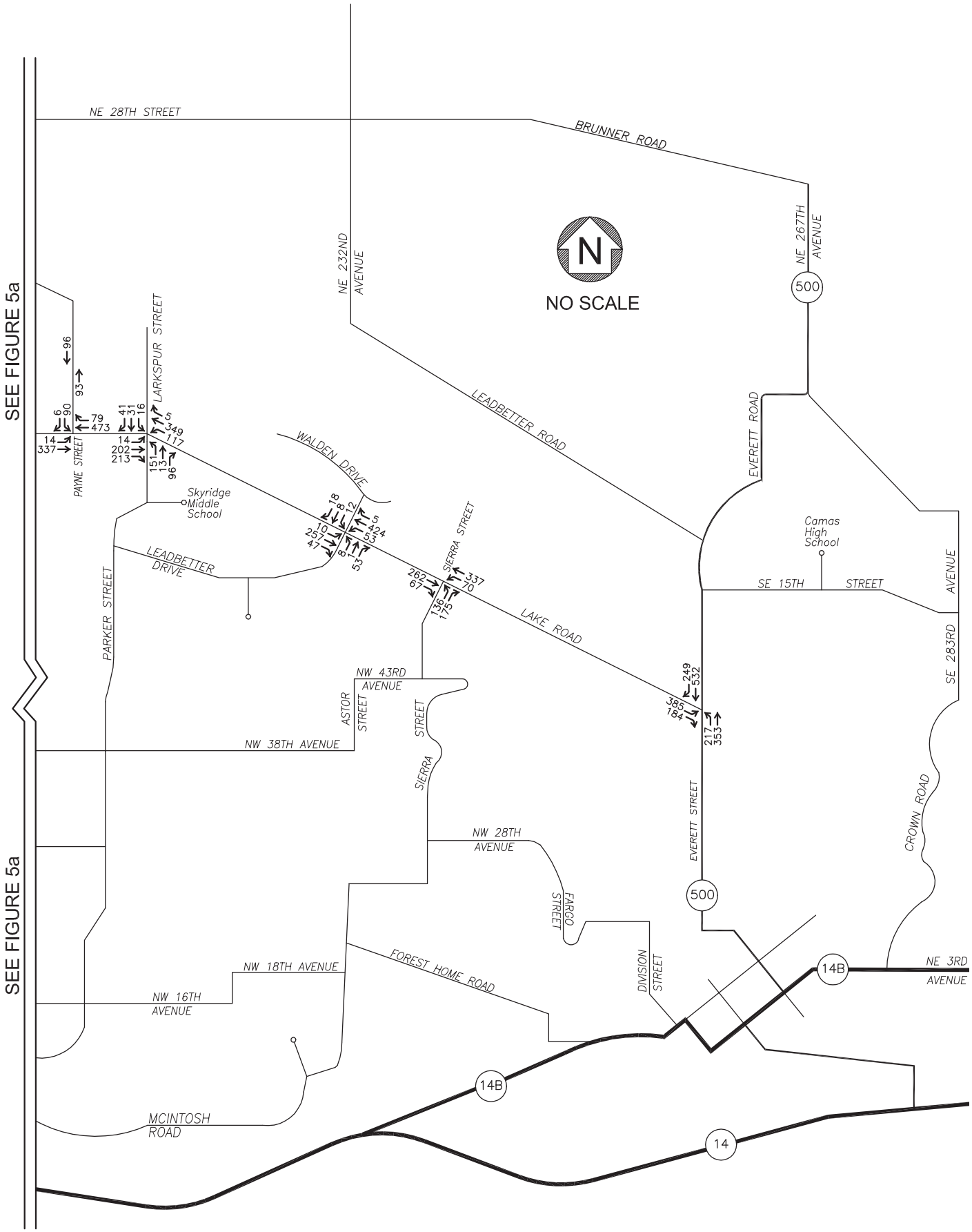
PLOT DATE: 05.15.15

CHARBONNEAU ENGINEERING LLC
PROJECT: 15-21

NOTES: 2018 Background Traffic= 2014 Existing Traffic + In-Process Traffic.

2018 BACKGROUND TRAFFIC AM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS

FIGURE 5a



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

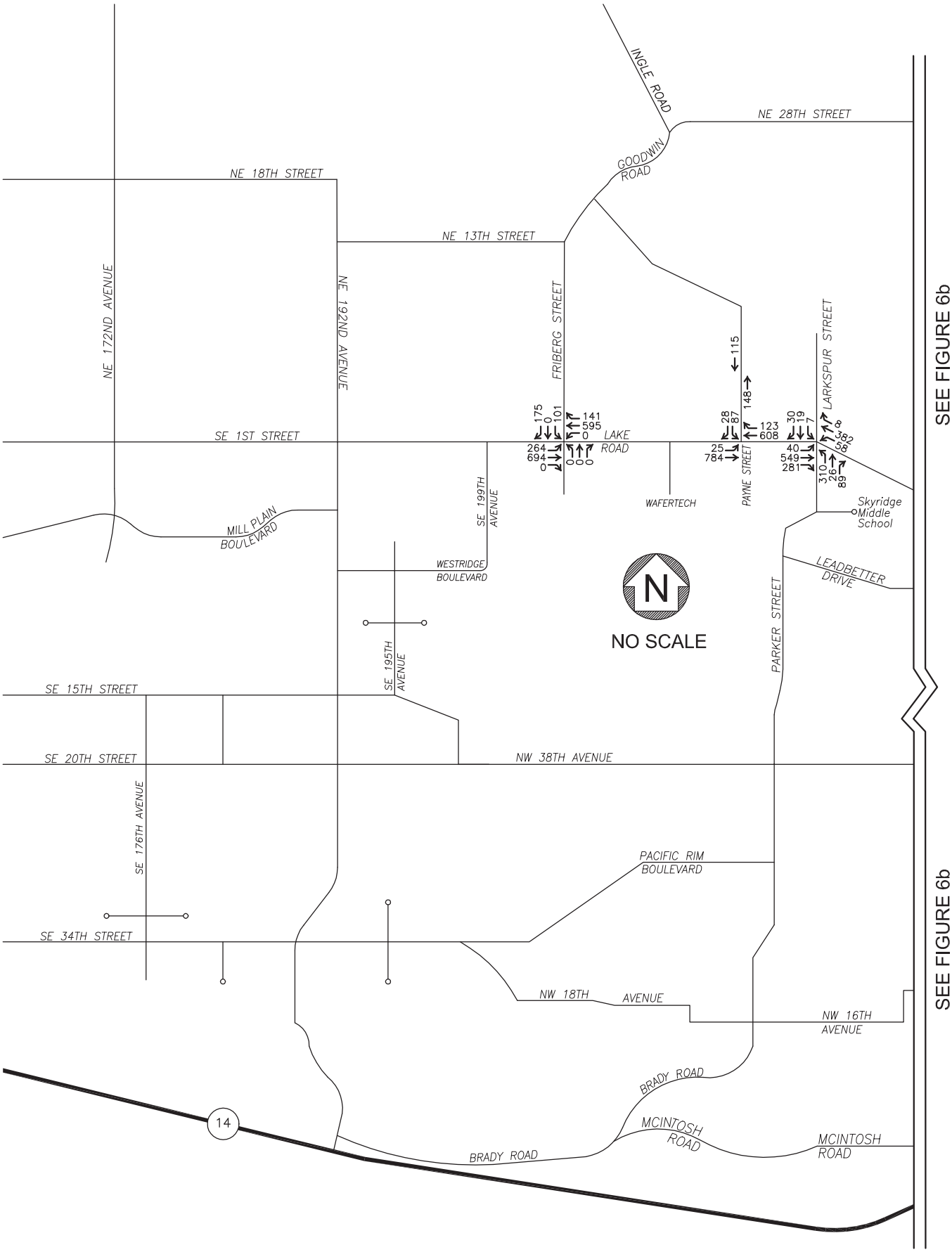
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES: 2018 Background Traffic= 2014 Existing Traffic + In-Process Traffic.

2018 BACKGROUND TRAFFIC AM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS

FIGURE 5b



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

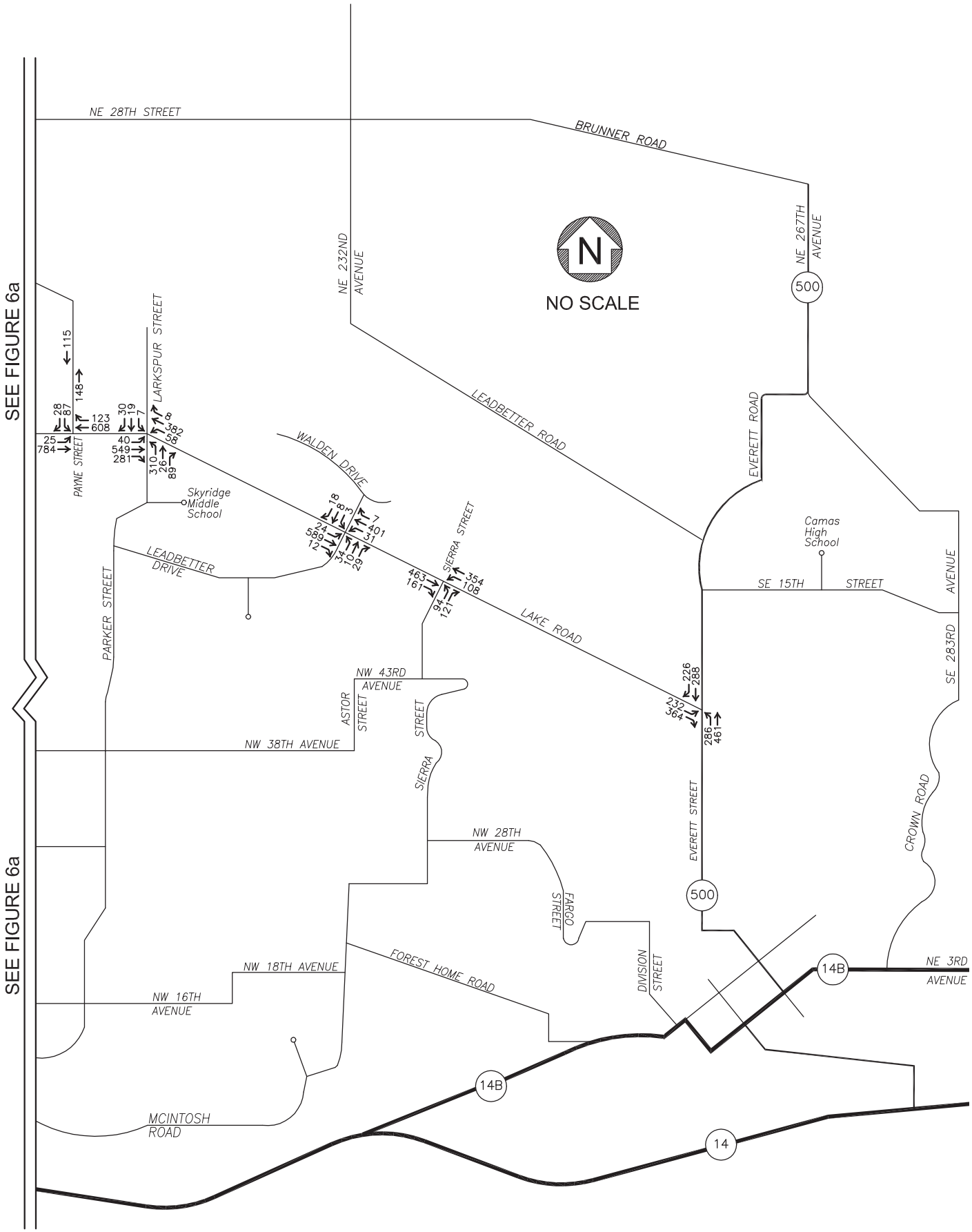
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES: 2018 Background Traffic= 2014 Existing Traffic + In-Process Traffic.

2018 BACKGROUND TRAFFIC PM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS

FIGURE 6a



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

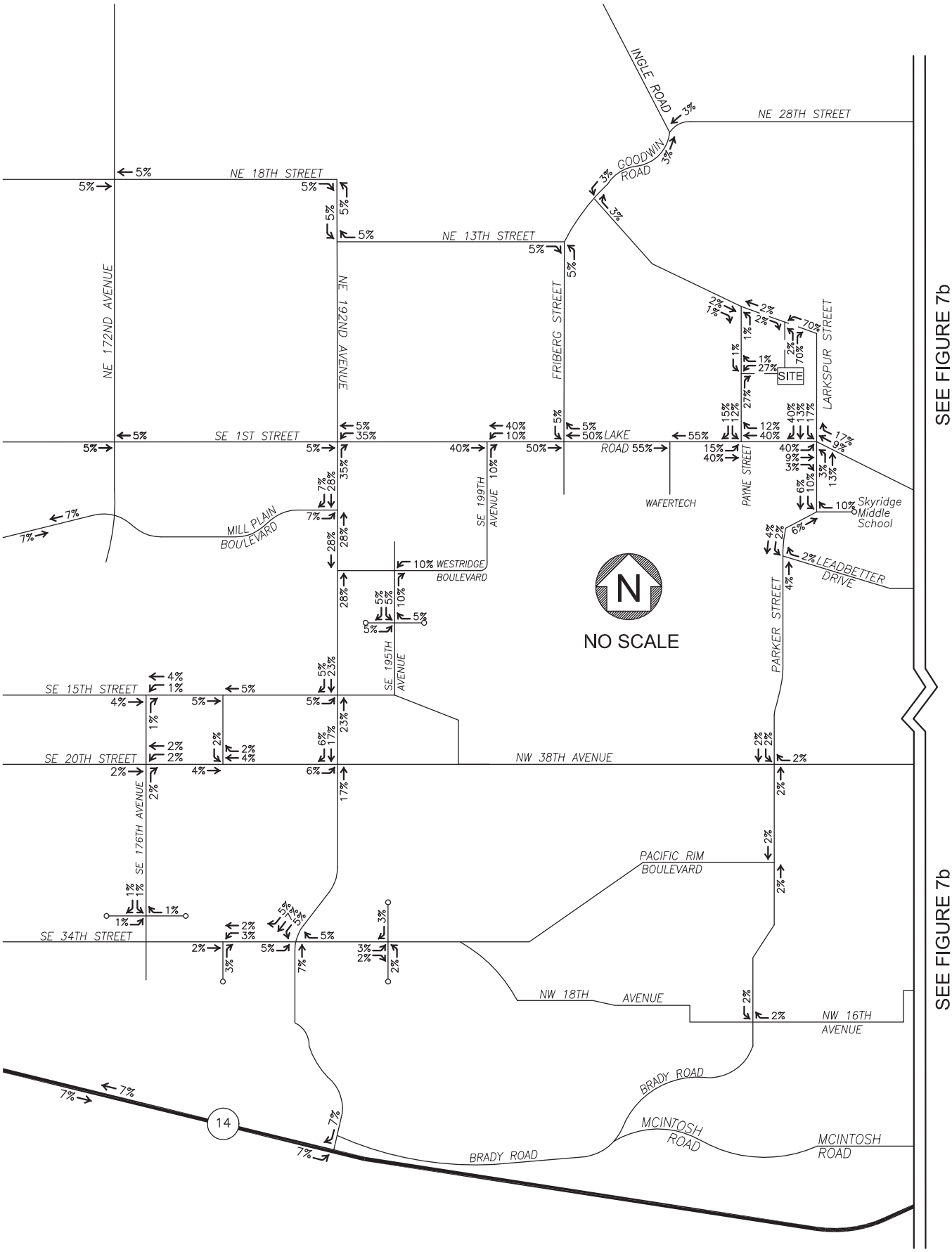
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES: 2018 Background Traffic= 2014 Existing Traffic + In-Process Traffic.

2018 BACKGROUND TRAFFIC PM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS

FIGURE 6b



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

CHARBONNEAU ENGINEERING LLC

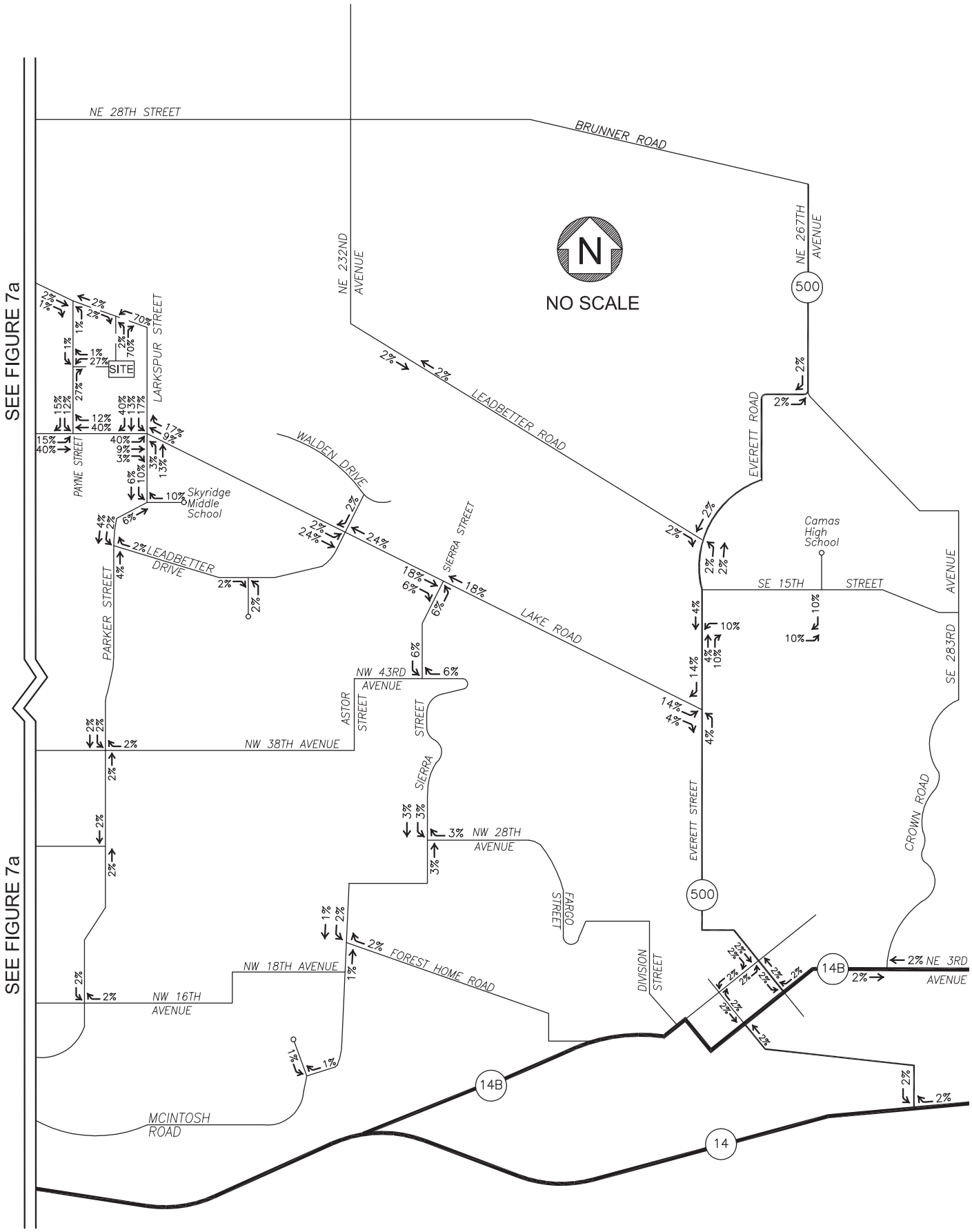
PROJECT: 15-21

NOTES: Trip distribution based on existing traffic patterns and engineering judgement.

TRIP DISTRIBUTION
AM PEAK HOUR
THE VILLAGE AT CAMAS MEADOWS

FIGURE

7a



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

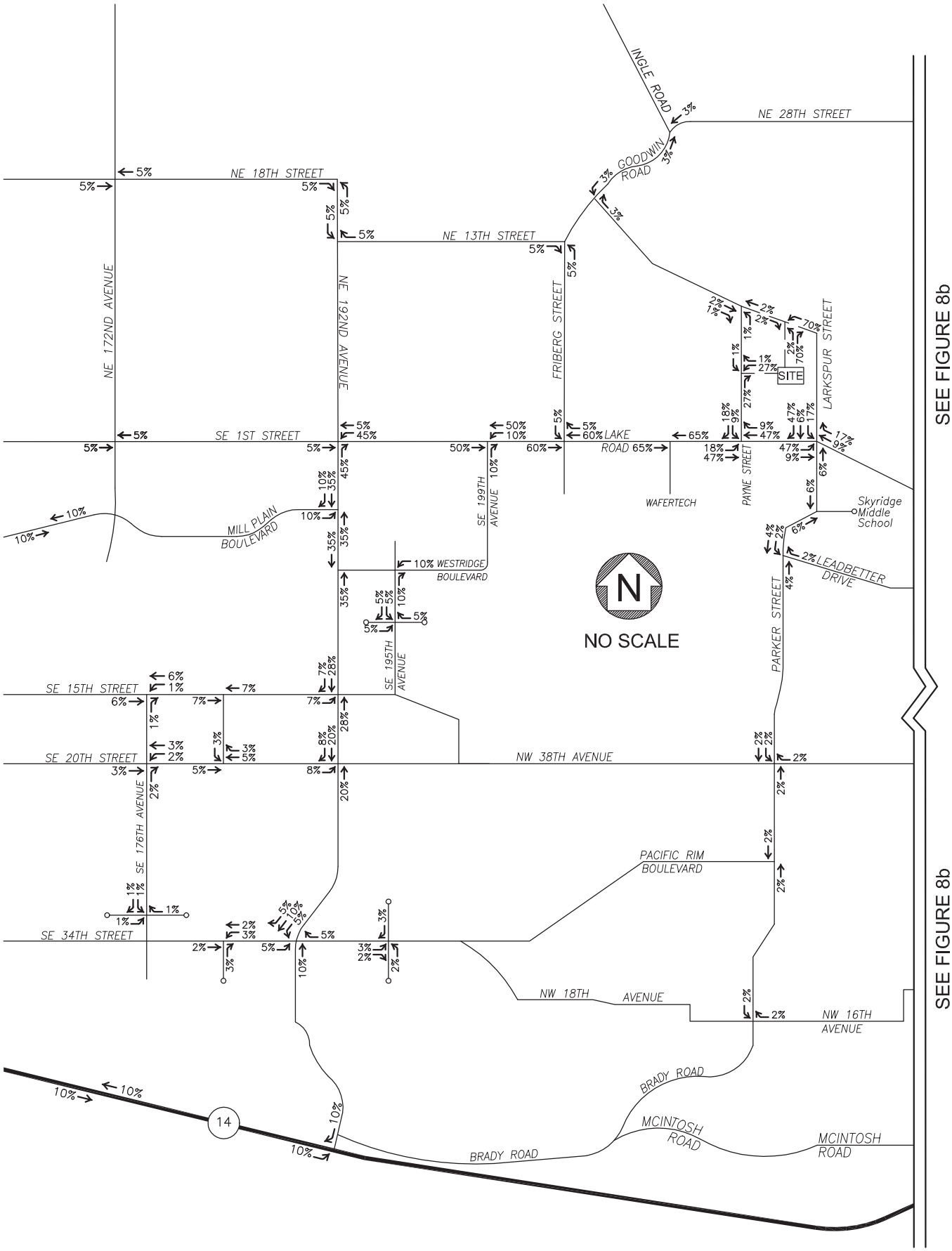
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES: Trip distribution based on existing traffic patterns and engineering judgement.

TRIP DISTRIBUTION
AM PEAK HOUR
THE VILLAGE AT CAMAS MEADOWS

FIGURE 7b



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

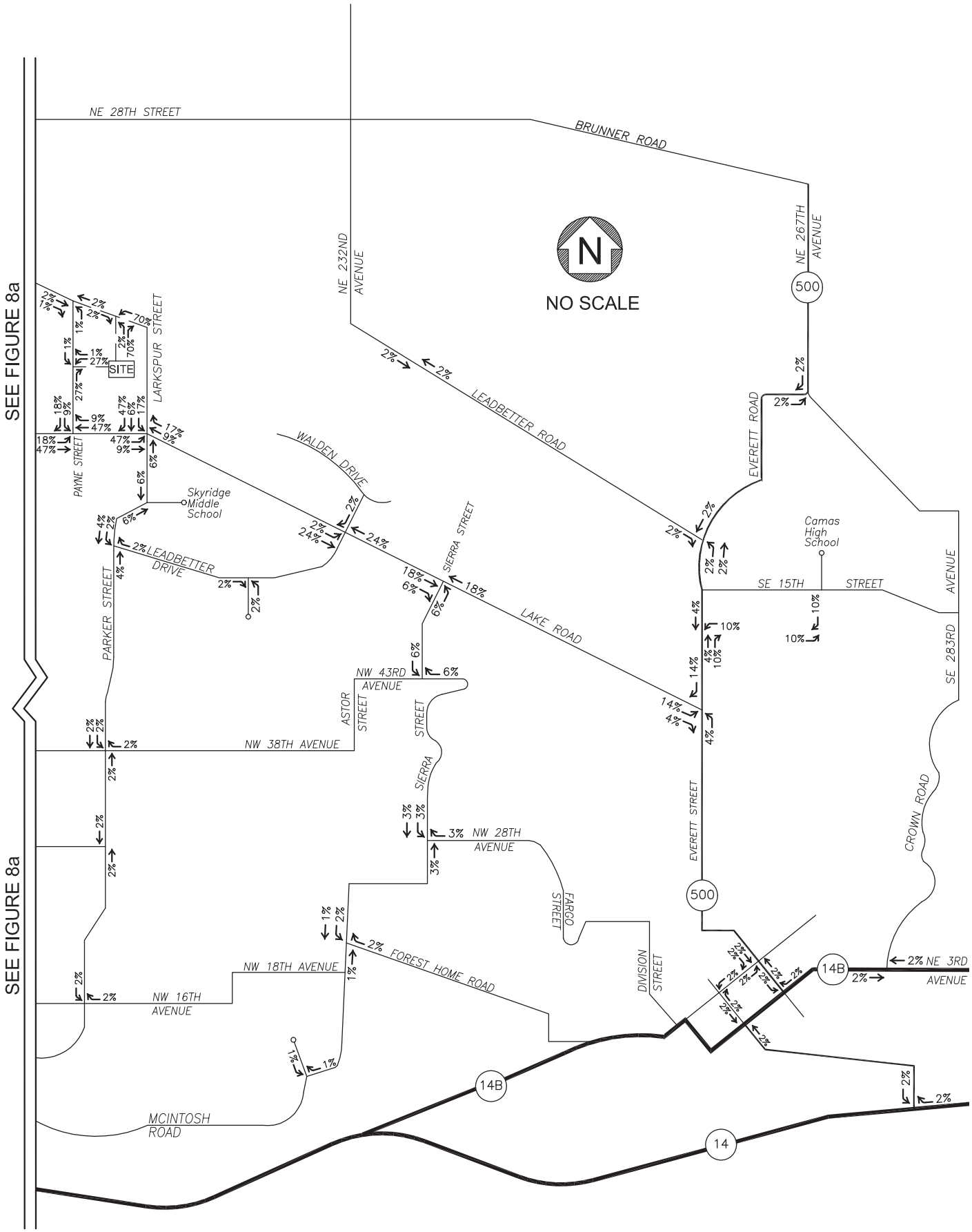
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES: Trip distribution based on existing traffic patterns and engineering judgement.

TRIP DISTRIBUTION
PM PEAK HOUR
THE VILLAGE AT CAMAS MEADOWS

FIGURE 8a



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

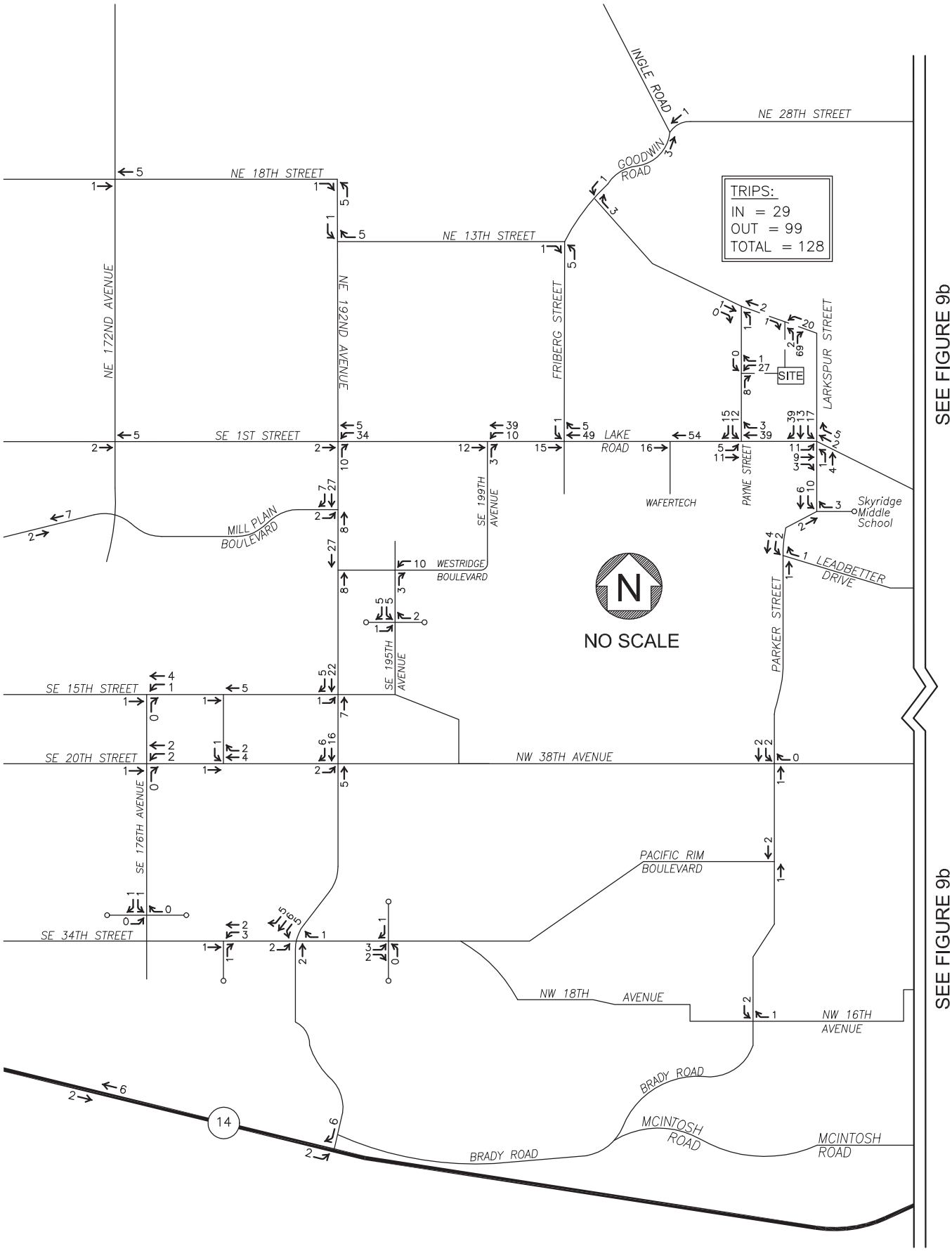
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES: Trip distribution based on existing traffic patterns and engineering judgement.

TRIP DISTRIBUTION
PM PEAK HOUR
THE VILLAGE AT CAMAS MEADOWS

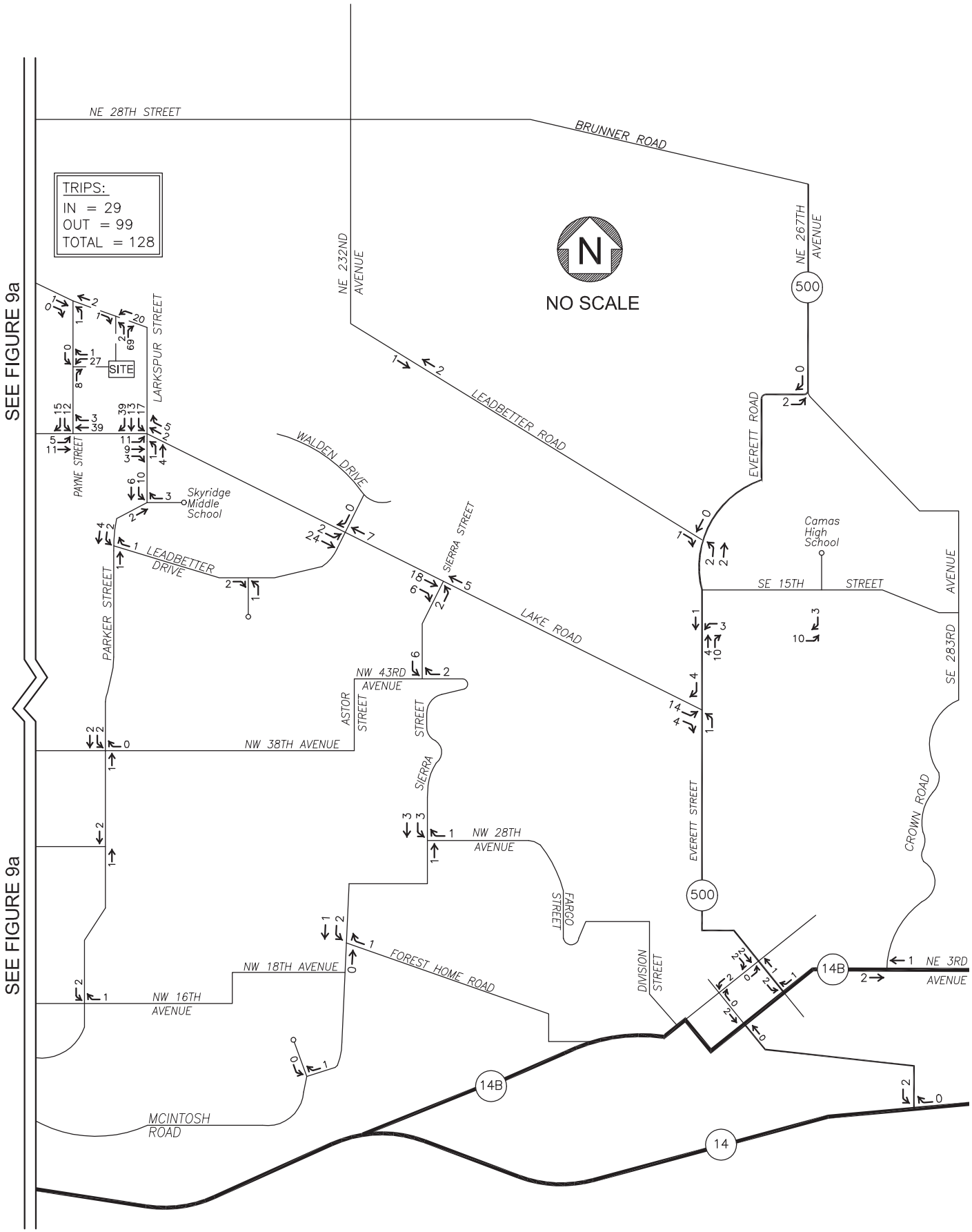
FIGURE 8b



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

CHARBONNEAU ENGINEERING LLC PROJECT: 15-21	NOTES: Trip generation based on Single-Family Residential (ITE 210) and Apartment (ITE 220) trip rates.	TRIP ASSIGNMENT AM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS	FIGURE 9a



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

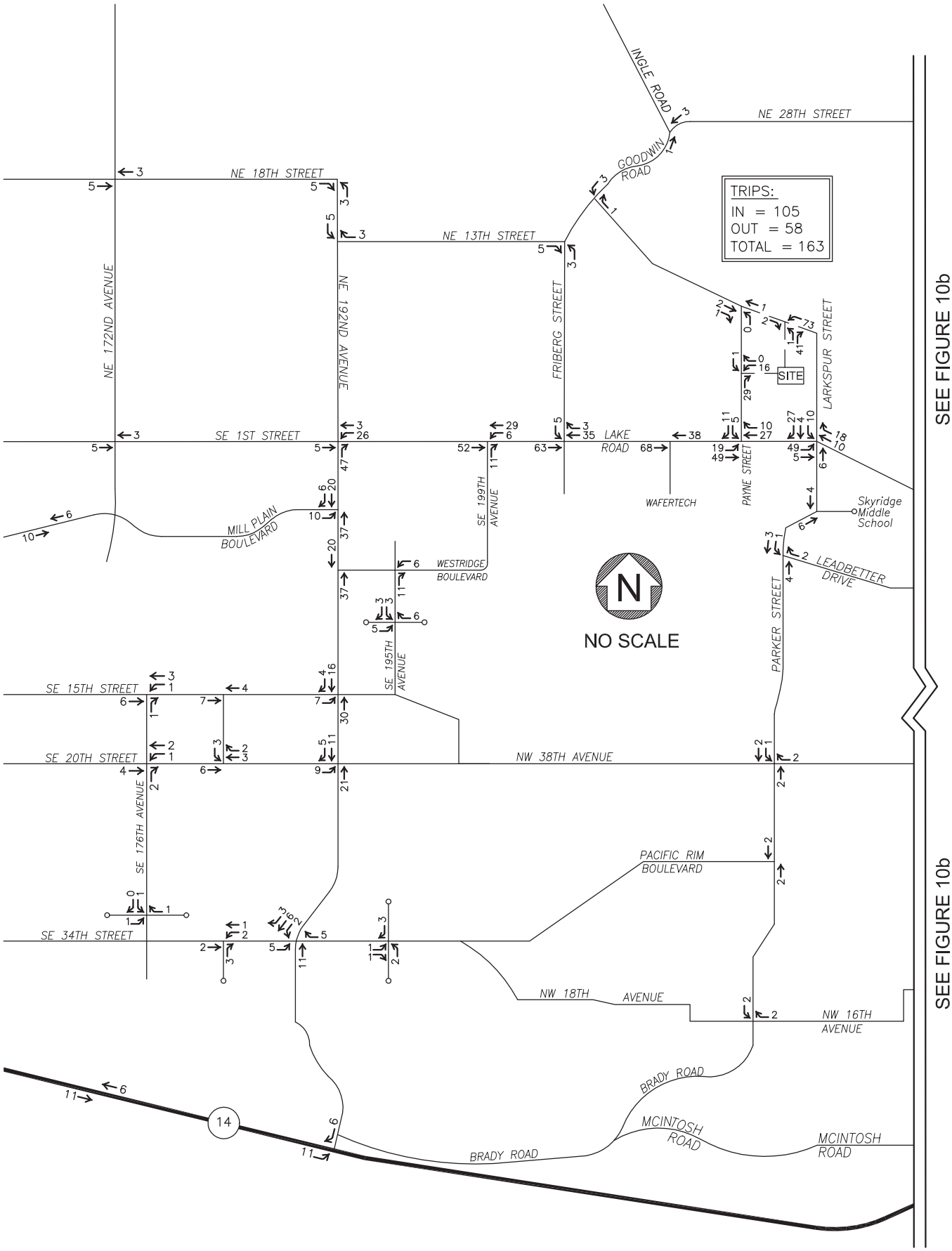
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES: Trip generation based on Single-Family Residential (ITE 210) and Apartment (ITE 220) trip rates.

TRIP ASSIGNMENT
AM PEAK HOUR
THE VILLAGE AT CAMAS MEADOWS

FIGURE 9b



FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

CHARBONNEAU ENGINEERING LLC

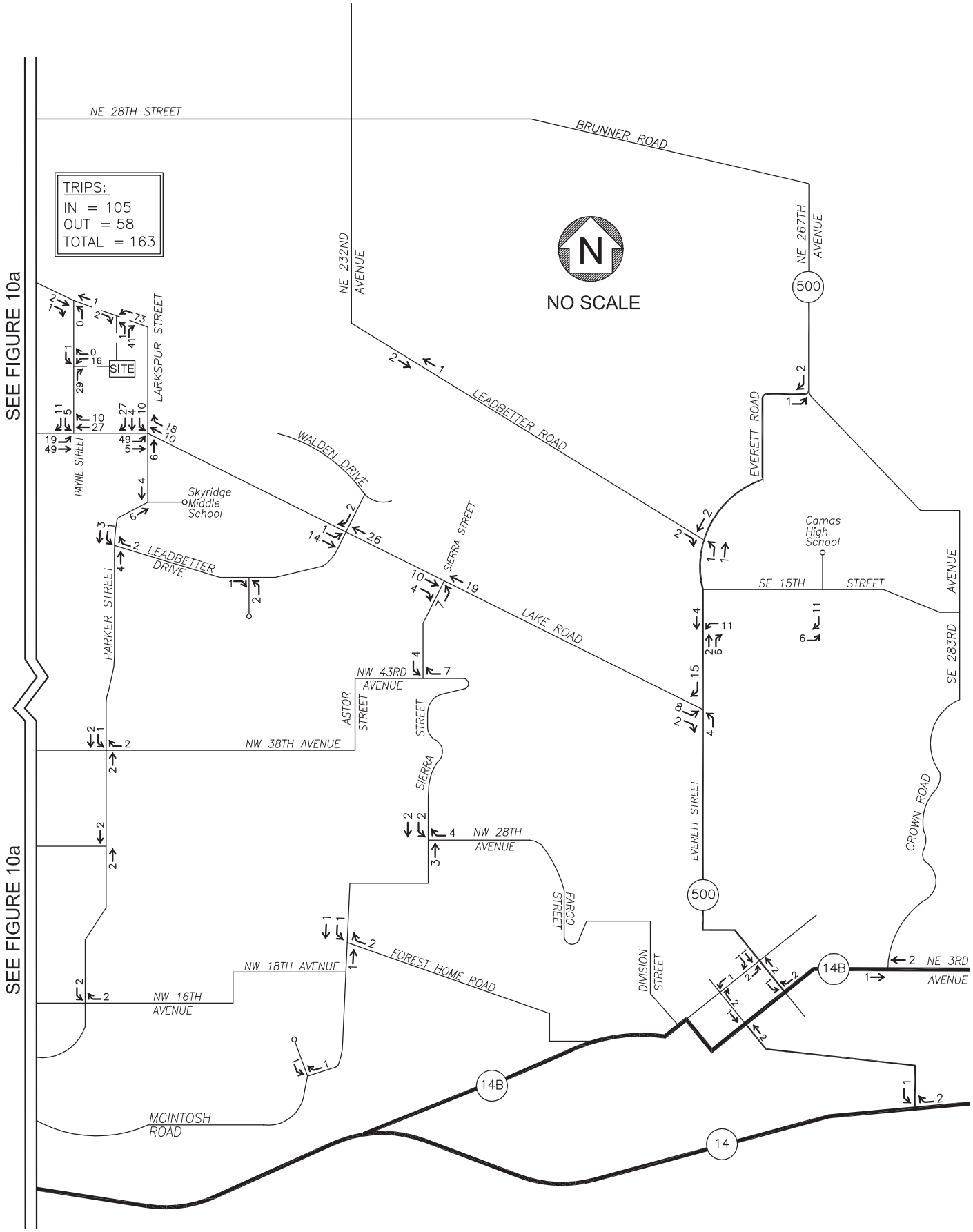
PROJECT: 15-21

NOTES: Trip generation based on Single-Family Residential (ITE 210) and Apartment (ITE 220) trip rates.

TRIP ASSIGNMENT
PM PEAK HOUR
THE VILLAGE AT CAMAS MEADOWS

FIGURE

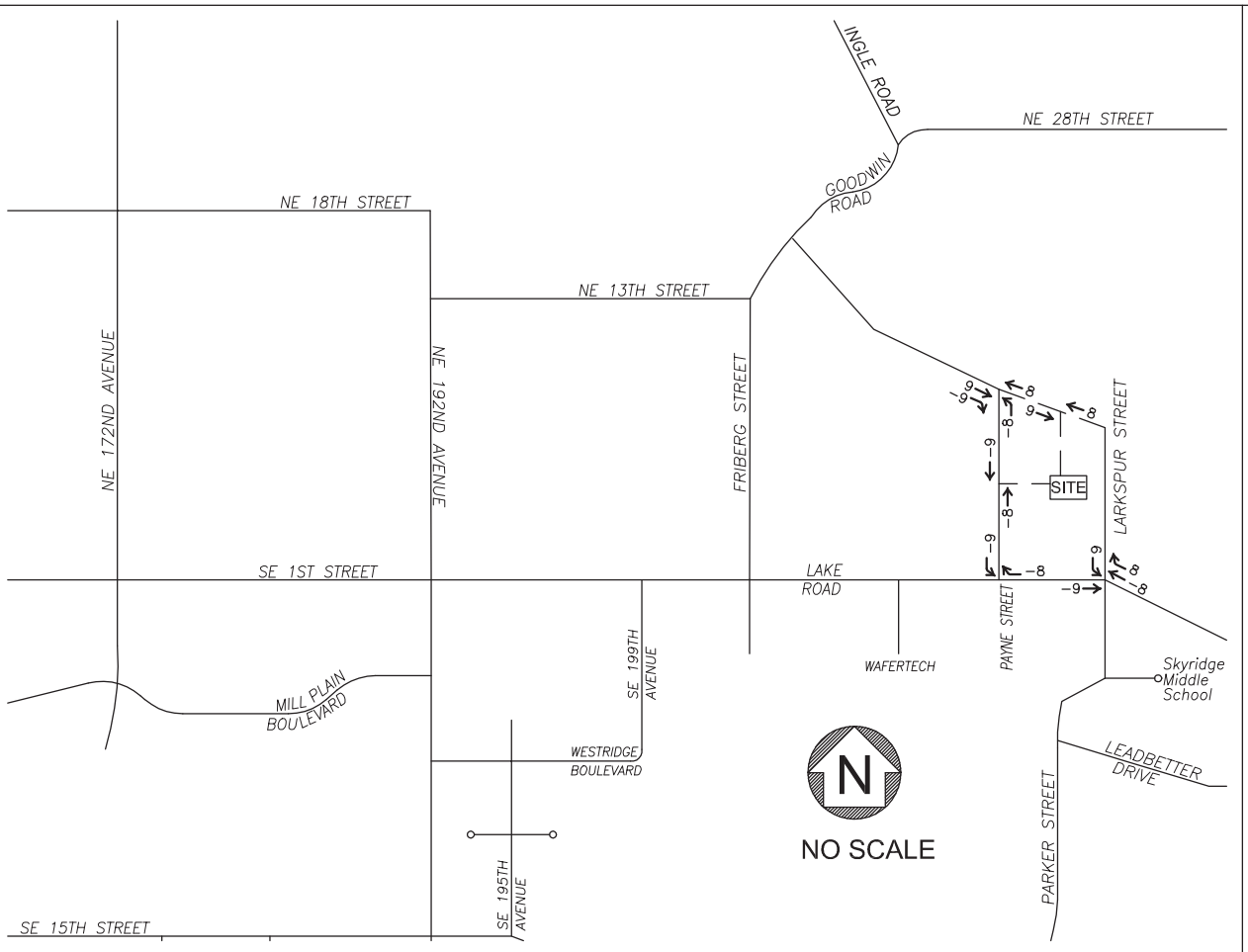
10a



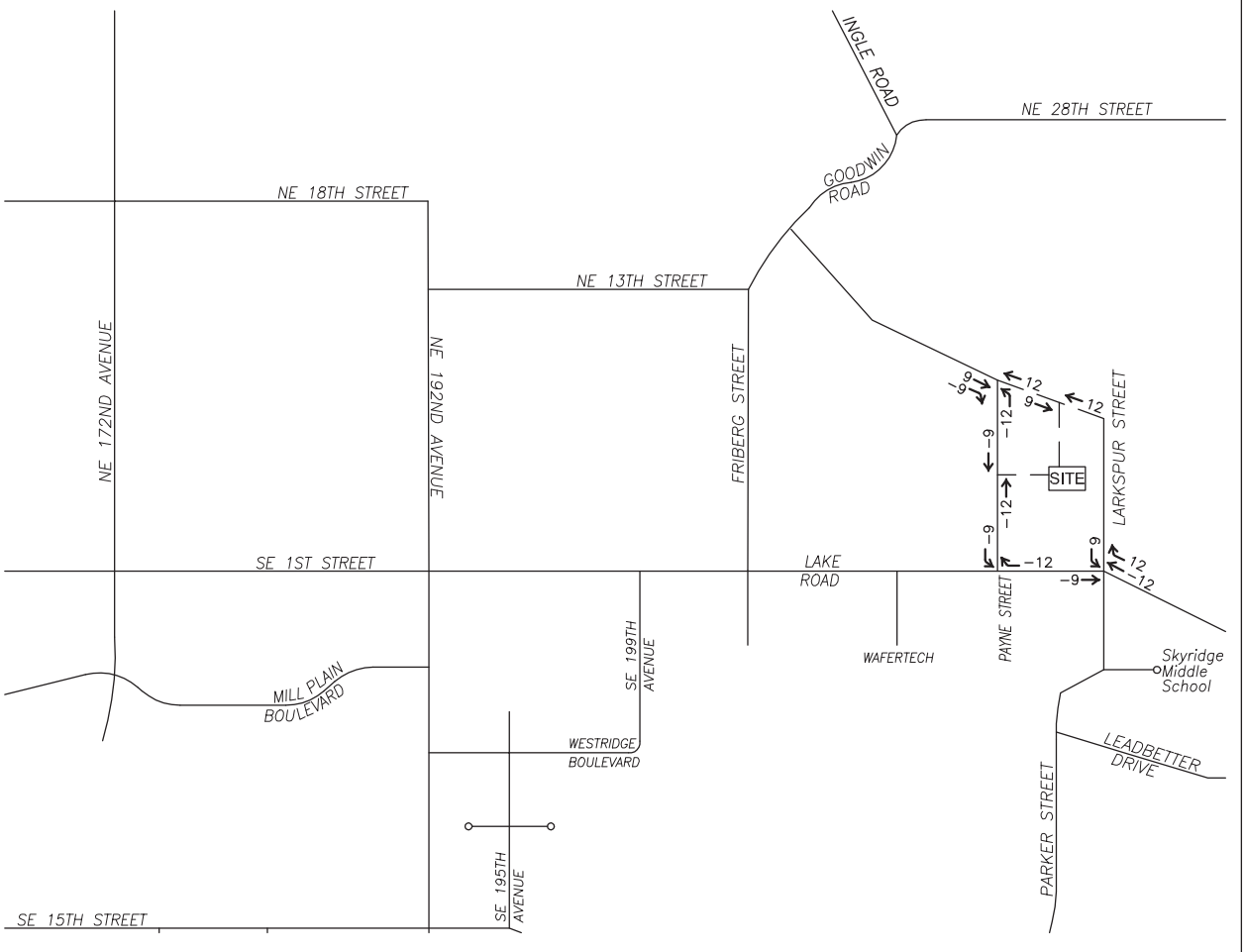
FILE NAME: 1521flow.dwg

PLOT DATE: 05.15.15

CHARBONNEAU ENGINEERING LLC PROJECT: 15-21	NOTES: Trip generation based on Single-Family Residential (ITE 210) and Apartment (ITE 220) trip rates.	TRIP ASSIGNMENT PM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS	FIGURE 10b



AM PEAK HOUR



PM PEAK HOUR

FILE NAME: 1521flow.dwg

PLOT DATE: 05.20.15

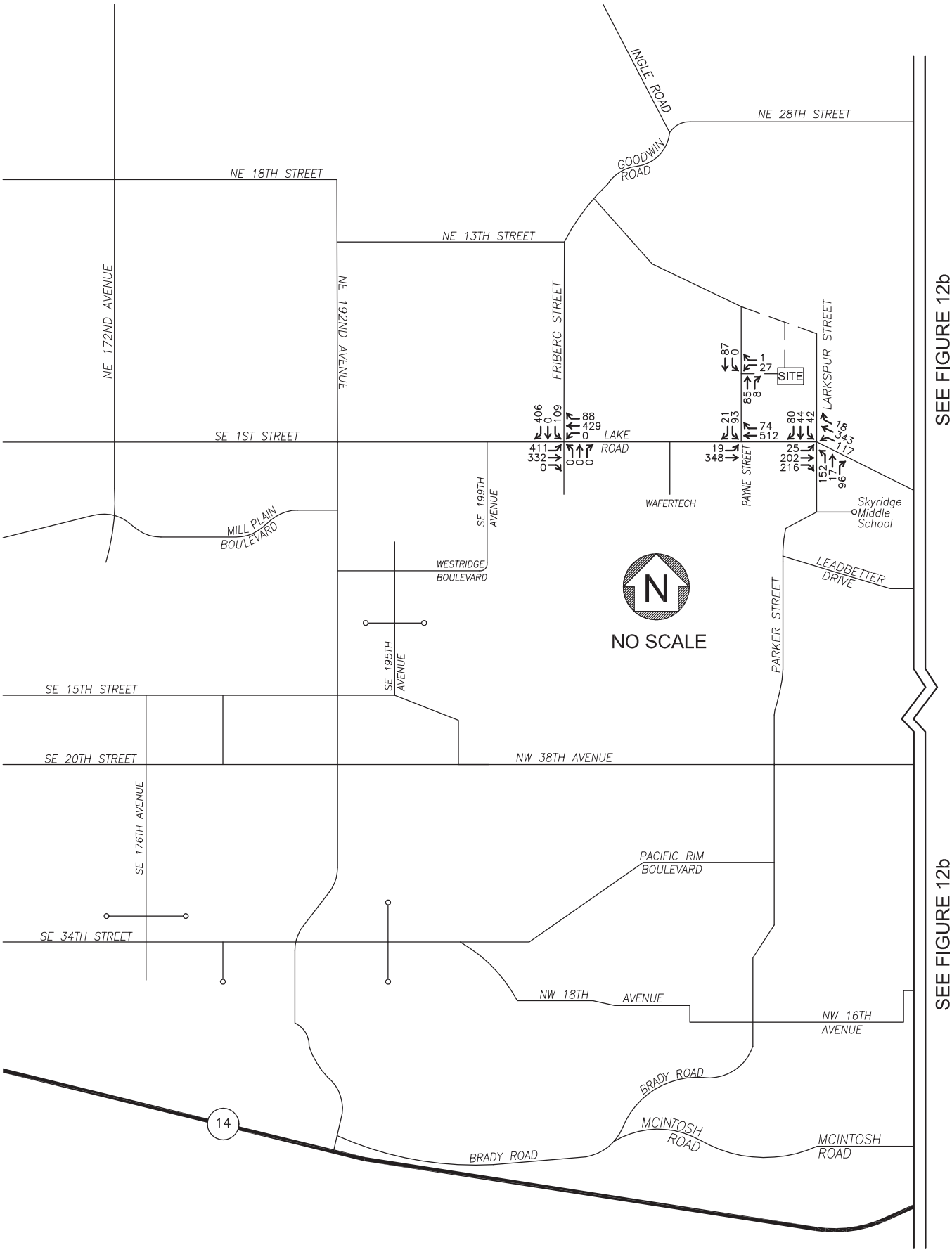
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES:

TRAFFIC REROUTE
THE VILLAGE AT CAMAS MEADOWS

FIGURE 11



FILE NAME: 1521flow.dwg

PLOT DATE: 05.17.15

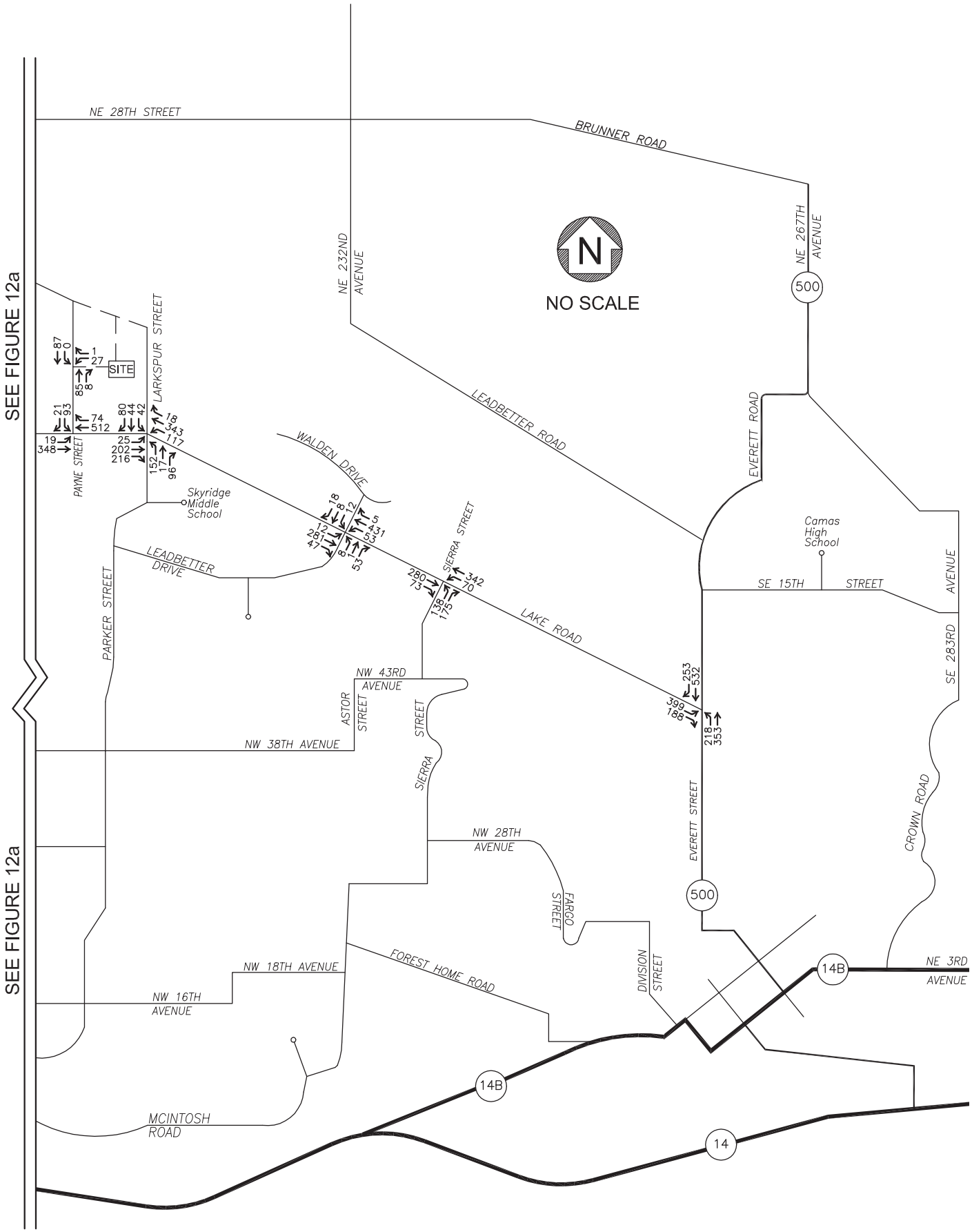
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES: 2018 Total Traffic = 2018 Background Traffic + Trip Assignment.

2018 TOTAL TRAFFIC AM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS

FIGURE 12a



FILE NAME: 1521flow.dwg

PLOT DATE: 05.17.15

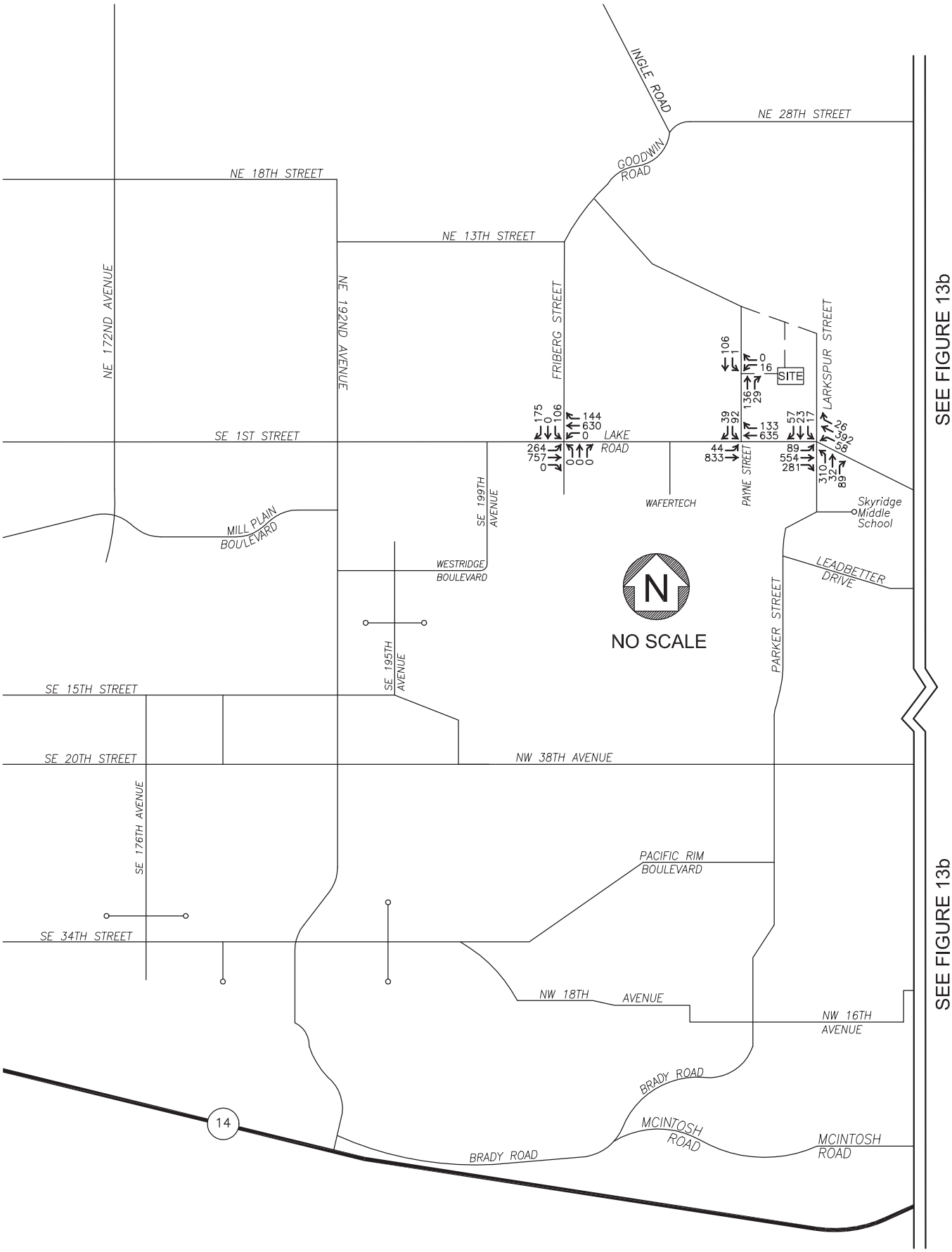
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES: 2018 Total Traffic = 2018 Background Traffic + Trip Assignment.

2018 TOTAL TRAFFIC AM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS

FIGURE 12b



FILE NAME: 1521flow.dwg

PLOT DATE: 05.17.15

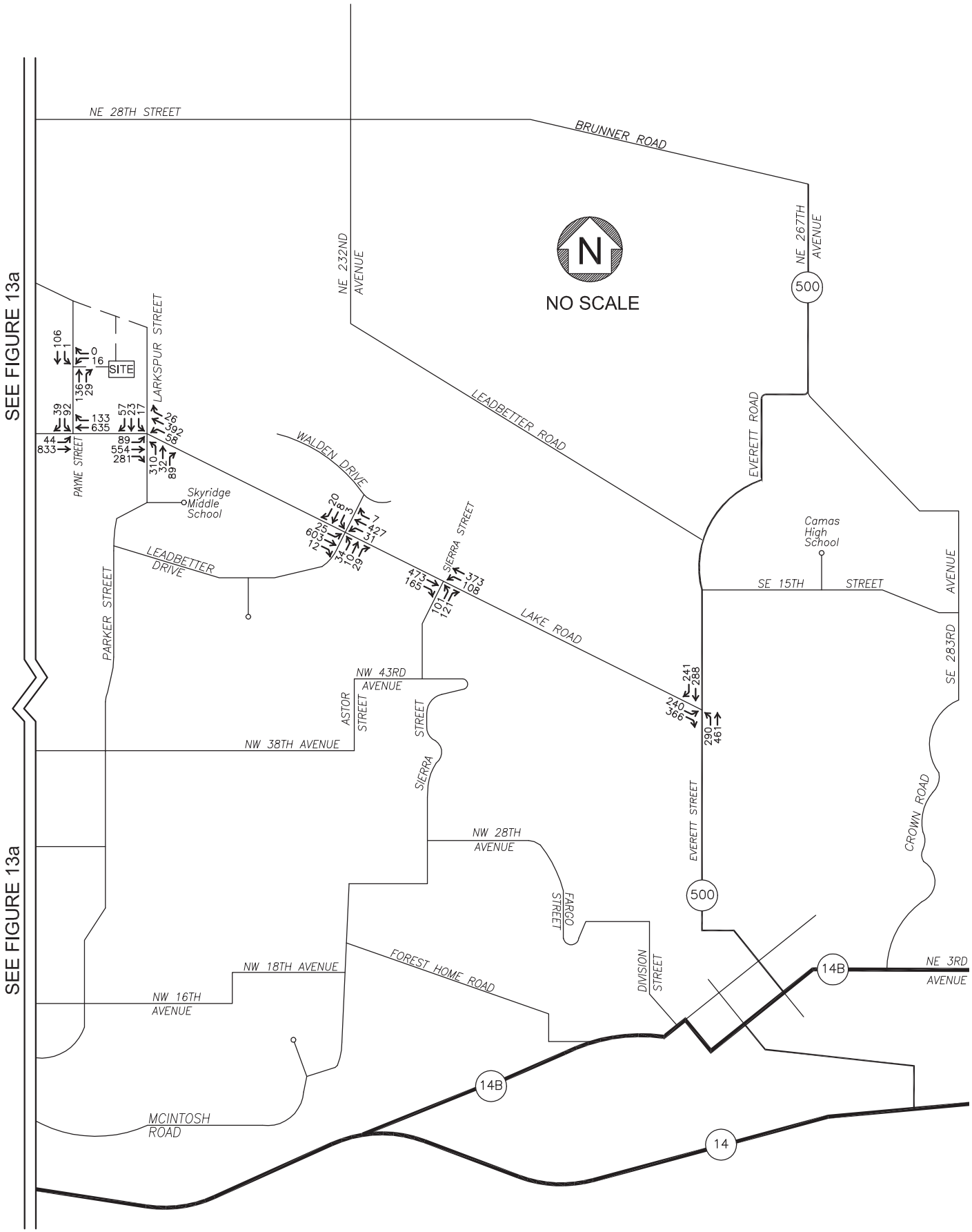
CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

NOTES: 2018 Total Traffic = 2018 Background Traffic + Trip Assignment.

2018 TOTAL TRAFFIC PM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS

FIGURE 13a



FILE NAME: 1521flow.dwg

PLOT DATE: 05.17.15

CHARBONNEAU ENGINEERING LLC

PROJECT: 15-21

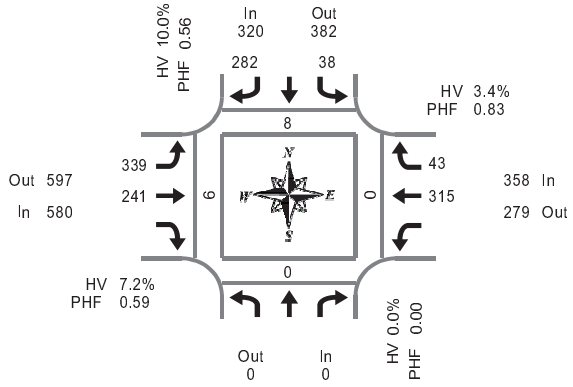
NOTES: 2021 Total Traffic = 2021 Background Traffic + Trip Assignment.

2018 TOTAL TRAFFIC PM PEAK HOUR THE VILLAGE AT CAMAS MEADOWS

FIGURE 13b

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

NW Friberg St & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
7:00 AM				0	7		7	0	28	49		1		46	8	0	145	0	0	0	0
7:15 AM				0	8		52	0	110	34		0		63	13	0	280	0	0	0	2
7:30 AM				0	11		131	0	176	70		1		86	16	0	490	2	0	0	2
7:45 AM				0	12		92	0	39	83		1		102	6	0	334	0	0	0	1
8:00 AM				0	7		7	0	14	54		1		64	8	0	154	6	0	0	1
8:15 AM				0	2		13	0	10	51		2		50	1	0	127	1	0	0	0
8:30 AM				0	1		8	0	25	41		2		62	3	0	140	0	0	0	1
8:45 AM				0	5		24	0	10	54		0		86	7	0	186	1	0	0	0
Total Survey				0	53		334	0	412	436		8		559	62	0	1,856	10	0	0	7

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	320	382	702	0	580	597	1,177	3	358	279	637	0	1,258	8	0	0	6
%HV	0.0%				10.0%				7.2%				3.4%				6.8%				
PHF	0.00				0.56				0.59				0.83				0.64				

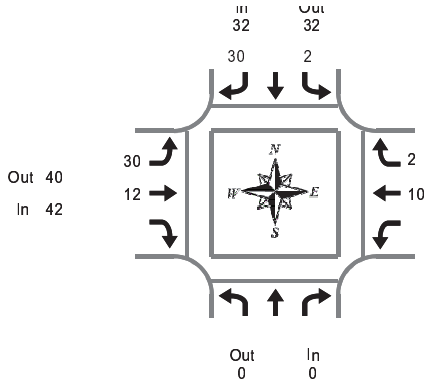
By Movement	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	38		282	320	339	241		580		315	43	358	1,258
%HV	NA	NA	NA	0.0%	5.3%	NA	10.6%	10.0%	8.8%	5.0%	NA	7.2%	NA	3.2%	4.7%	3.4%	6.8%
PHF				0.00	0.79		0.54	0.56	0.48	0.73		0.59		0.77	0.67	0.83	0.64

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
7:00 AM				0	38		282	0	353	236		3		297	43	0	1,249	2	0	0	5
7:15 AM				0	38		282	0	339	241		3		315	43	0	1,258	8	0	0	6
7:30 AM				0	32		243	0	239	258		5		302	31	0	1,105	9	0	0	4
7:45 AM				0	22		120	0	88	229		6		278	18	0	755	7	0	0	3
8:00 AM				0	15		52	0	59	200		5		262	19	0	607	8	0	0	2

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Friberg St & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
7:00 AM				0	2		0	2	1	2		3		1	0	1	6
7:15 AM				0	0		9	9	25	0		25		4	1	5	39
7:30 AM				0	0		19	19	5	5		10		4	0	4	33
7:45 AM				0	1		2	3	0	4		4		0	1	1	8
8:00 AM				0	1		0	1	0	3		3		2	0	2	6
8:15 AM				0	0		0	0	0	0		0		3	0	3	3
8:30 AM				0	0		0	0	1	4		5		1	0	1	6
8:45 AM				0	0		2	2	0	6		6		6	1	7	15
Total Survey				0	4		32	36	32	24		56		21	3	24	116

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Friberg St			Southbound NW Friberg St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	32	32	64	42	40	82	12	14	26	86
PHF	0.00			0.26			0.27			0.27			0.27

By Movement	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	2		30	32	30	12		42		10	2	12	86
PHF				0.00	0.25		0.25	0.26	0.24	0.25		0.27		0.25	0.25	0.27	0.27

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

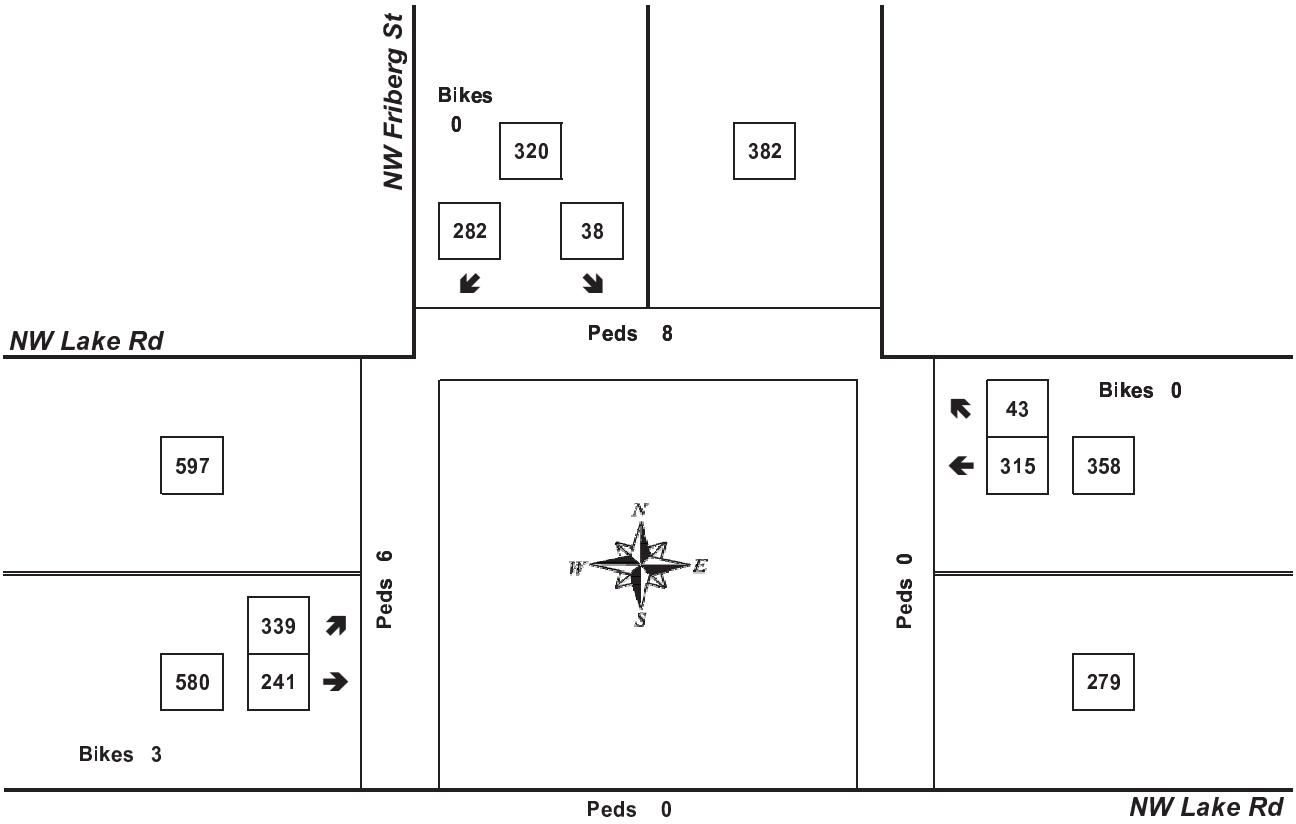
Interval Start Time	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
7:00 AM				0	3		30	33	31	11		42		9	2	11	86
7:15 AM				0	2		30	32	30	12		42		10	2	12	86
7:30 AM				0	2		21	23	5	12		17		9	1	10	50
7:45 AM				0	2		2	4	1	11		12		6	1	7	23
8:00 AM				0	1		2	3	1	13		14		12	1	13	30

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Friberg St & NW Lake Rd

7:15 AM to 8:15 AM
Wednesday, May 14, 2014



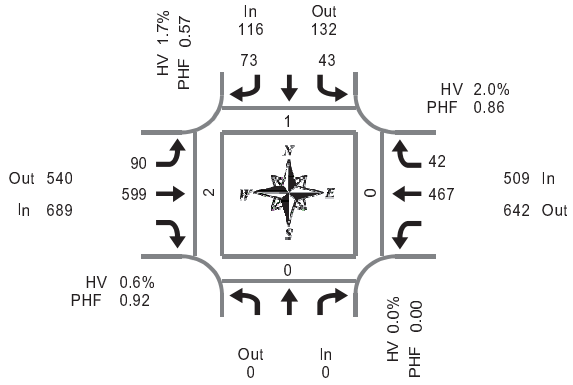
Bikes
0

Approach	PHF	HV%	Volume
EB	0.59	7.2%	580
WB	0.83	3.4%	358
NB	0.00	0.0%	0
SB	0.56	10.0%	320
Intersection	0.64	6.8%	1,258

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

NW Friberg St & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
4:00 PM				0	7		27	0	22	122		1		94	10	1	282	0	0	0	2
4:15 PM				0	8		16	0	22	113		0		98	10	0	267	0	0	0	0
4:30 PM				0	11		12	0	24	140		0		127	12	1	326	0	0	0	0
4:45 PM				0	12		39	1	30	136		1		94	5	0	316	0	0	0	2
5:00 PM				0	7		15	0	19	153		3		135	13	2	342	0	0	0	0
5:15 PM				0	13		7	0	17	170		2		111	12	2	330	1	0	0	0
5:30 PM				0	17		21	0	28	151		1		97	11	1	325	0	0	0	0
5:45 PM				0	6		19	0	27	146		4		109	7	0	314	0	0	0	0
Total Survey				0	81		156	1	189	1,131		12		865	80	7	2,502	1	0	0	4

Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	116	132	248	1	689	540	1,229	6	509	642	1,151	5	1,314	1	0	0	2
%HV	0.0%				1.7%				0.6%				2.0%				1.2%				
PHF	0.00				0.57				0.92				0.86				0.96				

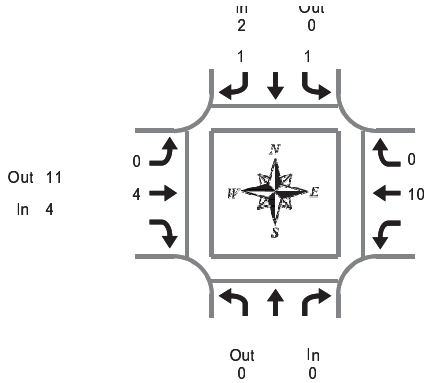
By Movement	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	43		73	116	90	599		689		467	42	509	1,314
%HV	NA	NA	NA	0.0%	2.3%	NA	1.4%	1.7%	0.0%	0.7%	NA	0.6%	NA	2.1%	0.0%	2.0%	1.2%
PHF				0.00	0.83		0.47	0.57	0.75	0.88		0.92		0.86	0.81	0.86	0.96

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
4:00 PM				0	38		94	1	98	511		2		413	37	2	1,191	0	0	0	4
4:15 PM				0	38		82	1	95	542		4		454	40	3	1,251	0	0	0	2
4:30 PM				0	43		73	1	90	599		6		467	42	5	1,314	1	0	0	2
4:45 PM				0	49		82	1	94	610		7		437	41	5	1,313	1	0	0	2
5:00 PM				0	43		62	0	91	620		10		452	43	5	1,311	1	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Friberg St & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
4:00 PM				0	0		0	0	0	4		4		6	0	6	10
4:15 PM				0	0		0	0	0	2		2		1	0	1	3
4:30 PM				0	0		0	0	0	3		3		5	0	5	8
4:45 PM				0	1		1	2	0	1		1		3	0	3	6
5:00 PM				0	0		0	0	0	0		0		1	0	1	1
5:15 PM				0	0		0	0	0	0		0		1	0	1	1
5:30 PM				0	0		0	0	0	0		0		0	0	0	0
5:45 PM				0	0		0	0	1	0		1		1	0	1	2
Total Survey				0	1		1	2	1	10		11		18	0	18	31

Heavy Vehicle Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Friberg St			Southbound NW Friberg St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	2	0	2	4	11	15	10	5	15	16
PHF	0.00			0.25			0.11			0.21			0.19

By Movement	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	1		1	2	0	4		4		10	0	10	16
PHF				0.00	0.25		0.25	0.25	0.00	0.11		0.11		0.21	0.00	0.21	0.19

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

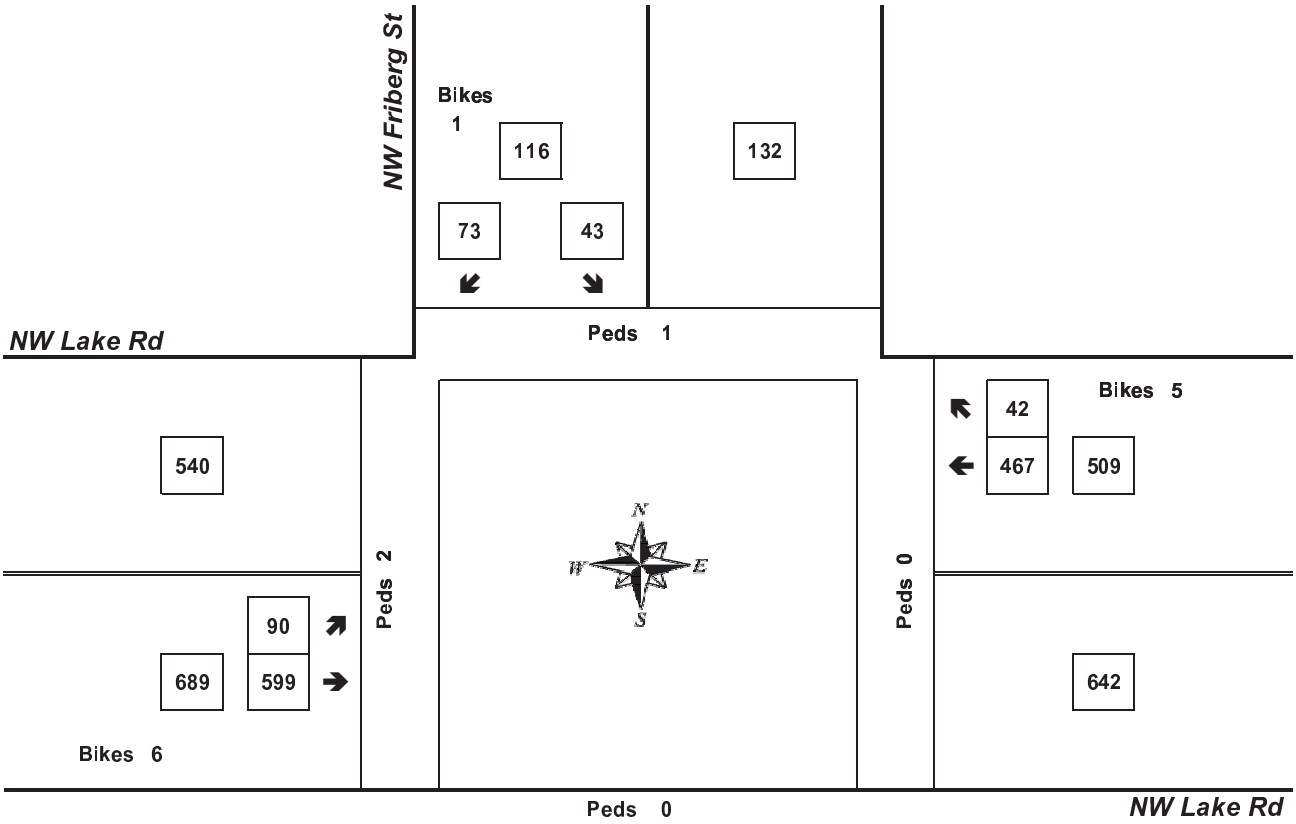
Interval Start Time	Northbound NW Friberg St				Southbound NW Friberg St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
4:00 PM				0	1		1	2	0	10		10		15	0	15	27
4:15 PM				0	1		1	2	0	6		6		10	0	10	18
4:30 PM				0	1		1	2	0	4		4		10	0	10	16
4:45 PM				0	1		1	2	0	1		1		5	0	5	8
5:00 PM				0	0		0	0	1	0		1		3	0	3	4

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Friberg St & NW Lake Rd

4:30 PM to 5:30 PM
Tuesday, May 13, 2014



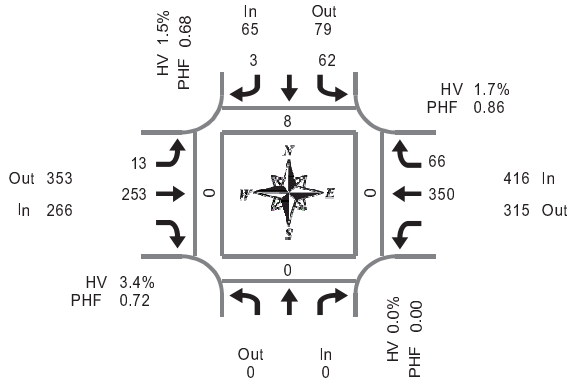
Bikes 0

Approach	PHF	HV%	Volume
EB	0.92	0.6%	689
WB	0.86	2.0%	509
NB	0.00	0.0%	0
SB	0.57	1.7%	116
Intersection	0.96	1.2%	1,314

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Payne St & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
7:00 AM				0	13		4	0	3	49		2		45	9	0	123	0	0	0	0
7:15 AM				0	8		2	0	4	37		0		84	14	1	149	0	0	0	0
7:30 AM				0	22		0	0	3	73		0		99	22	0	219	0	0	0	0
7:45 AM				0	24		0	0	2	91		0		97	21	1	235	2	0	0	0
8:00 AM				0	8		1	0	4	52		0		70	9	1	144	6	0	0	0
8:15 AM				0	11		1	0	2	49		0		47	17	0	127	1	0	0	0
8:30 AM				0	8		3	0	0	42		1		64	5	0	122	0	0	0	0
8:45 AM				0	8		3	0	5	50		0		98	15	0	179	0	0	0	0
Total Survey				0	102		14	0	23	443		3		604	112	3	1,298	9	0	0	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	65	79	144	0	266	353	619	0	416	315	731	3	747	8	0	0	0
%HV	0.0%				1.5%				3.4%				1.7%				2.3%				
PHF	0.00				0.68				0.72				0.86				0.79				

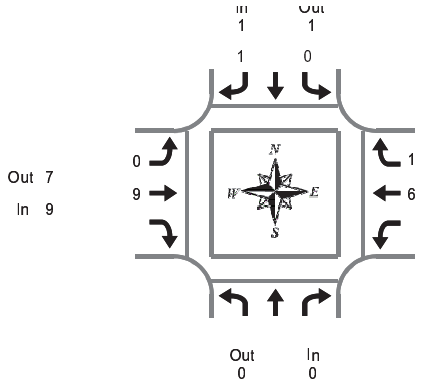
By Movement	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	62		3	65	13	253		266		350	66	416	747
%HV	NA	NA	NA	0.0%	0.0%	NA	33.3%	1.5%	0.0%	3.6%	NA	3.4%	NA	1.7%	1.5%	1.7%	2.3%
PHF				0.00	0.65		0.38	0.68	0.81	0.70		0.72		0.88	0.75	0.86	0.79

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
7:00 AM				0	67		6	0	12	250		2		325	66	2	726	2	0	0	0
7:15 AM				0	62		3	0	13	253		0		350	66	3	747	8	0	0	0
7:30 AM				0	65		2	0	11	265		0		313	69	2	725	9	0	0	0
7:45 AM				0	51		5	0	8	234		1		278	52	2	628	9	0	0	0
8:00 AM				0	35		8	0	11	193		1		279	46	1	572	7	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Payne St & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
7:00 AM				0	1		0	1	0	4		4		1	0	1	6
7:15 AM				0	0		1	1	0	0		0		4	1	5	6
7:30 AM				0	0		0	0	0	3		3		0	0	0	3
7:45 AM				0	0		0	0	0	4		4		1	0	1	5
8:00 AM				0	0		0	0	0	2		2		1	0	1	3
8:15 AM				0	0		0	0	0	1		1		3	1	4	5
8:30 AM				0	0		0	0	0	3		3		3	0	3	6
8:45 AM				0	0		1	1	1	4		5		3	0	3	9
Total Survey				0	1		2	3	1	21		22		16	2	18	43

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Payne St			Southbound NW Payne St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	1	1	2	9	7	16	7	9	16	17
PHF	0.00			0.13			0.25			0.18			0.21

By Movement	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	0		1	1	0	9		9		6	1	7	17
PHF				0.00	0.00		0.25	0.13	0.00	0.25		0.25		0.17	0.25	0.18	0.21

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

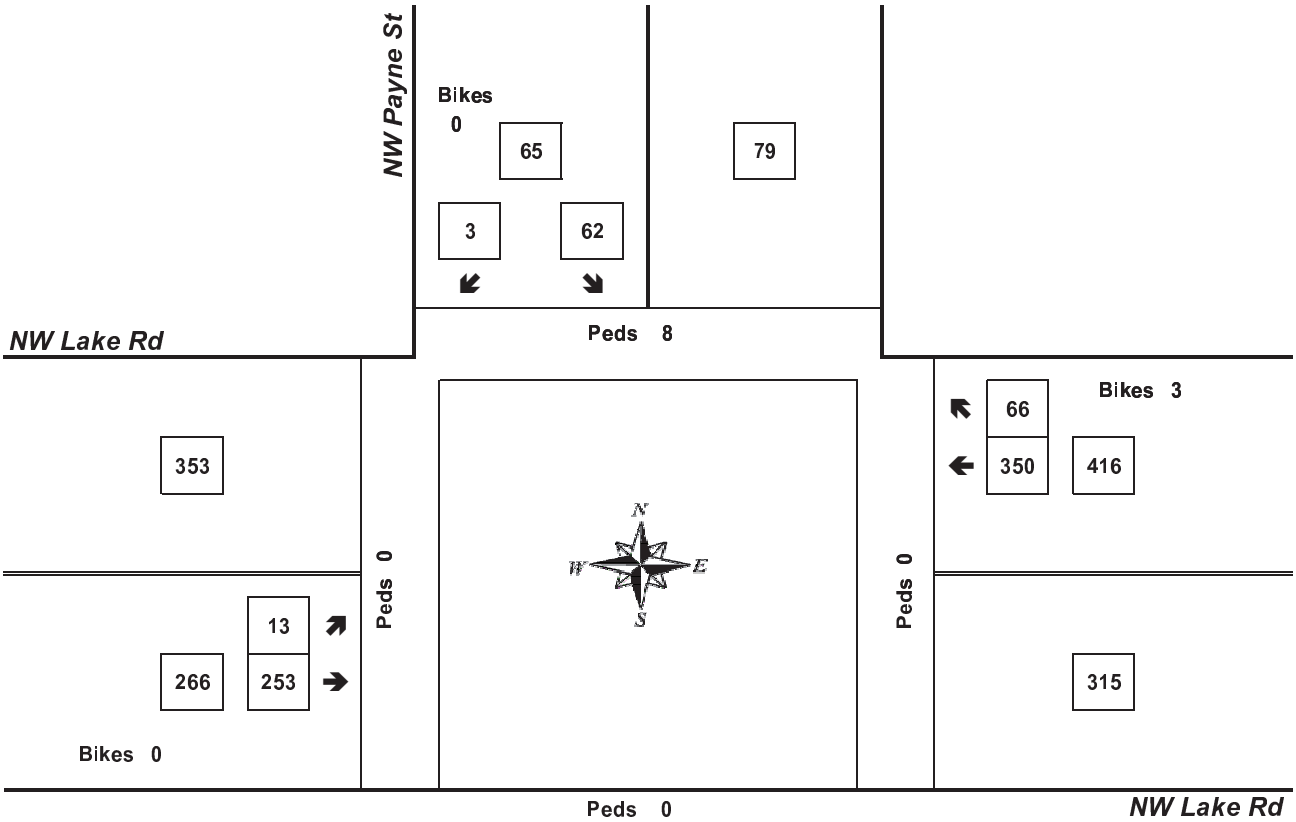
Interval Start Time	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
7:00 AM				0	1		1	2	0	11		11		6	1	7	20
7:15 AM				0	0		1	1	0	9		9		6	1	7	17
7:30 AM				0	0		0	0	0	10		10		5	1	6	16
7:45 AM				0	0		0	0	0	10		10		8	1	9	19
8:00 AM				0	0		1	1	1	10		11		10	1	11	23

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Payne St & NW Lake Rd

7:15 AM to 8:15 AM
Wednesday, May 14, 2014

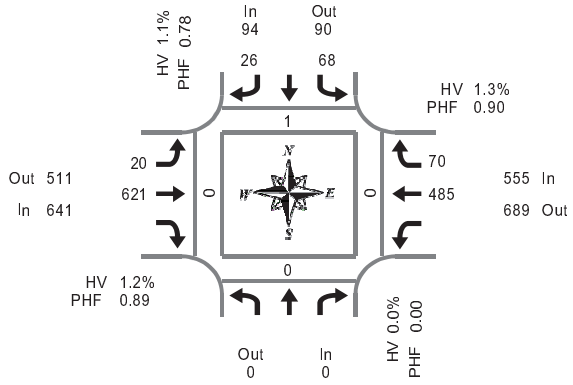


Approach	PHF	HV%	Volume
EB	0.72	3.4%	266
WB	0.86	1.7%	416
NB	0.00	0.0%	0
SB	0.68	1.5%	65
Intersection	0.79	2.3%	747

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

NW Payne St & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
4:00 PM				0	12		2	0	2	119		0		113	10	2	258	0	0	0	0
4:15 PM				0	12		3	0	2	124		0		94	16	0	251	0	0	0	0
4:30 PM				0	11		7	0	4	149		0		136	15	3	322	0	0	0	0
4:45 PM				0	19		2	0	6	143		0		101	15	0	286	0	0	0	0
5:00 PM				0	22		8	1	8	151		0		133	21	2	343	1	0	0	0
5:15 PM				0	16		9	1	2	178		0		115	19	3	339	0	0	0	0
5:30 PM				0	13		2	0	3	166		0		104	15	1	303	0	0	0	0
5:45 PM				0	12		2	0	4	147		0		111	10	3	286	2	0	0	0
Total Survey				0	117		35	2	31	1,177		0		907	121	14	2,388	3	0	0	0

Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	94	90	184	2	641	511	1,152	0	555	689	1,244	8	1,290	1	0	0	0
%HV	0.0%				1.1%				1.2%				1.3%				1.2%				
PHF	0.00				0.78				0.89				0.90				0.94				

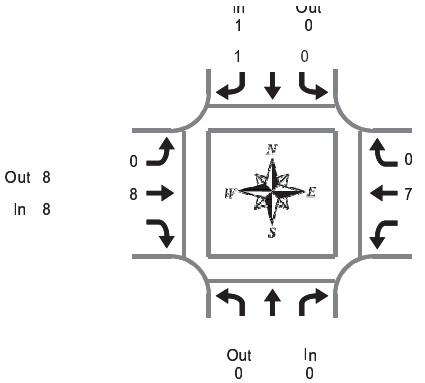
By Movement	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	68		26	94	20	621		641		485	70	555	1,290
%HV	NA	NA	NA	0.0%	0.0%	NA	3.8%	1.1%	0.0%	1.3%	NA	1.2%	NA	1.4%	0.0%	1.3%	1.2%
PHF				0.00	0.77		0.72	0.78	0.63	0.87		0.89		0.89	0.83	0.90	0.94

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
4:00 PM				0	54		14	0	14	535		0		444	56	5	1,117	0	0	0	0
4:15 PM				0	64		20	1	20	567		0		464	67	5	1,202	1	0	0	0
4:30 PM				0	68		26	2	20	621		0		485	70	8	1,290	1	0	0	0
4:45 PM				0	70		21	2	19	638		0		453	70	6	1,271	1	0	0	0
5:00 PM				0	63		21	2	17	642		0		463	65	9	1,271	3	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Payne St & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
4:00 PM				0	1		0	1	0	2		2		4	0	4	7
4:15 PM				0	0		0	0	0	2		2		1	1	2	4
4:30 PM				0	0		1	1	0	5		5		4	0	4	10
4:45 PM				0	0		0	0	0	3		3		1	0	1	4
5:00 PM				0	0		0	0	0	0		0		2	0	2	2
5:15 PM				0	0		0	0	0	0		0		0	0	0	0
5:30 PM				0	0		0	0	0	0		0		0	0	0	0
5:45 PM				0	0		0	0	0	1		1		1	0	1	2
Total Survey				0	1		1	2	0	13		13		13	1	14	29

Heavy Vehicle Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Payne St			Southbound NW Payne St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	1	0	1	8	8	16	7	8	15	16
PHF	0.00			0.13			0.20			0.18			0.19

By Movement	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	0		1	1	0	8		8		7	0	7	16
PHF				0.00	0.00		0.25	0.13	0.00	0.20		0.20		0.19	0.00	0.18	0.19

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

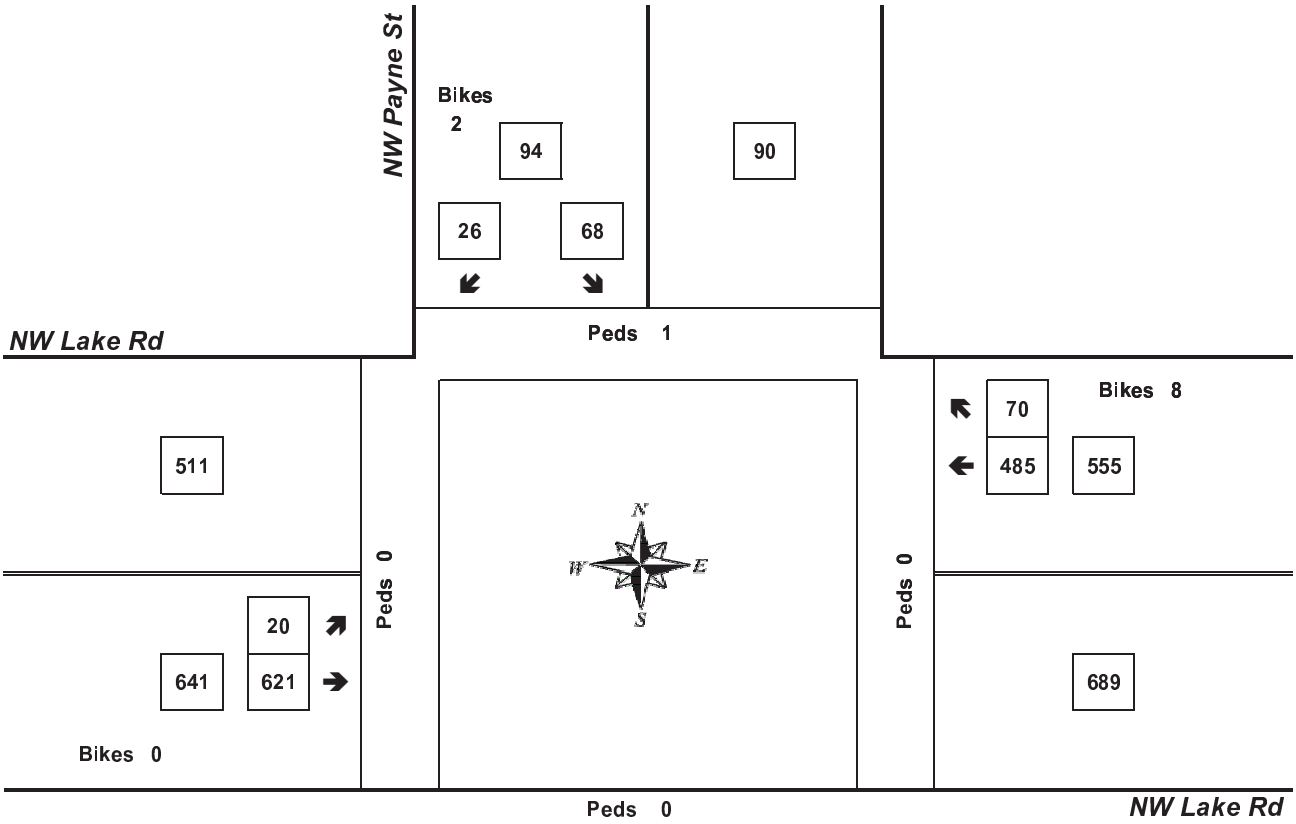
Interval Start Time	Northbound NW Payne St				Southbound NW Payne St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
				Total	L		R	Total	L	T		Total		T	R	Total	
4:00 PM				0	1		1	2	0	12		12		10	1	11	25
4:15 PM				0	0		1	1	0	10		10		8	1	9	20
4:30 PM				0	0		1	1	0	8		8		7	0	7	16
4:45 PM				0	0		0	0	0	3		3		3	0	3	6
5:00 PM				0	0		0	0	0	1		1		3	0	3	4

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Payne St & NW Lake Rd

4:30 PM to 5:30 PM
Tuesday, May 13, 2014



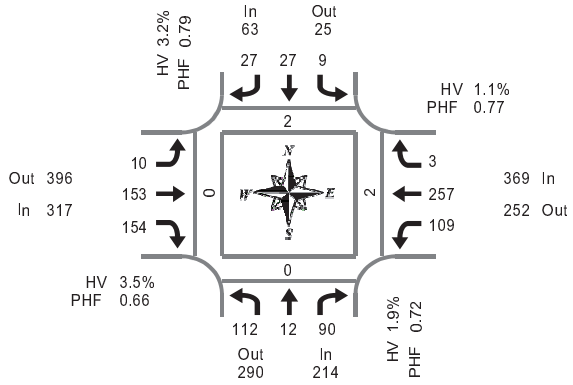
Bikes
0

Approach	PHF	HV%	Volume
EB	0.89	1.2%	641
WB	0.90	1.3%	555
NB	0.00	0.0%	0
SB	0.78	1.1%	94
Intersection	0.94	1.2%	1,290

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

NW Parker St & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	22	2	11	0	2	4	3	0	3	43	15	2	14	33	0	0	152	0	1	0	0
7:15 AM	28	0	9	1	5	8	7	0	2	24	18	0	15	63	0	0	179	0	0	0	0
7:30 AM	26	3	24	0	2	5	11	0	3	45	45	0	39	79	2	0	284	0	0	2	0
7:45 AM	32	4	38	0	2	10	3	0	2	54	64	0	41	71	1	0	322	2	0	0	0
8:00 AM	26	5	19	0	0	4	6	1	3	30	27	1	14	44	0	1	178	0	0	0	0
8:15 AM	16	1	6	0	0	5	9	0	3	38	20	1	13	36	0	0	147	6	1	0	1
8:30 AM	18	2	10	0	1	7	2	0	2	32	14	1	9	49	0	0	146	2	1	0	0
8:45 AM	19	2	8	0	0	6	4	0	0	40	17	0	17	92	1	0	206	0	0	0	0
Total Survey	187	19	125	1	12	49	45	1	18	306	220	5	162	467	4	1	1,614	10	3	2	1

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	214	290	504	1	63	25	88	1	317	396	713	1	369	252	621	1	963	2	0	2	0
%HV	1.9%				3.2%				3.5%				1.1%				2.2%				
PHF	0.72				0.79				0.66				0.77				0.75				

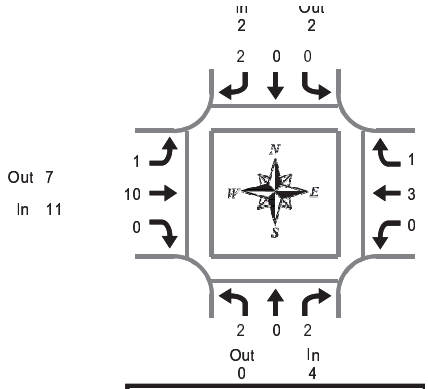
By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	112	12	90	214	9	27	27	63	10	153	154	317	109	257	3	369	963
%HV	1.8%	0.0%	2.2%	1.9%	0.0%	0.0%	7.4%	3.2%	10.0%	6.5%	0.0%	3.5%	0.0%	1.2%	33.3%	1.1%	2.2%
PHF	0.88	0.60	0.59	0.72	0.45	0.68	0.61	0.79	0.83	0.71	0.60	0.66	0.66	0.81	0.38	0.77	0.75

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	108	9	82	1	11	27	24	0	10	166	142	2	109	246	3	0	937	2	1	2	0
7:15 AM	112	12	90	1	9	27	27	1	10	153	154	1	109	257	3	1	963	2	0	2	0
7:30 AM	100	13	87	0	4	24	29	1	11	167	156	2	107	230	3	1	931	8	1	2	1
7:45 AM	92	12	73	0	3	26	20	1	10	154	125	3	77	200	1	1	793	10	2	0	1
8:00 AM	79	10	43	0	1	22	21	1	8	140	78	3	53	221	1	1	677	8	2	0	1

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Parker St & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	1	1	0	0	0	0	0	3	1	4	0	1	0	1	6
7:15 AM	1	0	1	2	0	0	1	1	0	1	0	1	0	3	0	3	7
7:30 AM	0	0	1	1	0	0	0	0	1	2	0	3	0	0	0	0	4
7:45 AM	1	0	0	1	0	0	0	0	0	5	0	5	0	0	1	1	7
8:00 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	2	2	0	1	0	1	1	1	0	2	5
8:30 AM	3	0	1	4	0	0	0	0	1	1	0	2	0	0	0	0	6
8:45 AM	0	0	3	3	0	0	0	0	0	2	1	3	1	4	0	5	11
Total Survey	5	0	7	12	0	0	4	4	2	17	2	21	2	9	1	12	49

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound NW Parker St			Southbound NW Parker St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	0	4	2	2	4	11	7	18	4	12	16	21
PHF	0.14			0.17			0.28			0.14			0.24

By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	0	2	4	0	0	2	2	1	10	0	11	0	3	1	4	21
PHF	0.17	0.00	0.13	0.14	0.00	0.00	0.17	0.17	0.25	0.28	0.00	0.28	0.00	0.15	0.25	0.14	0.24

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

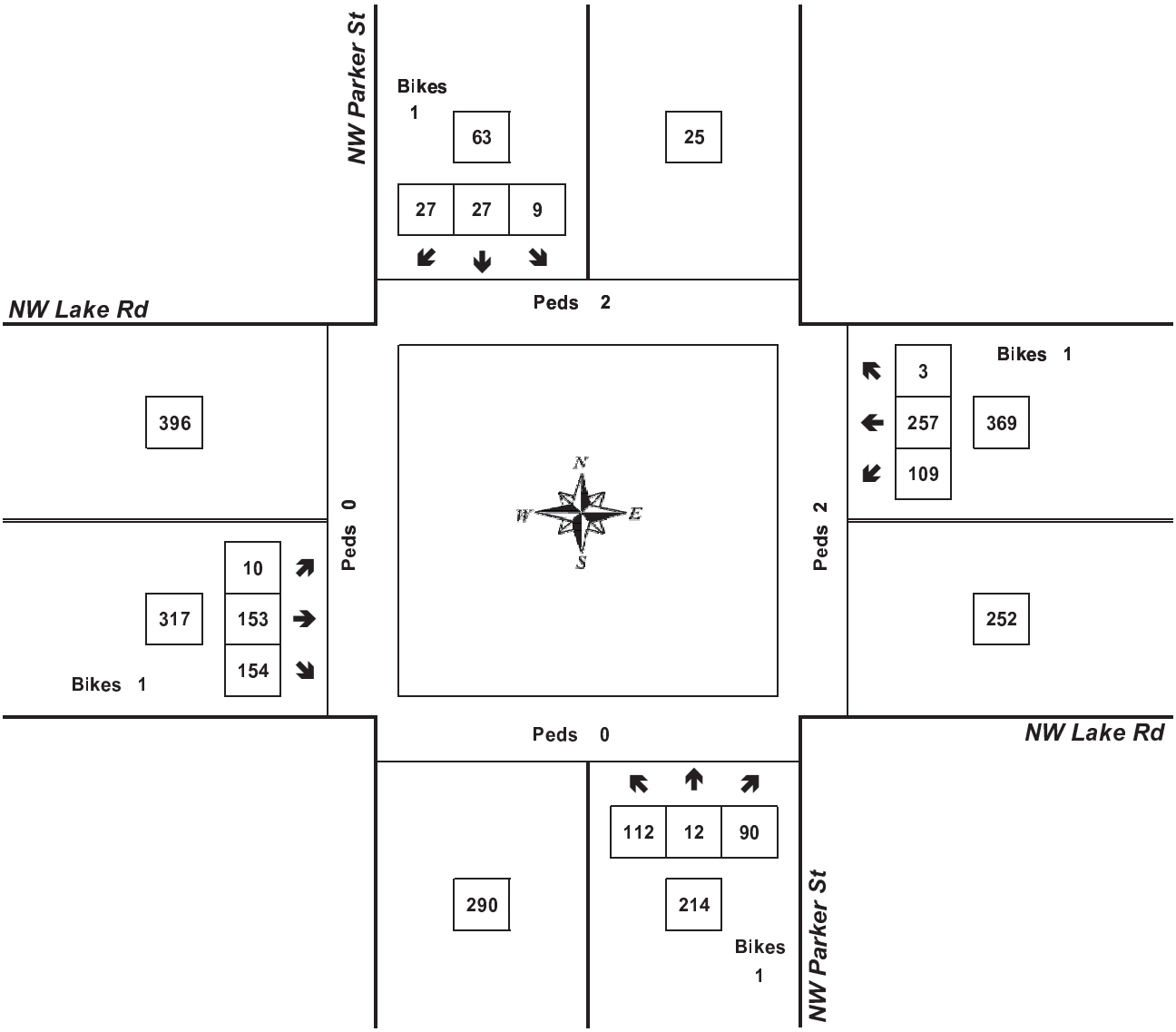
Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	2	0	3	5	0	0	1	1	1	11	1	13	0	4	1	5	24
7:15 AM	2	0	2	4	0	0	2	2	1	10	0	11	0	3	1	4	21
7:30 AM	1	0	1	2	0	0	3	3	1	10	0	11	1	1	1	3	19
7:45 AM	4	0	1	5	0	0	3	3	1	9	0	10	1	1	1	3	21
8:00 AM	3	0	4	7	0	0	3	3	1	6	1	8	2	5	0	7	25

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Parker St & NW Lake Rd

7:15 AM to 8:15 AM
Wednesday, May 14, 2014

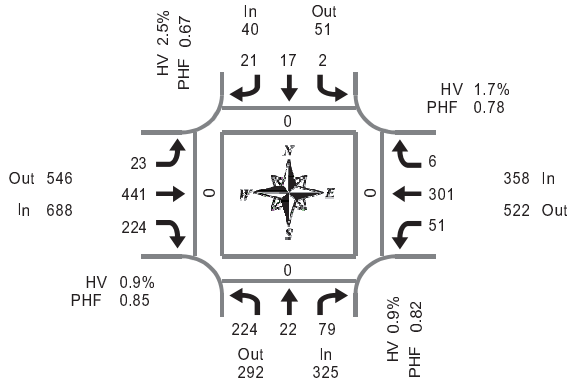


Approach	PHF	HV%	Volume
EB	0.66	3.5%	317
WB	0.77	1.1%	369
NB	0.72	1.9%	214
SB	0.79	3.2%	63
Intersection	0.75	2.2%	963

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

NW Parker St & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	30	5	21	3	4	4	3	0	6	87	38	1	9	89	0	0	296	0	0	0	0
4:15 PM	36	3	13	0	2	2	4	0	6	85	49	0	9	72	3	0	284	0	0	0	0
4:30 PM	37	2	22	3	1	8	4	0	7	109	43	0	9	105	1	1	348	0	0	0	0
4:45 PM	52	13	18	1	0	2	4	0	3	103	52	1	10	61	1	1	319	0	0	0	0
5:00 PM	80	3	16	0	1	4	10	0	7	100	62	1	14	68	1	0	366	0	0	0	0
5:15 PM	55	4	23	3	0	3	3	0	6	129	67	4	18	67	3	0	378	0	0	0	0
5:30 PM	54	6	17	1	3	5	7	0	8	96	69	0	12	57	1	1	335	1	0	0	0
5:45 PM	60	7	17	1	1	4	1	0	1	105	56	3	7	53	2	3	314	0	0	0	0
Total Survey	404	43	147	12	12	32	36	0	44	814	436	10	88	572	12	6	2,640	1	0	0	0

Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	325	292	617	7	40	51	91	0	688	546	1,234	6	358	522	880	2	1,411	0	0	0	0
%HV	0.9%				2.5%				0.9%				1.7%				1.1%				
PHF	0.82				0.67				0.85				0.78				0.93				

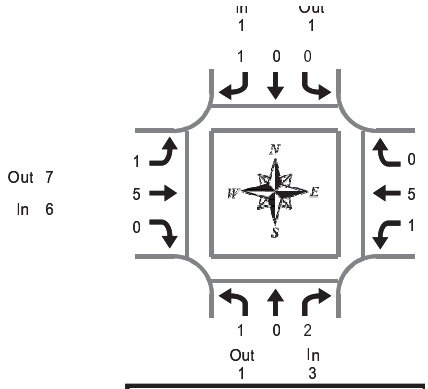
By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	224	22	79	325	2	17	21	40	23	441	224	688	51	301	6	358	1,411
%HV	0.4%	0.0%	2.5%	0.9%	0.0%	0.0%	4.8%	2.5%	4.3%	1.1%	0.0%	0.9%	2.0%	1.7%	0.0%	1.7%	1.1%
PHF	0.70	0.42	0.86	0.82	0.50	0.53	0.53	0.67	0.82	0.85	0.84	0.85	0.71	0.72	0.50	0.78	0.93

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	155	23	74	7	7	16	15	0	22	384	182	2	37	327	5	2	1,247	0	0	0	0
4:15 PM	205	21	69	4	4	16	22	0	23	397	206	2	42	306	6	2	1,317	0	0	0	0
4:30 PM	224	22	79	7	2	17	21	0	23	441	224	6	51	301	6	2	1,411	0	0	0	0
4:45 PM	241	26	74	5	4	14	24	0	24	428	250	6	54	253	6	2	1,398	1	0	0	0
5:00 PM	249	20	73	5	5	16	21	0	22	430	254	8	51	245	7	4	1,393	1	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Parker St & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	0	2	4	0	0	0	0	0	2	0	2	0	2	0	2	8
4:15 PM	1	0	0	1	0	0	0	0	0	2	1	3	1	2	0	3	7
4:30 PM	1	0	1	2	0	0	0	0	1	3	0	4	0	3	0	3	9
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
5:00 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Survey	5	0	4	9	0	0	1	1	1	9	1	11	2	9	0	11	32

Heavy Vehicle Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Parker St			Southbound NW Parker St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	1	4	1	1	2	6	7	13	6	7	13	16
PHF	0.11			0.25			0.17			0.19			0.17

By Movement	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	0	2	3	0	0	1	1	1	5	0	6	1	5	0	6	16
PHF	0.06	0.00	0.17	0.11	0.00	0.00	0.25	0.25	0.25	0.18	0.00	0.17	0.25	0.18	0.00	0.19	0.17

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

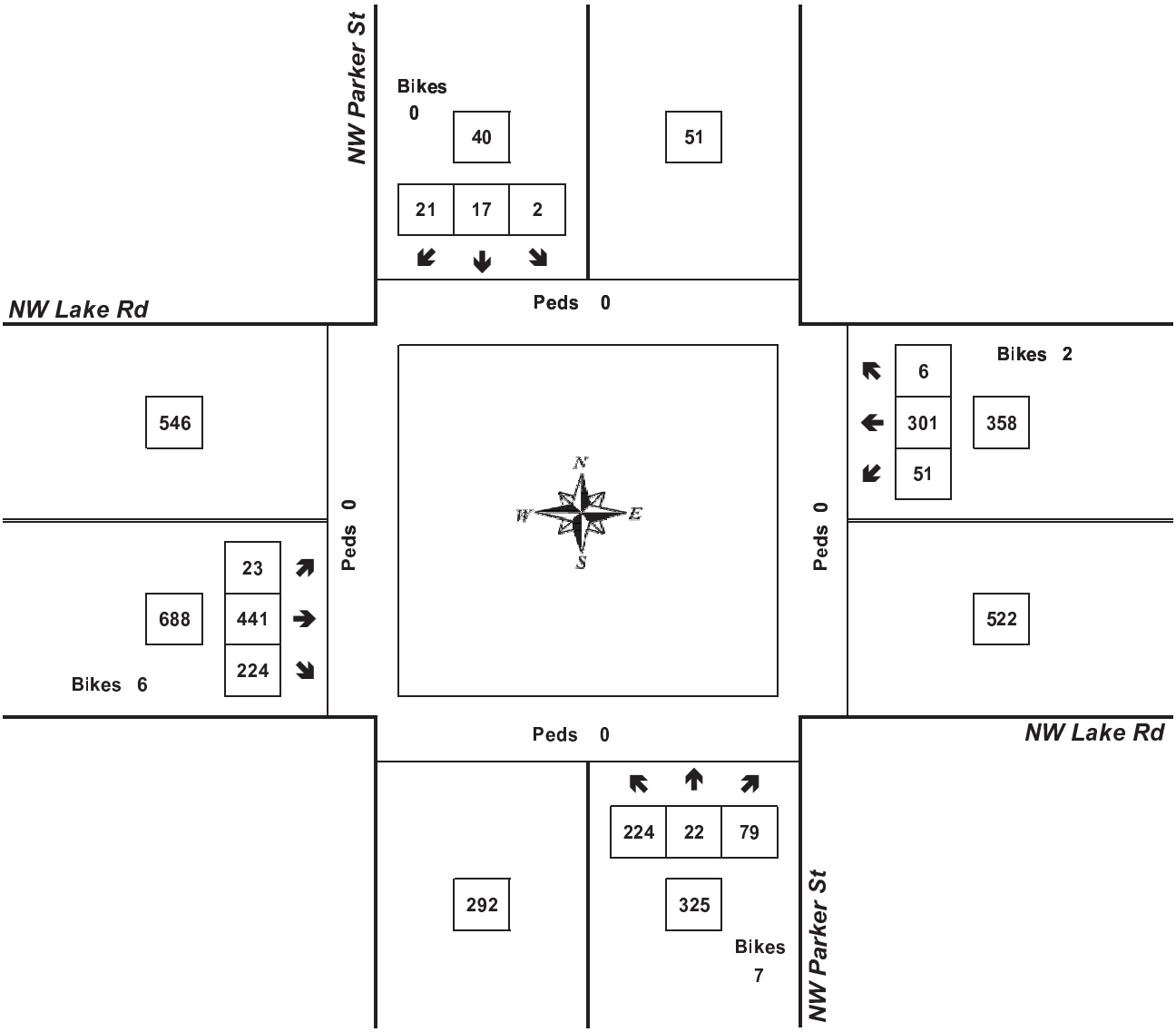
Interval Start Time	Northbound NW Parker St				Southbound NW Parker St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	4	0	3	7	0	0	0	0	1	9	1	11	1	8	0	9	27
4:15 PM	2	0	2	4	0	0	1	1	1	7	1	9	1	7	0	8	22
4:30 PM	1	0	2	3	0	0	1	1	1	5	0	6	1	5	0	6	16
4:45 PM	0	0	1	1	0	0	1	1	0	2	0	2	1	2	0	3	7
5:00 PM	1	0	1	2	0	0	1	1	0	0	0	0	1	1	0	2	5

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Parker St & NW Lake Rd

4:30 PM to 5:30 PM
Tuesday, May 13, 2014

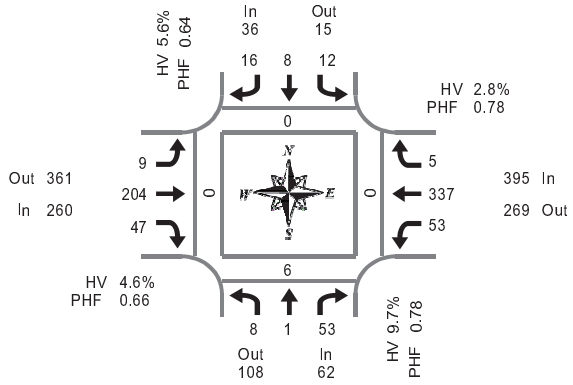


Approach	PHF	HV%	Volume
EB	0.85	0.9%	688
WB	0.78	1.7%	358
NB	0.82	0.9%	325
SB	0.67	2.5%	40
Intersection	0.93	1.1%	1,411

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:00 AM to 8:00 AM

NW Leadbetter Dr & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	1	0	19	0	2	3	3	0	2	42	14	1	10	47	0	0	143	0	3	0	0
7:15 AM	1	0	15	0	2	1	4	0	2	34	4	0	11	74	2	0	150	0	1	0	0
7:30 AM	3	1	7	0	5	3	6	0	0	53	10	0	15	111	0	2	214	0	1	0	0
7:45 AM	3	0	12	0	3	1	3	0	5	75	19	0	17	105	3	1	246	0	1	0	0
8:00 AM	2	1	6	0	1	1	5	0	4	44	8	2	13	50	1	1	136	2	0	0	0
8:15 AM	1	1	7	0	1	4	9	0	2	32	9	0	12	40	1	1	119	6	0	0	0
8:30 AM	4	1	4	0	5	1	3	0	0	35	4	0	5	47	2	0	111	0	0	0	1
8:45 AM	3	1	18	0	2	3	2	0	2	47	6	0	16	99	0	0	199	0	3	0	0
Total Survey	18	5	88	0	21	17	35	0	17	362	74	3	99	573	9	5	1,318	8	9	0	1

Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	62	108	170	0	36	15	51	0	260	361	621	1	395	269	664	3	753	0	6	0	0
%HV	9.7%				5.6%				4.6%				2.8%				4.1%				
PHF	0.78				0.64				0.66				0.78				0.77				

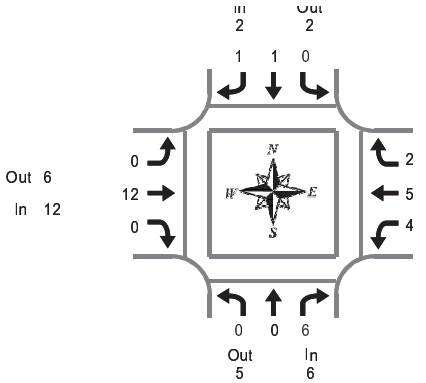
By Movement	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	8	1	53	62	12	8	16	36	9	204	47	260	53	337	5	395	753
%HV	0.0%	0.0%	11.3%	9.7%	0.0%	12.5%	6.3%	5.6%	0.0%	5.9%	0.0%	4.6%	7.5%	1.5%	40.0%	2.8%	4.1%
PHF	0.67	0.25	0.70	0.78	0.60	0.67	0.67	0.64	0.45	0.68	0.62	0.66	0.78	0.76	0.42	0.78	0.77

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	8	1	53	0	12	8	16	0	9	204	47	1	53	337	5	3	753	0	6	0	0
7:15 AM	9	2	40	0	11	6	18	0	11	206	41	2	56	340	6	4	746	2	3	0	0
7:30 AM	9	3	32	0	10	9	23	0	11	204	46	2	57	306	5	5	715	8	2	0	0
7:45 AM	10	3	29	0	10	7	20	0	11	186	40	2	47	242	7	3	612	8	1	0	1
8:00 AM	10	4	35	0	9	9	19	0	8	158	27	2	46	236	4	2	565	8	3	0	1

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Leadbetter Dr & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

Peak Hour Summary
7:00 AM to 8:00 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	1	0	1	0	5	0	5	1	1	0	2	8
7:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	3	2	5	7
7:30 AM	0	0	1	1	0	0	0	0	0	2	0	2	3	0	0	3	6
7:45 AM	0	0	5	5	0	0	0	0	0	4	0	4	0	1	0	1	10
8:00 AM	0	0	1	1	0	0	0	0	0	2	0	2	1	0	0	1	4
8:15 AM	0	1	3	4	1	0	1	2	1	1	0	2	1	1	1	3	11
8:30 AM	0	0	0	0	2	0	0	2	0	2	1	3	0	0	0	0	5
8:45 AM	0	0	11	11	0	0	0	0	0	6	0	6	2	4	0	6	23
Total Survey	0	1	21	22	3	1	2	6	1	23	1	25	8	10	3	21	74

Heavy Vehicle Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound NW Leadbetter Dr			Southbound NW Leadbetter Dr			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	5	11	2	2	4	12	6	18	11	18	29	31
PHF	0.10			0.13			0.27			0.28			0.20

By Movement	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	6	6	0	1	1	2	0	12	0	12	4	5	2	11	31
PHF	0.00	0.00	0.11	0.10	0.00	0.25	0.25	0.13	0.00	0.33	0.00	0.27	0.25	0.25	0.25	0.28	0.20

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

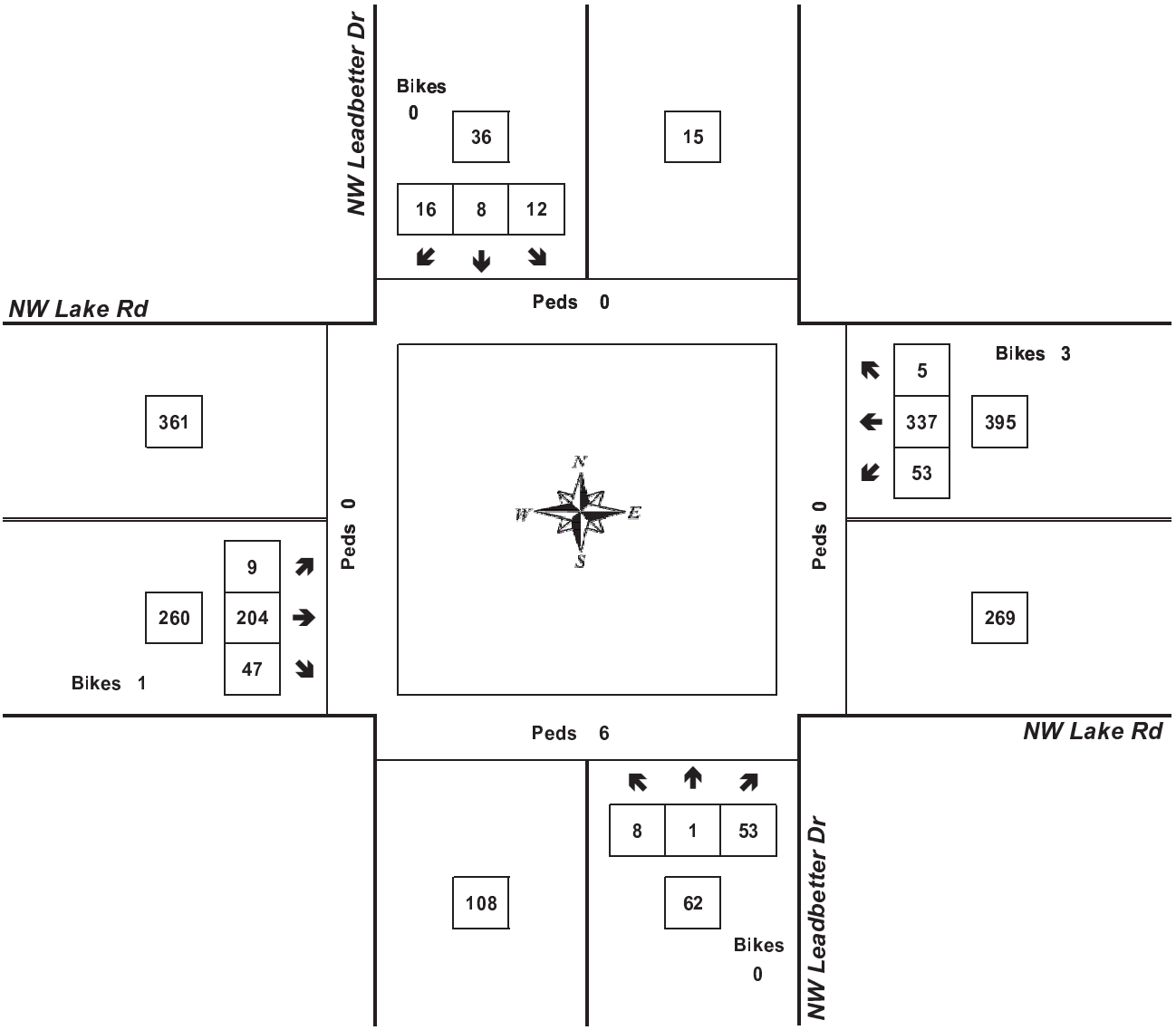
Interval Start Time	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	6	6	0	1	1	2	0	12	0	12	4	5	2	11	31
7:15 AM	0	0	7	7	0	0	1	1	0	9	0	9	4	4	2	10	27
7:30 AM	0	1	10	11	1	0	1	2	1	9	0	10	5	2	1	8	31
7:45 AM	0	1	9	10	3	0	1	4	1	9	1	11	2	2	1	5	30
8:00 AM	0	1	15	16	3	0	1	4	1	11	1	13	4	5	1	10	43

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Leadbetter Dr & NW Lake Rd

7:00 AM to 8:00 AM
Wednesday, May 14, 2014

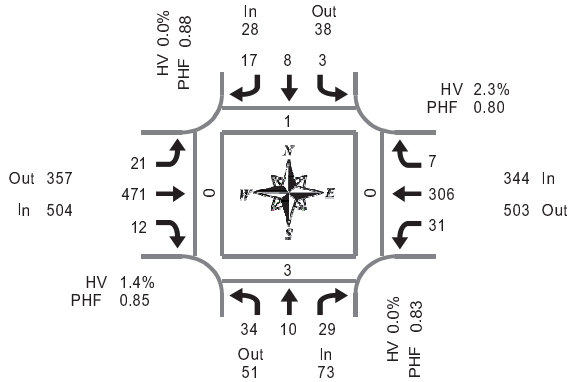


Approach	PHF	HV%	Volume
EB	0.66	4.6%	260
WB	0.78	2.8%	395
NB	0.78	9.7%	62
SB	0.64	5.6%	36
Intersection	0.77	4.1%	753

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

NW Leadbetter Dr & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	8	0	15	0	2	0	4	0	4	90	3	0	2	80	3	0	211	0	1	0	1
4:15 PM	6	2	3	0	1	0	3	1	9	93	2	2	4	75	1	1	199	0	3	0	0
4:30 PM	11	4	7	1	1	1	5	0	7	110	1	1	7	99	1	3	254	0	2	0	0
4:45 PM	4	3	8	1	2	2	4	0	6	114	1	2	14	66	3	0	227	0	0	0	0
5:00 PM	14	1	7	0	0	3	5	0	3	109	5	0	4	68	1	0	220	0	0	0	0
5:15 PM	5	2	7	0	0	2	3	0	5	138	5	4	6	73	2	1	248	1	1	0	0
5:30 PM	1	3	4	0	2	1	3	0	8	109	3	1	6	66	4	0	210	0	0	0	2
5:45 PM	3	1	2	4	2	0	0	0	5	106	2	5	1	57	0	1	179	0	0	0	2
Total Survey	52	16	53	6	10	9	27	1	47	869	22	15	44	584	15	6	1,748	1	7	0	5

Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	73	51	124	2	28	38	66	0	504	357	861	7	344	503	847	4	949	1	3	0	0
%HV	0.0%				0.0%				1.4%				2.3%				1.6%				
PHF	0.83				0.88				0.85				0.80				0.93				

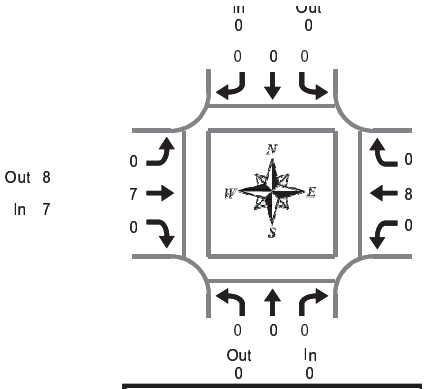
By Movement	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	34	10	29	73	3	8	17	28	21	471	12	504	31	306	7	344	949
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	1.4%	0.0%	2.6%	0.0%	2.3%	1.6%
PHF	0.61	0.63	0.91	0.83	0.38	0.67	0.85	0.88	0.75	0.85	0.60	0.85	0.55	0.77	0.58	0.80	0.93

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	29	9	33	2	6	3	16	1	26	407	7	5	27	320	8	4	891	0	6	0	1
4:15 PM	35	10	25	2	4	6	17	1	25	426	9	5	29	308	6	4	900	0	5	0	0
4:30 PM	34	10	29	2	3	8	17	0	21	471	12	7	31	306	7	4	949	1	3	0	0
4:45 PM	24	9	26	1	4	8	15	0	22	470	14	7	30	273	10	1	905	1	1	0	2
5:00 PM	23	7	20	4	4	6	11	0	21	462	15	10	17	264	7	2	857	1	1	0	4

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Leadbetter Dr & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	1	1	0	0	0	0	0	1	1	2	0	3	0	3	6
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	5	0	5	9
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	1	1	0	0	0	0	0	11	1	12	0	13	0	13	26

Heavy Vehicle Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Leadbetter Dr			Southbound NW Leadbetter Dr			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	7	8	15	8	7	15	15
PHF	0.00			0.00			0.18			0.20			0.19

By Movement	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	7	0	7	0	8	0	8	15
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.20	0.00	0.20	0.19

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

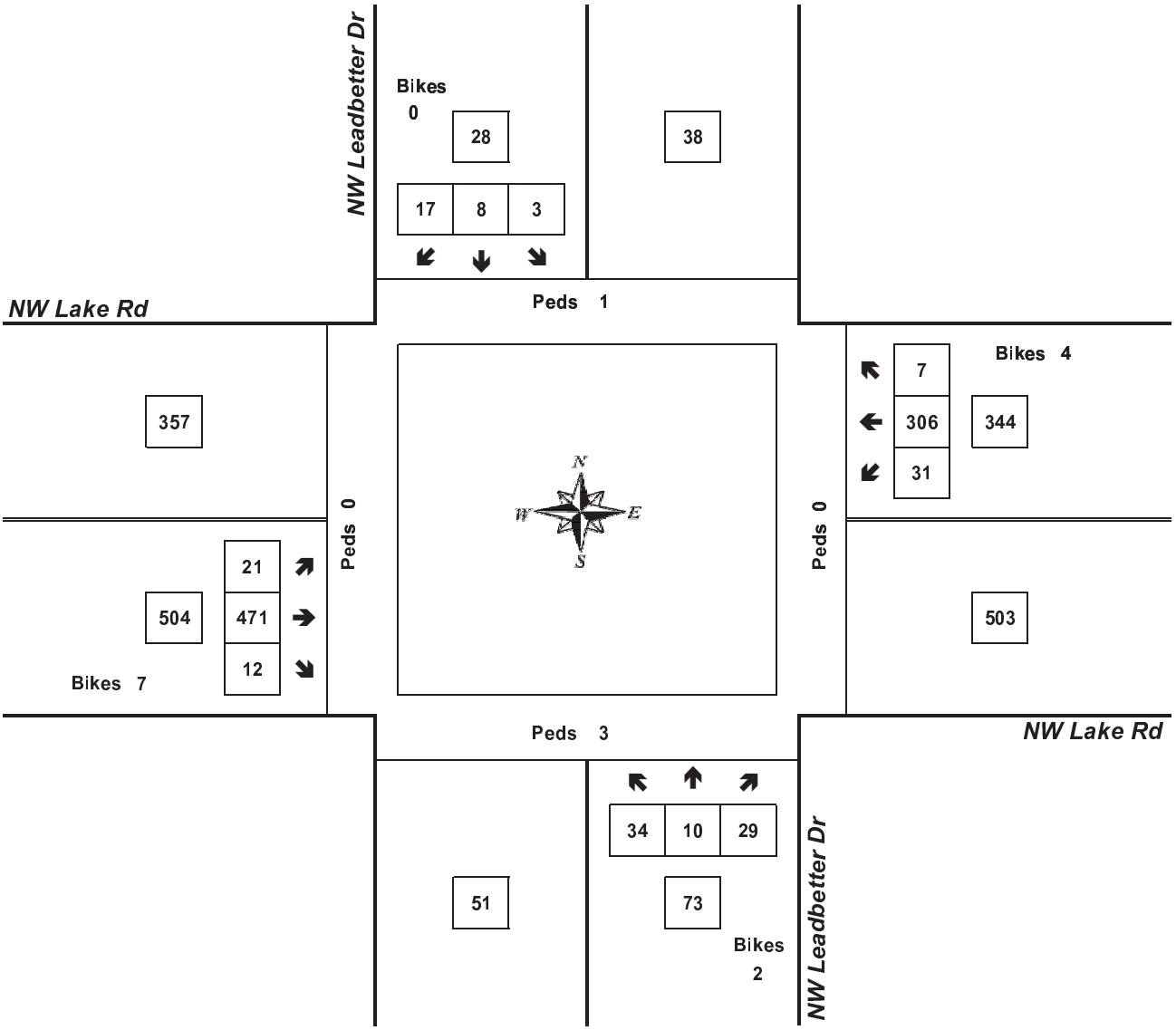
Interval Start Time	Northbound NW Leadbetter Dr				Southbound NW Leadbetter Dr				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	1	1	0	0	0	0	0	11	1	12	0	11	0	11	24
4:15 PM	0	0	0	0	0	0	0	0	0	10	0	10	0	9	0	9	19
4:30 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	8	0	8	15
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Leadbetter Dr & NW Lake Rd

4:30 PM to 5:30 PM
Tuesday, May 13, 2014

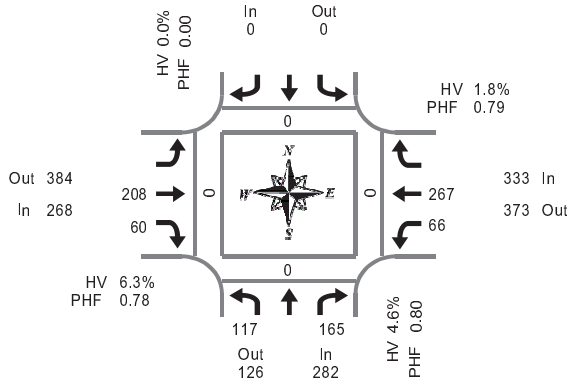


Approach	PHF	HV%	Volume
EB	0.85	1.4%	504
WB	0.80	2.3%	344
NB	0.83	0.0%	73
SB	0.88	0.0%	28
Intersection	0.93	1.6%	949

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:00 AM to 8:00 AM

NW Sierra St & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes		T	R	Bikes	L	T		Bikes		North	South	East	West
7:00 AM	14		50	0				0		60	4	0	14	38		0	180	0	0	0	0
7:15 AM	32		56	0				0		44	6	0	16	58		0	212	0	0	0	0
7:30 AM	37		42	0				0		51	17	0	15	90		2	252	0	0	0	0
7:45 AM	34		17	1				0		53	33	0	21	81		0	239	0	0	0	0
8:00 AM	23		11	5				0		34	16	1	11	43		0	138	0	0	0	0
8:15 AM	16		11	0				0		34	7	0	15	33		0	116	0	0	0	0
8:30 AM	18		27	0				0		36	10	1	24	40		0	155	0	0	0	0
8:45 AM	32		20	0				0		47	18	0	29	80		0	226	0	0	0	0
Total Survey	206		234	6				0		359	111	2	145	463		2	1,518	0	0	0	0

Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	282	126	408	1	0	0	0	0	268	384	652	0	333	373	706	2	883	0	0	0	0
%HV	4.6%				0.0%				6.3%				1.8%				4.1%				
PHF	0.80				0.00				0.78				0.79				0.88				

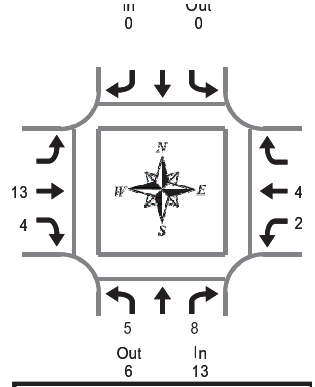
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	117		165	282				0		208	60	268	66	267		333	883
%HV	4.3%	NA	4.8%	4.6%	NA	NA	NA	0.0%	NA	6.3%	6.7%	6.3%	3.0%	1.5%	NA	1.8%	4.1%
PHF	0.79		0.74	0.80				0.00		0.87	0.45	0.78	0.79	0.74		0.79	0.88

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes		T	R	Bikes	L	T		Bikes		North	South	East	West
7:00 AM	117		165	1				0		208	60	0	66	267		2	883	0	0	0	0
7:15 AM	126		126	6				0		182	72	1	63	272		2	841	0	0	0	0
7:30 AM	110		81	6				0		172	73	1	62	247		2	745	0	0	0	0
7:45 AM	91		66	6				0		157	66	2	71	197		0	648	0	0	0	0
8:00 AM	89		69	5				0		151	51	2	79	196		0	635	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Sierra St & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

Peak Hour Summary
7:00 AM to 8:00 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
7:00 AM	0		4	4				0		3	1	4	1	1		2	10
7:15 AM	3		3	6				0		1	0	1	1	1		2	9
7:30 AM	2		1	3				0		3	0	3	0	1		1	7
7:45 AM	0		0	0				0		6	3	9	0	1		1	10
8:00 AM	0		0	0				0		2	1	3	0	1		1	4
8:15 AM	1		0	1				0		2	3	5	1	2		3	9
8:30 AM	0		2	2				0		1	3	4	0	0		0	6
8:45 AM	2		0	2				0		15	1	16	0	5		5	23
Total Survey	8		10	18				0		33	12	45	3	12		15	78

Heavy Vehicle Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	13	6	19	0	0	0	17	9	26	6	21	27	36
PHF	0.25			0.00			0.17			0.19			0.24

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	5		8	13				0		13	4	17	2	4		6	36
PHF	0.25		0.25	0.25				0.00		0.18	0.14	0.17	0.25	0.14		0.19	0.24

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

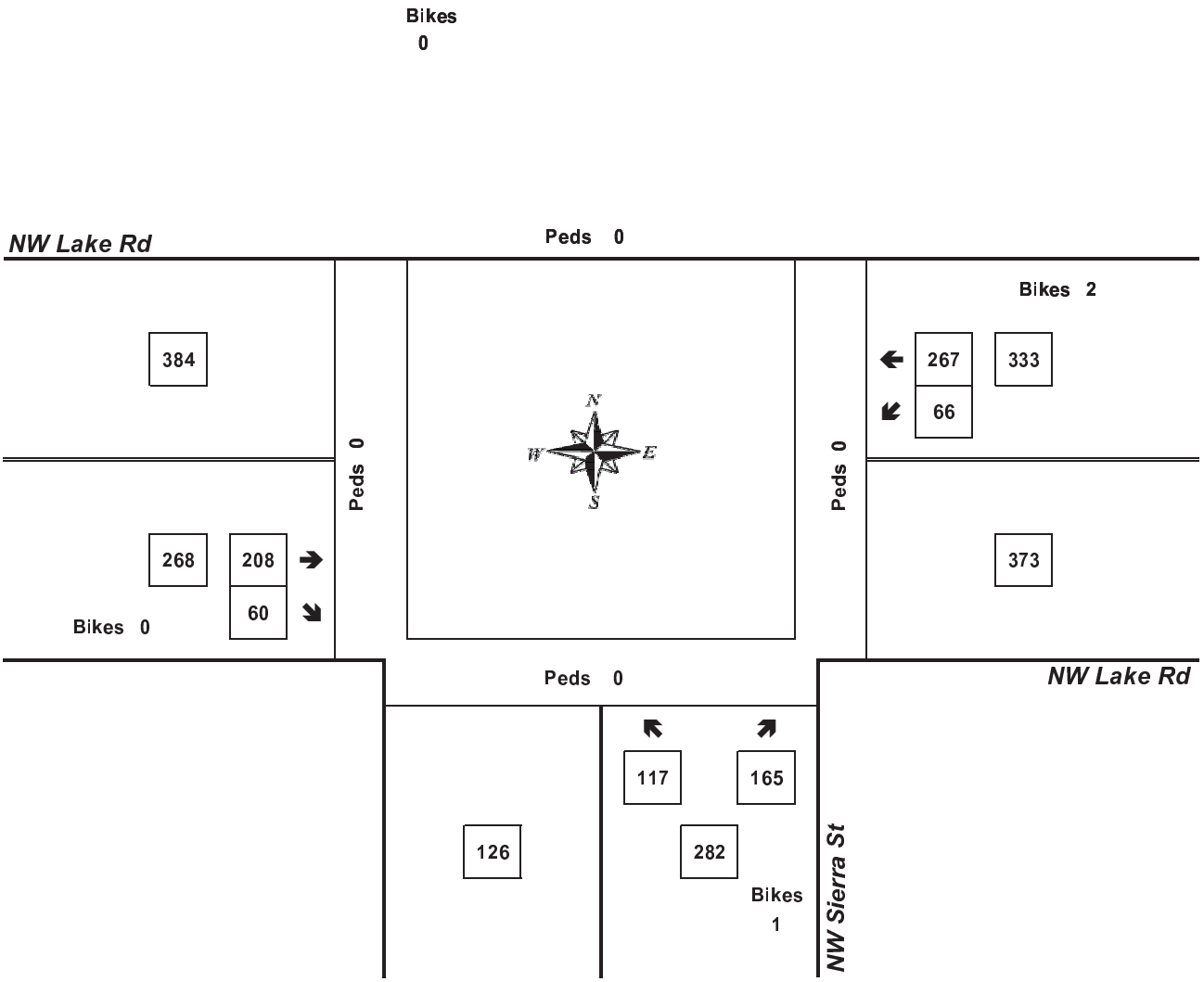
Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
7:00 AM	5		8	13				0		13	4	17	2	4		6	36
7:15 AM	5		4	9				0		12	4	16	1	4		5	30
7:30 AM	3		1	4				0		13	7	20	1	5		6	30
7:45 AM	1		2	3				0		11	10	21	1	4		5	29
8:00 AM	3		2	5				0		20	8	28	1	8		9	42

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Sierra St & NW Lake Rd

7:00 AM to 8:00 AM
Wednesday, May 14, 2014

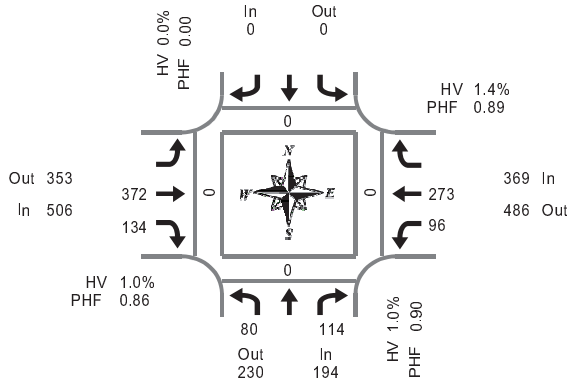


Approach	PHF	HV%	Volume
EB	0.78	6.3%	268
WB	0.79	1.8%	333
NB	0.80	4.6%	282
SB	0.00	0.0%	0
Intersection	0.88	4.1%	883

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Sierra St & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes		T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	21		21	0				0		85	22	0	26	64		0	239	0	0	0	0
4:15 PM	16		16	1				0		63	33	0	18	64		0	210	0	0	0	0
4:30 PM	23		31	2				0		82	35	1	20	84		1	275	0	0	0	0
4:45 PM	19		32	0				0		96	28	1	26	63		0	264	0	0	0	0
5:00 PM	18		27	0				0		89	29	0	23	62		0	248	0	0	0	0
5:15 PM	20		24	1				0		105	42	4	27	64		0	282	0	0	0	0
5:30 PM	19		42	0				0		87	28	1	15	47		1	238	0	0	0	0
5:45 PM	15		27	1				0		81	31	7	14	48		0	216	0	0	0	0
Total Survey	151		220	5				0		688	248	14	169	496		2	1,972	0	0	0	0

Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	194	230	424	3	0	0	0	0	506	353	859	6	369	486	855	1	1,069	0	0	0	0
%HV	1.0%				0.0%				1.0%				1.4%				1.1%				
PHF	0.90				0.00				0.86				0.89				0.95				

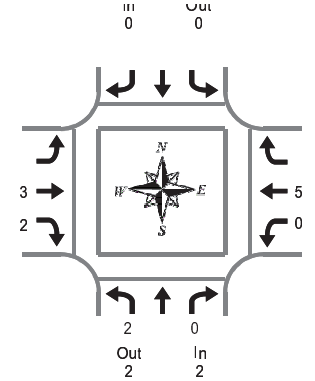
By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	80		114	194				0		372	134	506	96	273		369	1,069
%HV	2.5%	NA	0.0%	1.0%	NA	NA	NA	0.0%	NA	0.8%	1.5%	1.0%	0.0%	1.8%	NA	1.4%	1.1%
PHF	0.87		0.89	0.90				0.00		0.89	0.80	0.86	0.89	0.81		0.89	0.95

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes		T	R	Bikes	L	T		Bikes		North	South	East	West
4:00 PM	79		100	3				0		326	118	2	90	275		1	988	0	0	0	0
4:15 PM	76		106	3				0		330	125	2	87	273		1	997	0	0	0	0
4:30 PM	80		114	3				0		372	134	6	96	273		1	1,069	0	0	0	0
4:45 PM	76		125	1				0		377	127	6	91	236		1	1,032	0	0	0	0
5:00 PM	72		120	2				0		362	130	12	79	221		1	984	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Sierra St & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
4:00 PM	1		1	2				0		4	0	4	0	2		2	8
4:15 PM	0		0	0				0		0	3	3	0	2		2	5
4:30 PM	2		0	2				0		3	0	3	0	1		1	6
4:45 PM	0		0	0				0		0	2	2	0	2		2	4
5:00 PM	0		0	0				0		0	0	0	0	1		1	1
5:15 PM	0		0	0				0		0	0	0	0	1		1	1
5:30 PM	0		0	0				0		0	0	0	0	0		0	0
5:45 PM	0		0	0				0		0	0	0	0	0		0	0
Total Survey	3		1	4				0		7	5	12	0	9		9	25

Heavy Vehicle Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Sierra St			Southbound NW Sierra St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	2	4	0	0	0	5	7	12	5	3	8	12
PHF	0.13			0.00			0.13			0.25			0.16

By Movement	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	2		0	2				0		3	2	5	0	5		5	12
PHF	0.17		0.00	0.13				0.00		0.11	0.10	0.13	0.00	0.25		0.25	0.16

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

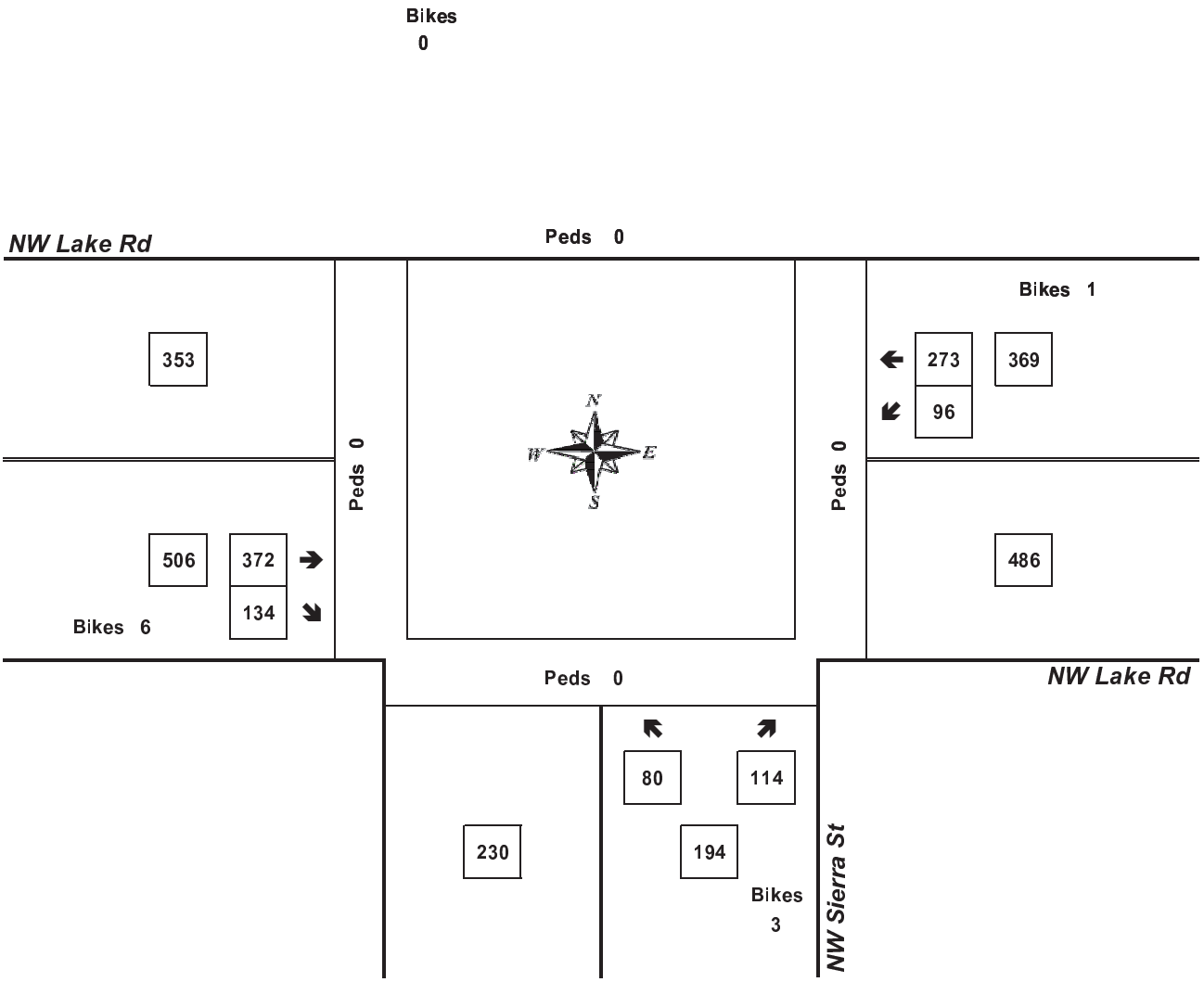
Interval Start Time	Northbound NW Sierra St				Southbound NW Sierra St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
4:00 PM	3		1	4				0		7	5	12	0	7		7	23
4:15 PM	2		0	2				0		3	5	8	0	6		6	16
4:30 PM	2		0	2				0		3	2	5	0	5		5	12
4:45 PM	0		0	0				0		0	2	2	0	4		4	6
5:00 PM	0		0	0				0		0	0	0	0	2		2	2

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Sierra St & NW Lake Rd

4:30 PM to 5:30 PM
Tuesday, May 13, 2014

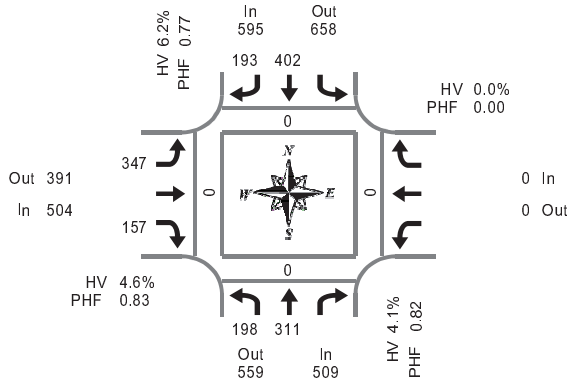


Approach	PHF	HV%	Volume
EB	0.86	1.0%	506
WB	0.89	1.4%	369
NB	0.90	1.0%	194
SB	0.00	0.0%	0
Intersection	0.95	1.1%	1,069

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:00 AM to 8:00 AM

NW Everett St & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	28	75		0		70	28	0	97		21	0				0	319	0	0	0	0
7:15 AM	43	112		0		106	42	0	135		17	0				0	455	0	0	0	0
7:30 AM	53	63		0		112	80	0	81		41	0				0	430	0	0	0	0
7:45 AM	74	61		0		114	43	0	34		78	0				0	404	0	0	0	0
8:00 AM	42	36		0		47	16	0	25		23	0				0	189	0	0	0	0
8:15 AM	28	41		0		50	26	0	16		21	0				0	182	0	0	0	0
8:30 AM	34	40		0		48	43	0	47		32	0				0	244	0	0	0	0
8:45 AM	49	33		0		93	64	0	31		62	0				0	332	0	0	0	0
Total Survey	351	461		0		640	342	0	466		295	0				0	2,555	0	0	0	0

Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	509	559	1,068	0	595	658	1,253	0	504	391	895	0	0	0	0	0	1,608	0	0	0	0
%HV	4.1%				6.2%				4.6%				0.0%				5.0%				
PHF	0.82				0.77				0.83				0.00				0.88				

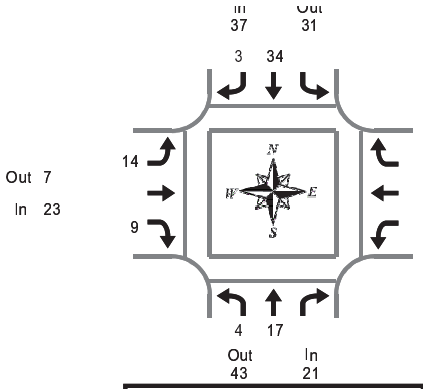
By Movement	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	198	311		509		402	193	595	347		157	504				0	1,608
%HV	2.0%	5.5%	NA	4.1%	NA	8.5%	1.6%	6.2%	4.0%	NA	5.7%	4.6%	NA	NA	NA	0.0%	5.0%
PHF	0.67	0.69		0.82		0.88	0.60	0.77	0.64		0.50	0.83				0.00	0.88

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
7:00 AM	198	311		0		402	193	0	347		157	0				0	1,608	0	0	0	0
7:15 AM	212	272		0		379	181	0	275		159	0				0	1,478	0	0	0	0
7:30 AM	197	201		0		323	165	0	156		163	0				0	1,205	0	0	0	0
7:45 AM	178	178		0		259	128	0	122		154	0				0	1,019	0	0	0	0
8:00 AM	153	150		0		238	149	0	119		138	0				0	947	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



NW Everett St & NW Lake Rd

Wednesday, May 14, 2014
7:00 AM to 9:00 AM

Peak Hour Summary
7:00 AM to 8:00 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
7:00 AM	4	5		9		0	0	0	3		1	4				0	13
7:15 AM	0	7		7		17	1	18	6		1	7				0	32
7:30 AM	0	1		1		10	1	11	4		1	5				0	17
7:45 AM	0	4		4		7	1	8	1		6	7				0	19
8:00 AM	2	1		3		1	1	2	1		0	1				0	6
8:15 AM	4	5		9		2	0	2	1		1	2				0	13
8:30 AM	1	2		3		5	1	6	1		4	5				0	14
8:45 AM	1	1		2		7	4	11	1		13	14				0	27
Total Survey	12	26		38		49	9	58	18		27	45				0	141

Heavy Vehicle Peak Hour Summary
7:00 AM to 8:00 AM

By Approach	Northbound NW Everett St			Southbound NW Everett St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	21	43	64	37	31	68	23	7	30	0	0	0	81
PHF	0.31			0.25			0.27			0.00			0.30

By Movement	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	4	17		21		34	3	37	14		9	23				0	81
PHF	0.14	0.33		0.31		0.25	0.15	0.25	0.27		0.13	0.27				0.00	0.30

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
7:00 AM	4	17		21		34	3	37	14		9	23				0	81
7:15 AM	2	13		15		35	4	39	12		8	20				0	74
7:30 AM	6	11		17		20	3	23	7		8	15				0	55
7:45 AM	7	12		19		15	3	18	4		11	15				0	52
8:00 AM	8	9		17		15	6	21	4		18	22				0	60

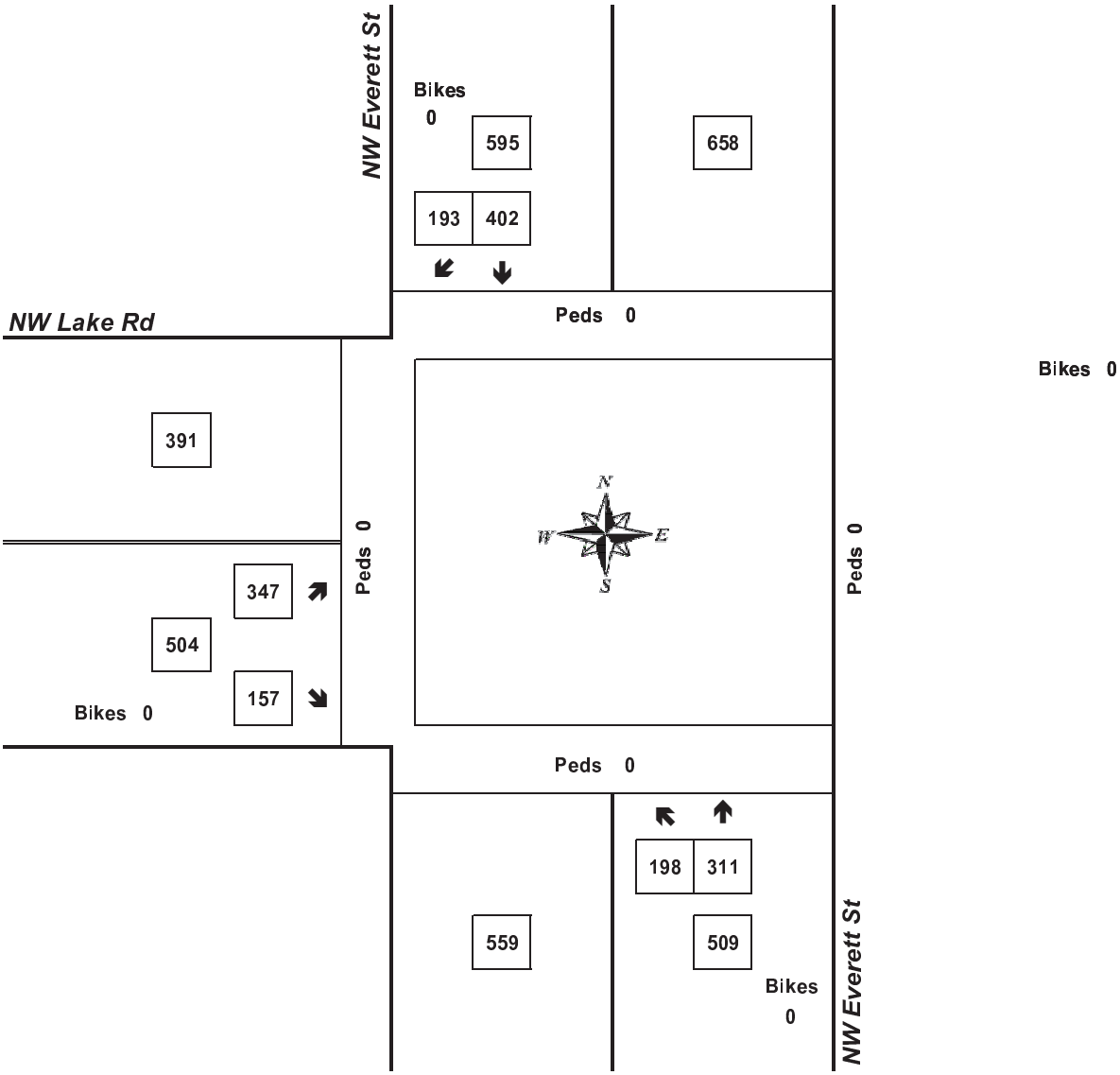
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

NW Everett St & NW Lake Rd

7:00 AM to 8:00 AM
Wednesday, May 14, 2014

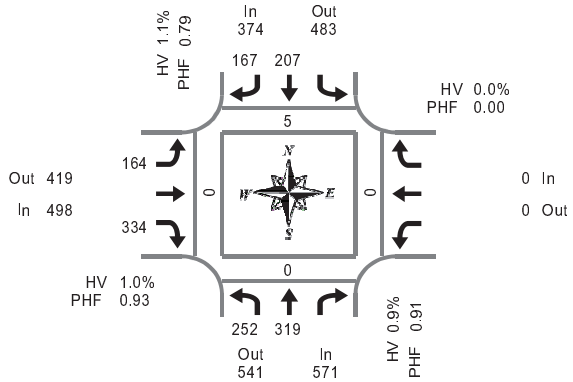


Approach	PHF	HV%	Volume
EB	0.83	4.6%	504
WB	0.00	0.0%	0
NB	0.82	4.1%	509
SB	0.77	6.2%	595
Intersection	0.88	5.0%	1,608

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

NW Everett St & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
4:00 PM	58	67		0		58	30	0	38		59	0				0	310	0	0	0	0
4:15 PM	56	75		0		60	33	0	32		59	0				0	315	0	0	0	0
4:30 PM	69	76		0		64	55	0	39		80	1				0	383	0	0	0	0
4:45 PM	52	81		0		49	40	1	43		91	1				0	356	3	0	0	0
5:00 PM	66	70		2		54	33	0	42		80	0				0	345	0	0	0	0
5:15 PM	65	92		0		40	39	1	40		83	4				0	359	2	0	0	0
5:30 PM	53	72		1		65	21	0	51		77	2				0	339	0	0	0	1
5:45 PM	49	99		1		41	28	0	47		75	1				0	339	0	0	0	0
Total Survey	468	632		4		431	279	2	332		604	9				0	2,746	5	0	0	1

Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	571	541	1,112	2	374	483	857	2	498	419	917	6	0	0	0	0	1,443	5	0	0	0
%HV	0.9%				1.1%				1.0%				0.0%				1.0%				
PHF	0.91				0.79				0.93				0.00				0.94				

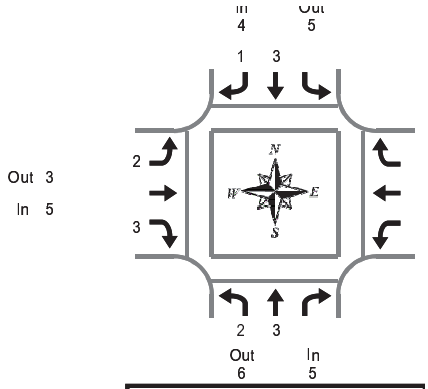
By Movement	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	252	319		571		207	167	374	164		334	498				0	1,443
%HV	0.8%	0.9%	NA	0.9%	NA	1.4%	0.6%	1.1%	1.2%	NA	0.9%	1.0%	NA	NA	NA	0.0%	1.0%
PHF	0.91	0.87		0.91		0.81	0.76	0.79	0.95		0.92	0.93				0.00	0.94

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total	Pedestrians Crosswalk			
	L	T		Bikes		T	R	Bikes	L		R	Bikes				Bikes		North	South	East	West
4:00 PM	235	299		0		231	158	1	152		289	2				0	1,364	3	0	0	0
4:15 PM	243	302		2		227	161	1	156		310	2				0	1,399	3	0	0	0
4:30 PM	252	319		2		207	167	2	164		334	6				0	1,443	5	0	0	0
4:45 PM	236	315		3		208	133	2	176		331	7				0	1,399	5	0	0	1
5:00 PM	233	333		4		200	121	1	180		315	7				0	1,382	2	0	0	1

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

NW Everett St & NW Lake Rd

Tuesday, May 13, 2014
4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
4:00 PM	1	2		3		3	0	3	0		0	0				0	6
4:15 PM	2	1		3		4	0	4	1		1	2				0	9
4:30 PM	0	0		0		1	0	1	2		2	4				0	5
4:45 PM	0	1		1		1	1	2	0		1	1				0	4
5:00 PM	1	1		2		1	0	1	0		0	0				0	3
5:15 PM	1	1		2		0	0	0	0		0	0				0	2
5:30 PM	0	2		2		0	0	0	0		0	0				0	2
5:45 PM	0	1		1		0	0	0	0		0	0				0	1
Total Survey	5	9		14		10	1	11	3		4	7				0	32

Heavy Vehicle Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound NW Everett St			Southbound NW Everett St			Eastbound NW Lake Rd			Westbound NW Lake Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	5	6	11	4	5	9	5	3	8	0	0	0	14
PHF	0.21			0.13			0.18			0.00			0.17

By Movement	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Total
	L	T		Total		T	R	Total	L		R	Total				Total	
Volume	2	3		5		3	1	4	2		3	5				0	14
PHF	0.17	0.19		0.21		0.09	0.25	0.13	0.17		0.19	0.18				0.00	0.17

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

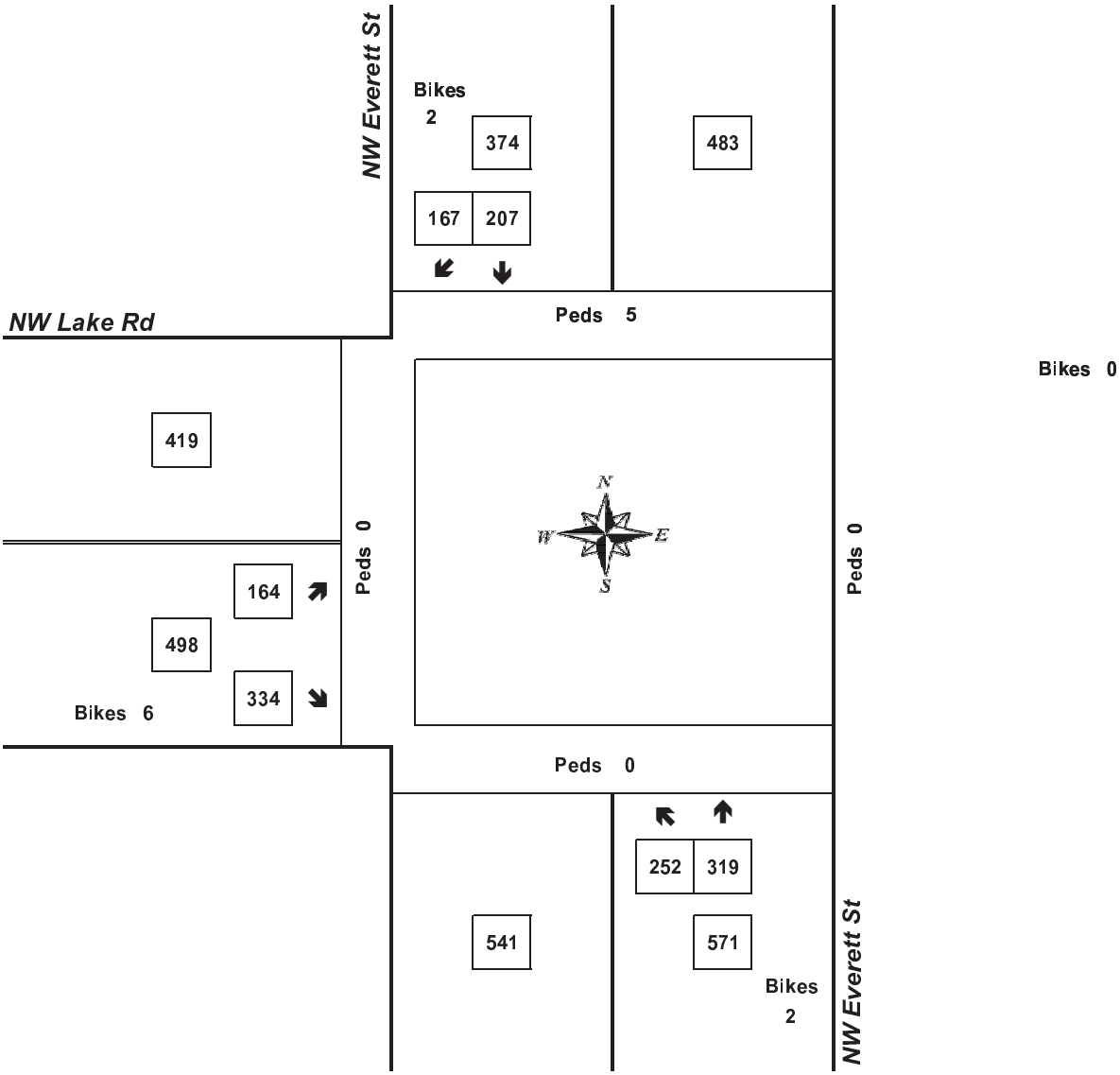
Interval Start Time	Northbound NW Everett St				Southbound NW Everett St				Eastbound NW Lake Rd				Westbound NW Lake Rd				Interval Total
	L	T		Total		T	R	Total	L		R	Total				Total	
4:00 PM	3	4		7		9	1	10	3		4	7				0	24
4:15 PM	3	3		6		7	1	8	3		4	7				0	21
4:30 PM	2	3		5		3	1	4	2		3	5				0	14
4:45 PM	2	5		7		2	1	3	0		1	1				0	11
5:00 PM	2	5		7		1	0	1	0		0	0				0	8

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

NW Everett St & NW Lake Rd

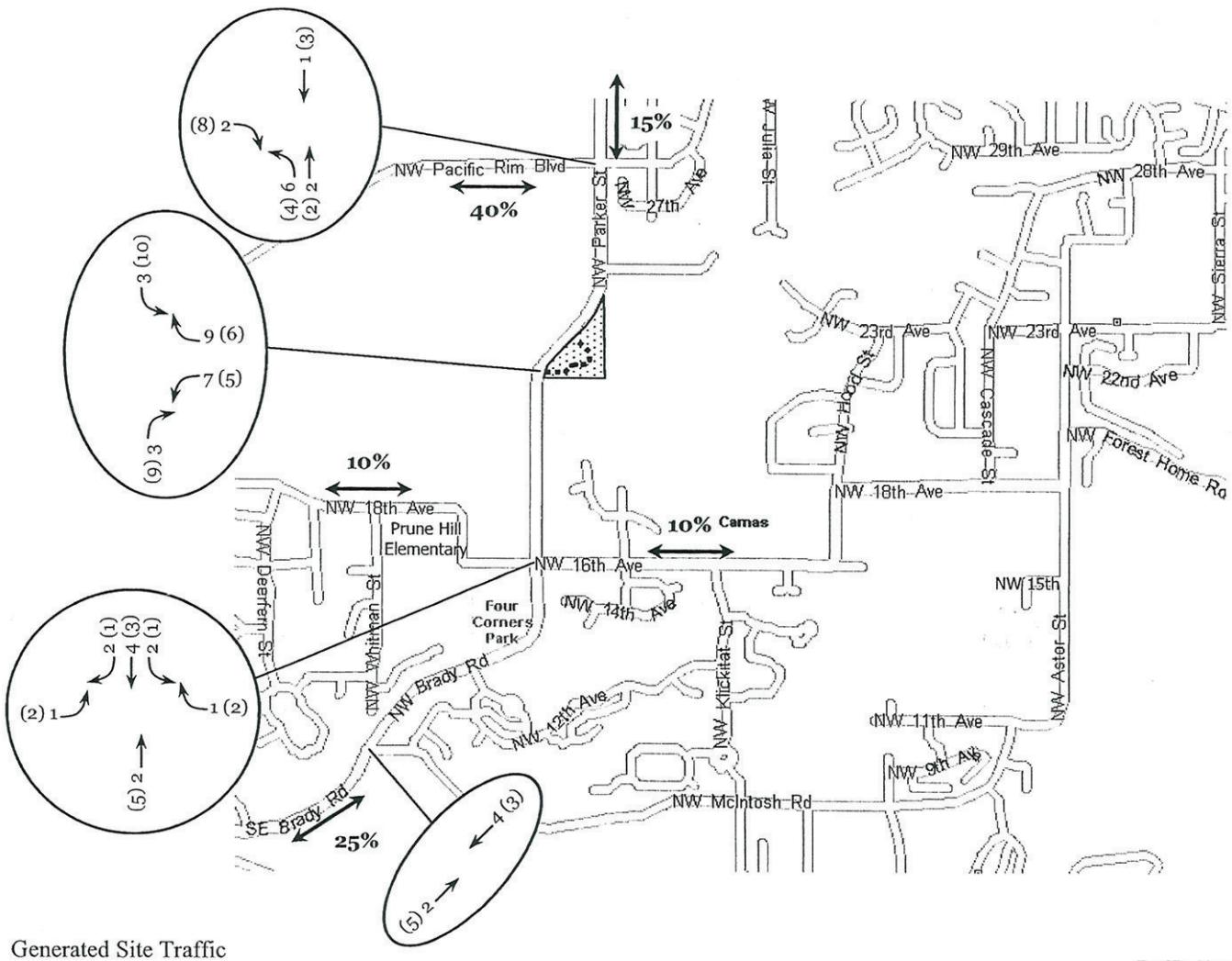
4:30 PM to 5:30 PM
Tuesday, May 13, 2014



Approach	PHF	HV%	Volume
EB	0.93	1.0%	498
WB	0.00	0.0%	0
NB	0.91	0.9%	571
SB	0.79	1.1%	374
Intersection	0.94	1.0%	1,443

Count Period: 4:00 PM to 6:00 PM

Figure 8: Weekday Peak Hour Traffic Volumes Generated By Brady Road Subdivision



Drawing Not To Scale

Generated Site Traffic

	In	Out
AM Peak	6	16
PM Peak	19	10

Traffic Signal

Stop Sign

Proposed Site

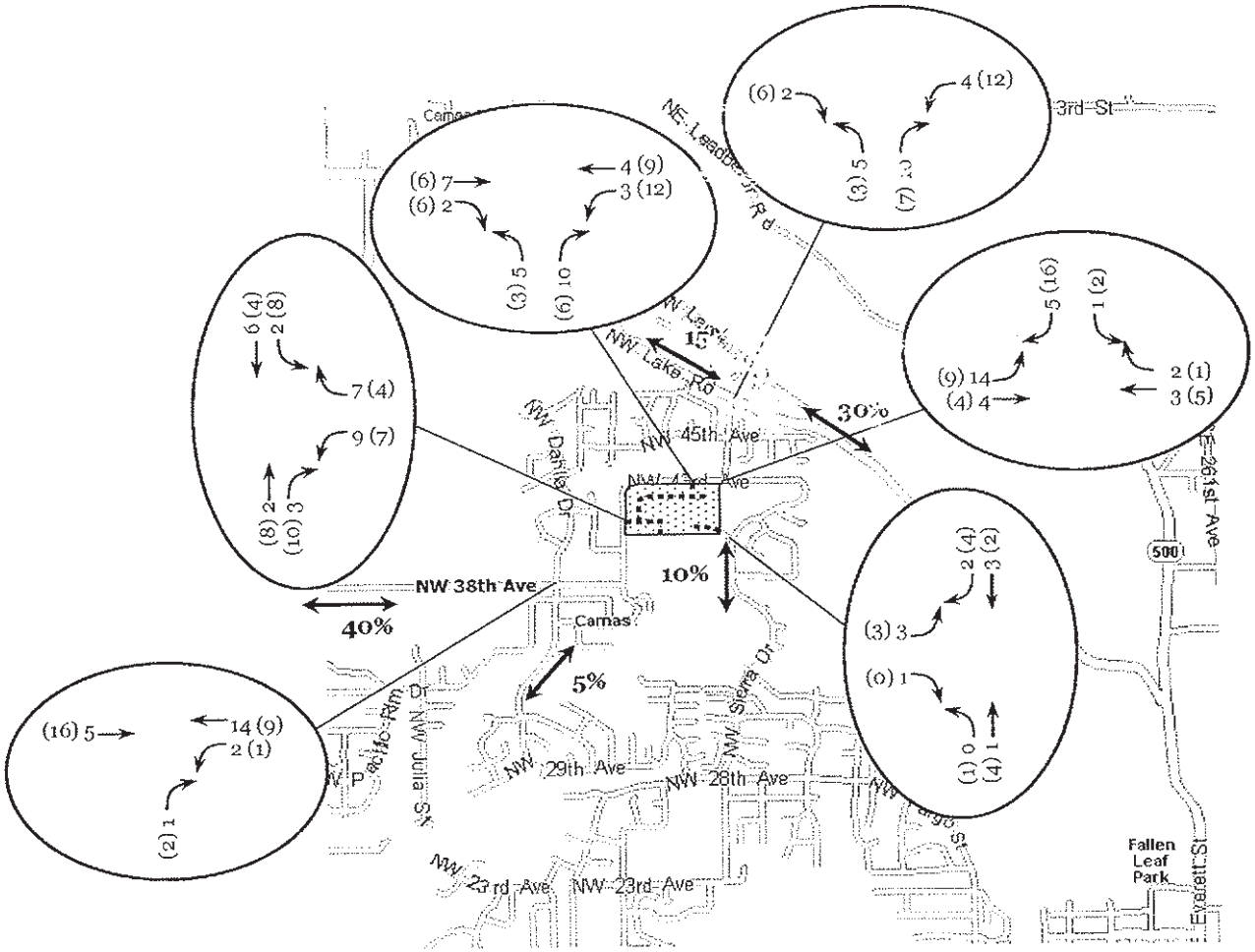
Proposed Roadway

AM(PM) Peak Hour Volumes

OR05.080.T01 Brady Road Subdivision

CTS Engineers

Figure 8: Weekday Peak Hour Traffic Volumes Generated By Hidden Meadows



N

Drawing Not To Scale

Traffic Signal

Stop Sign

Proposed Site

Proposed Roadway

AM(PM) Peak Hour Volumes

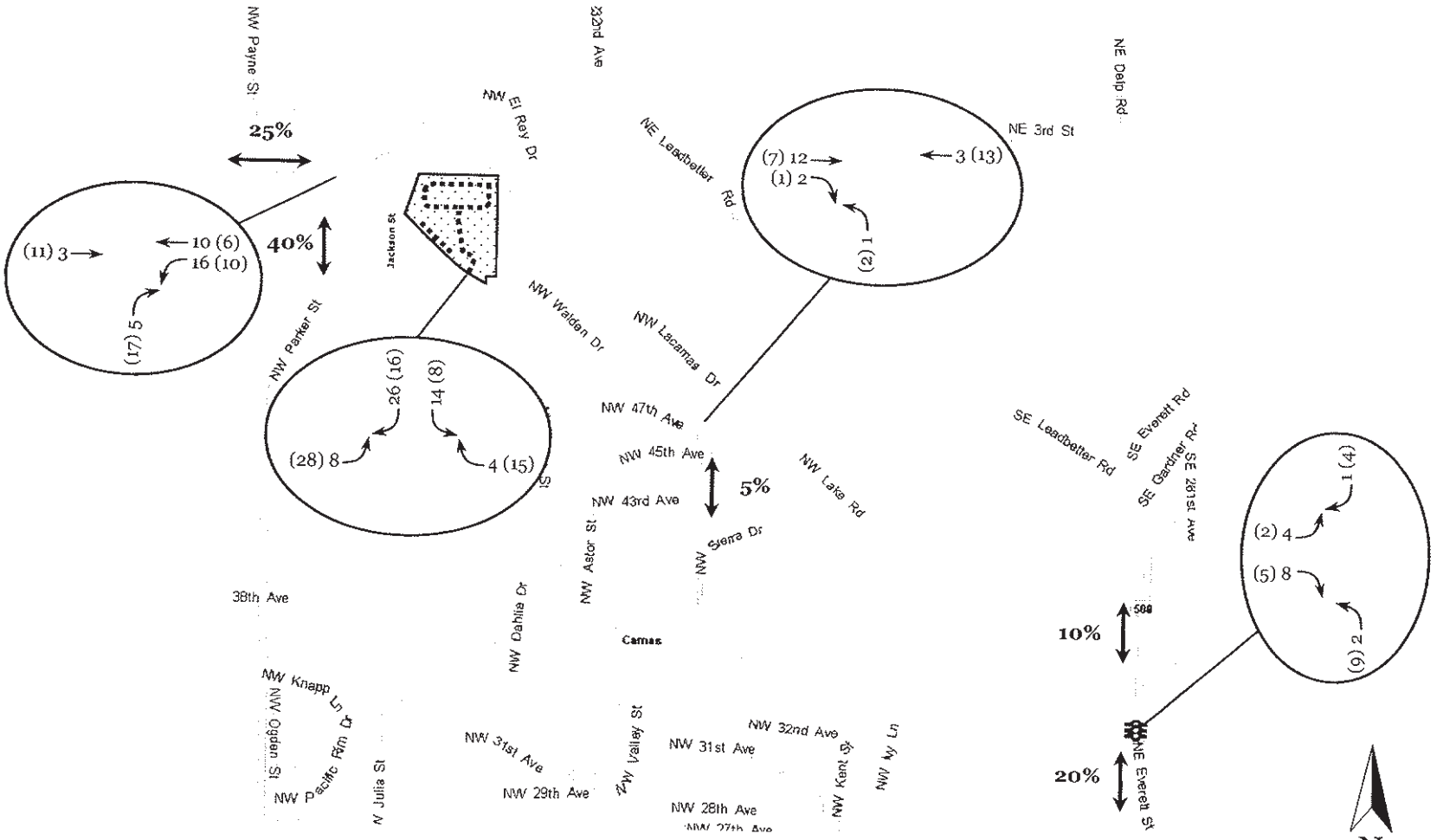
OR05.023.T01 Hidden Meadows

Generated Site Traffic

	In	Out
AM Peak	12	35
PM Peak	40	23

CTS ENGINEERS

Figure 8: Weekday Peak Hour Traffic Volumes Generated By Lake Hills PRD



Generated Site Traffic

	In	Out
AM Peak	12	40
PM Peak	43	24

CTS ENGINEERS

Traffic Signal

Stop Sign

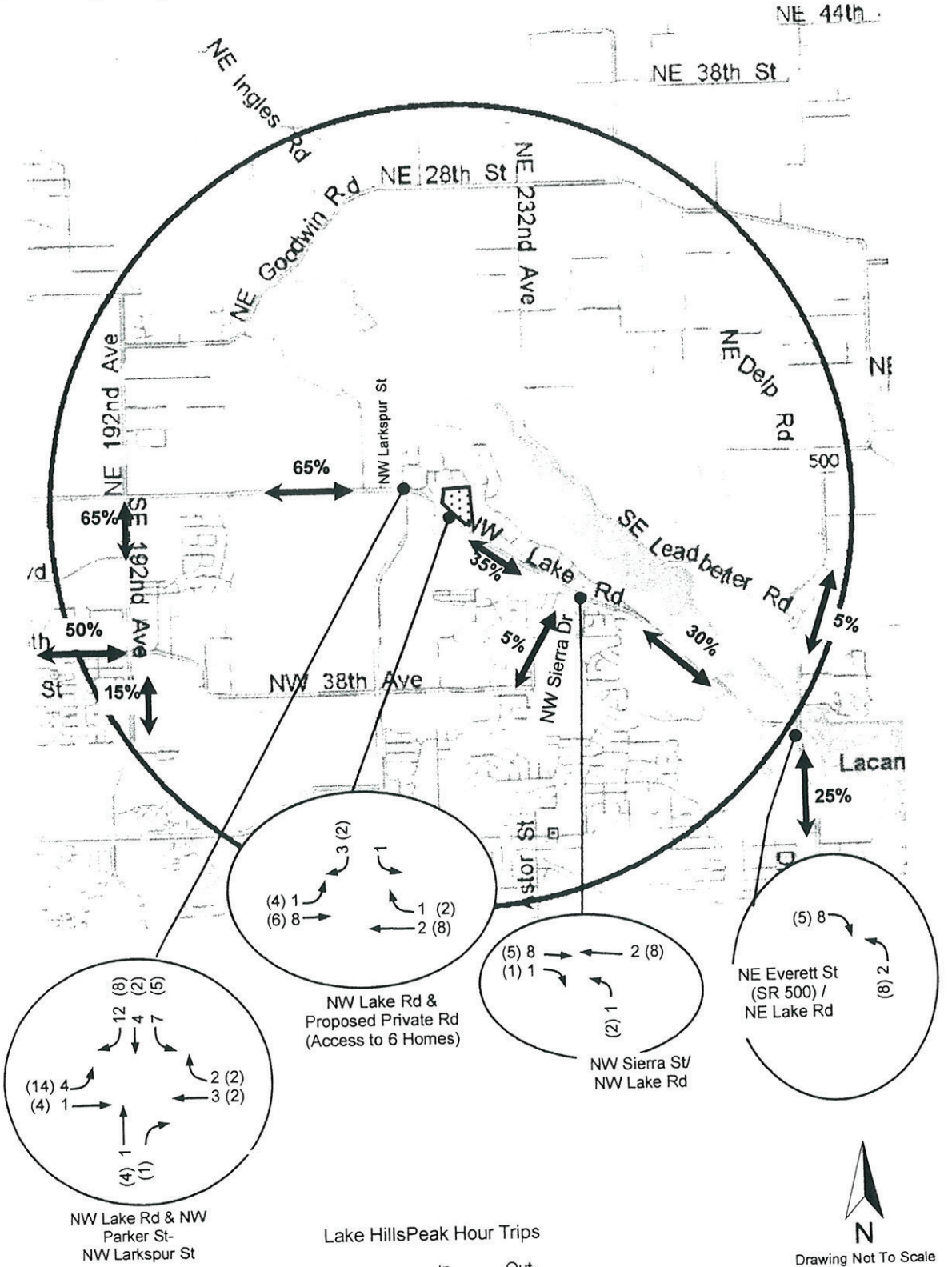
Proposed Site

Proposed Roadway

AM(PM) Peak Hour Volumes

OR05.091.T01 Lake Hills PRD

Figure 8: Weekday Peak Hour Trip Assignment Of New Peak Hour Vehicle Trips Generated by Proposed Lake Hills Residential Development (2-mile Radius)

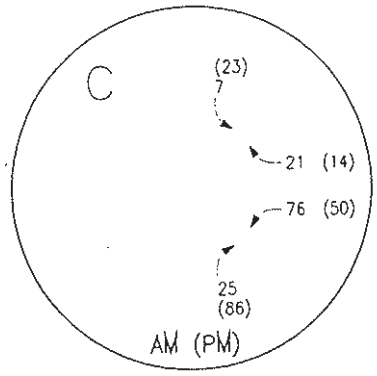


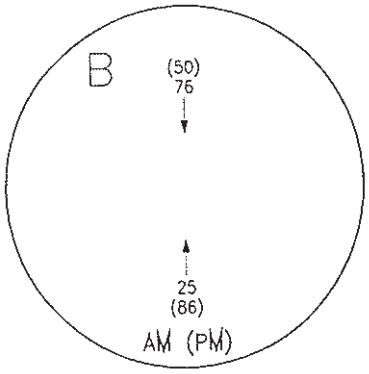
Lake HillsPeak Hour Trips

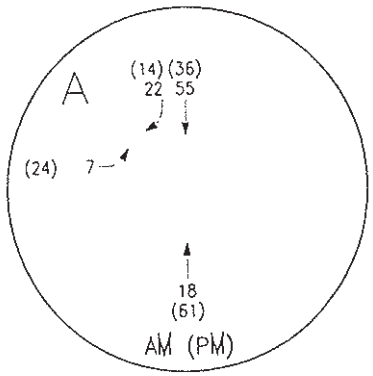
	In	Out
AM Peak	10	30
PM Peak	34	20

12.06.C01 Lake Hills Residential Development

CTS ENGINEERS







LEGEND

AM (PM) AM, PM PEAK HR VOLUME

PROPOSED DEVELOPMENT

STUDY INTERSECTION

URBAN GROWTH BOUNDARY

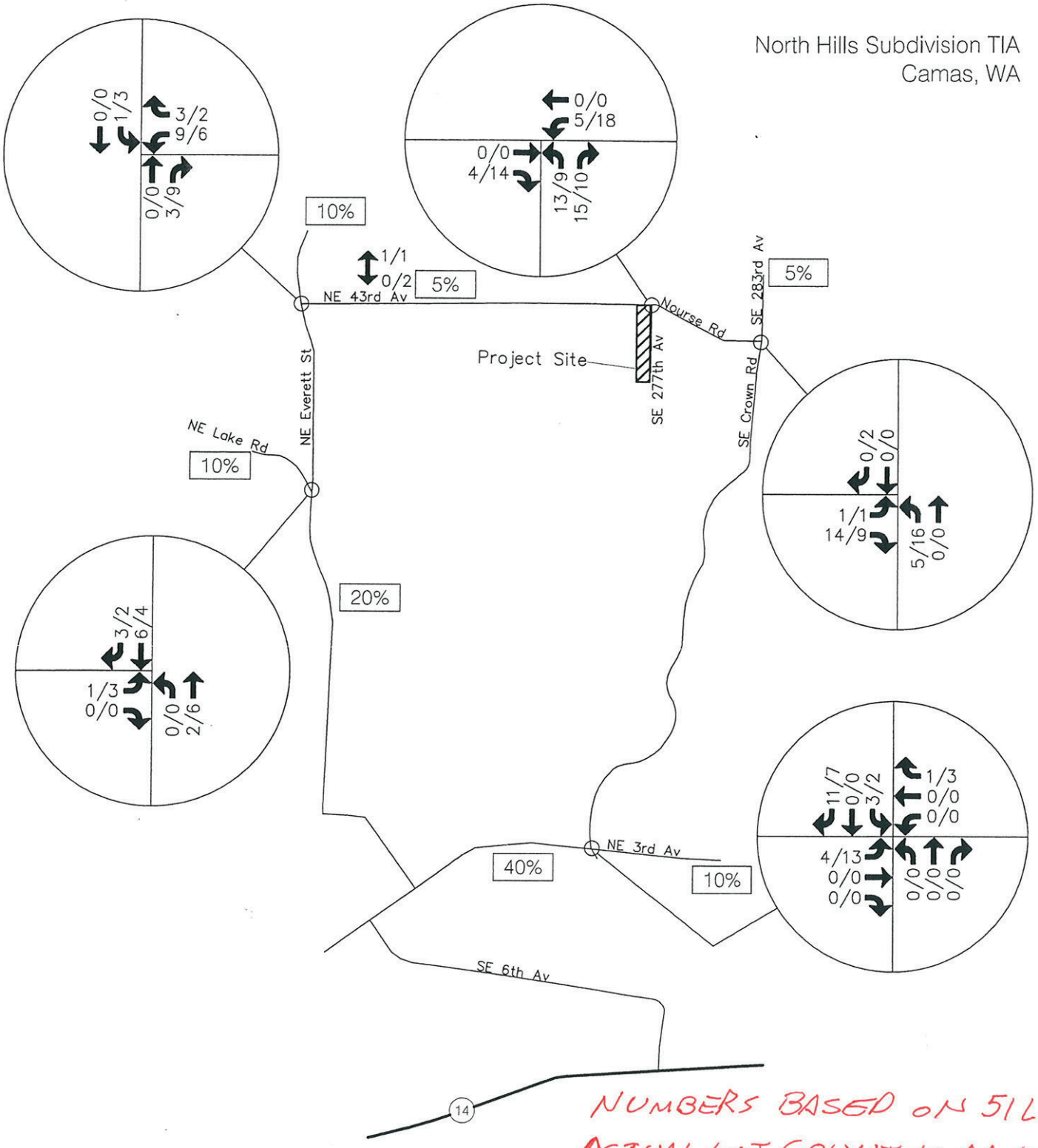
HOPPER DENNIS JELLISON P.L.L.C.

ENGINEERS & PLANNERS

314 W. 15th Street
Vancouver, WA 98660-2927
(360) 695-3488
(503) 924-4005
FAX (360) 695-8767

Internet: www.hdjengineers.com

North Hills Subdivision TIA
Camas, WA



NUMBERS BASED ON 51 LOTS
ACTUAL LOT COUNT IS 44 LOTS
50±14% FEWER TRIPS

LEGEND

100/128 AM/PM Peak Hour Traffic Volumes

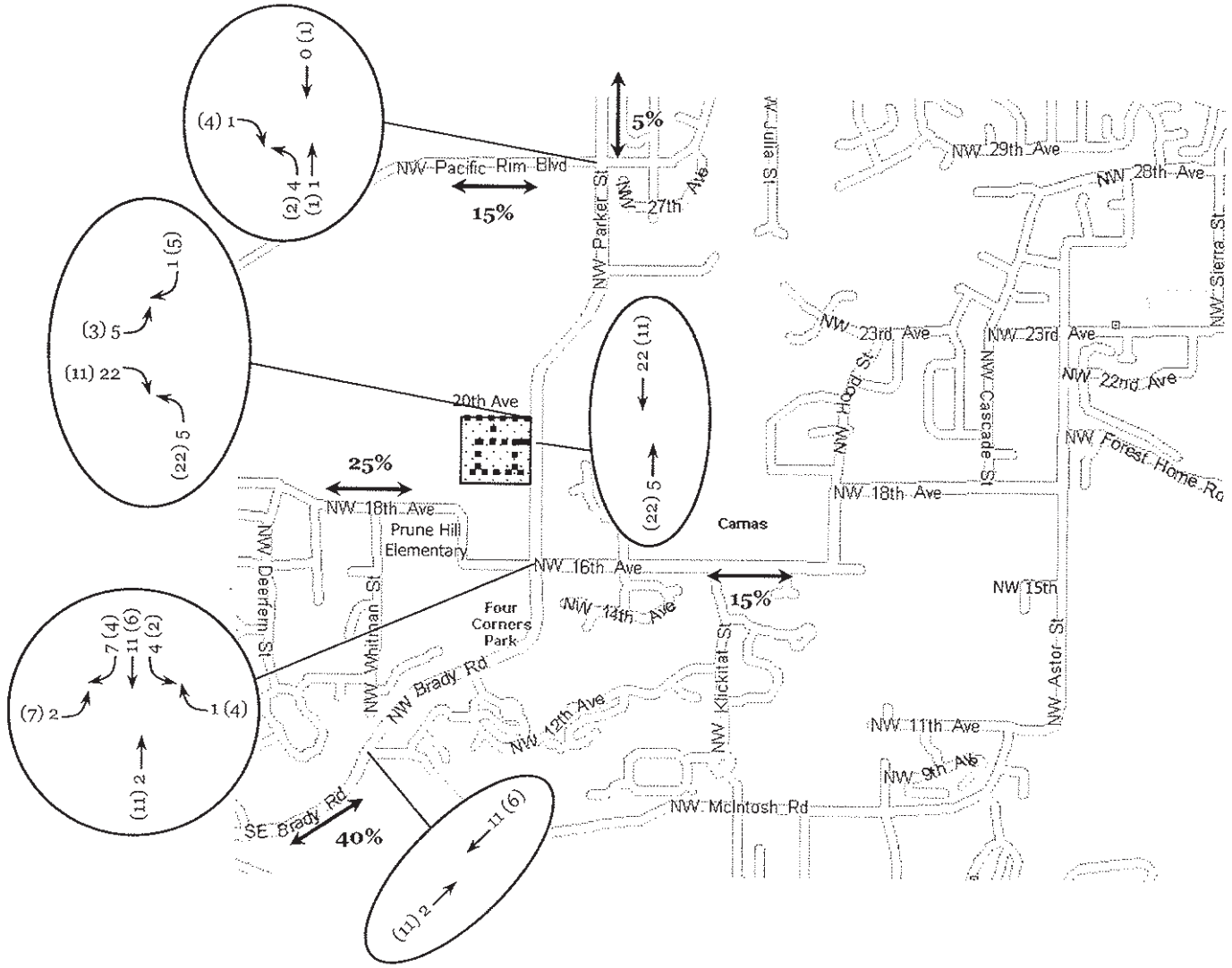
8% Inbound Peak Hour Trip Distribution

NOT TO SCALE

FIGURE 6
Trip Distribution and Assignment for Study Area Intersections

310002.0Figures.Dwg

Figure 8: Weekday Peak Hour Traffic Volumes Generated By Parker Village (Residential Development)



N

Drawing Not To Scale

Generated Site Traffic

	In	Out
AM Peak	6	27
PM Peak	27	14

Traffic Signal

Stop Sign

Proposed Site

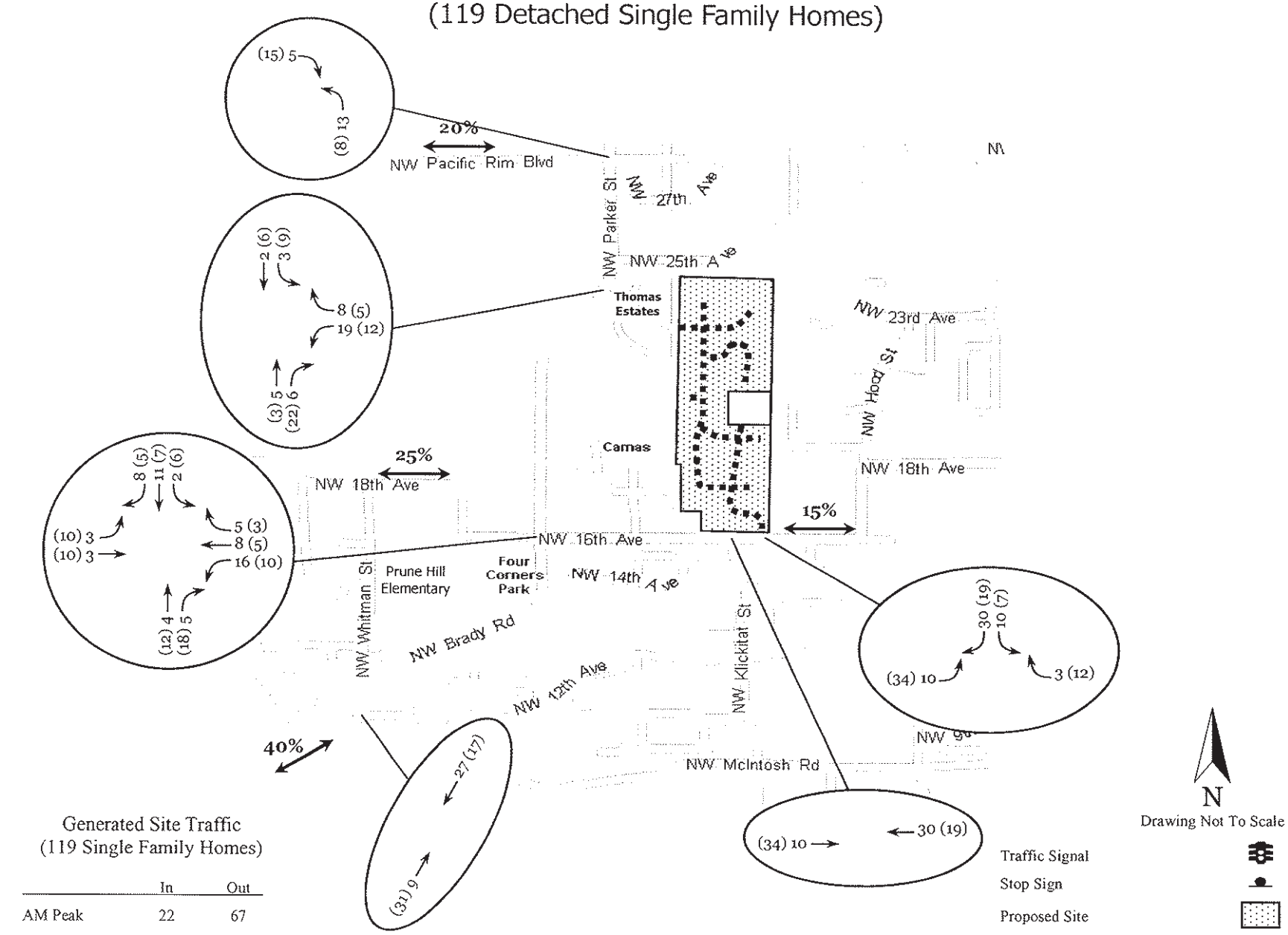
Proposed Roadway

AM(PM) Peak Hour Volumes

OR04.093.T01 Parker Village

CTS

Figure 9: Weekday Peak Hour Traffic Volumes Generated The Summit at Columbia Vista
(119 Detached Single Family Homes)



Generated Site Traffic
(119 Single Family Homes)

	In	Out
AM Peak	22	67
PM Peak	77	43

CTS ENGINEERS

OR04.014.T01 The Summit at Columbia Vista

Two Creeks TIA
Camas, Washington

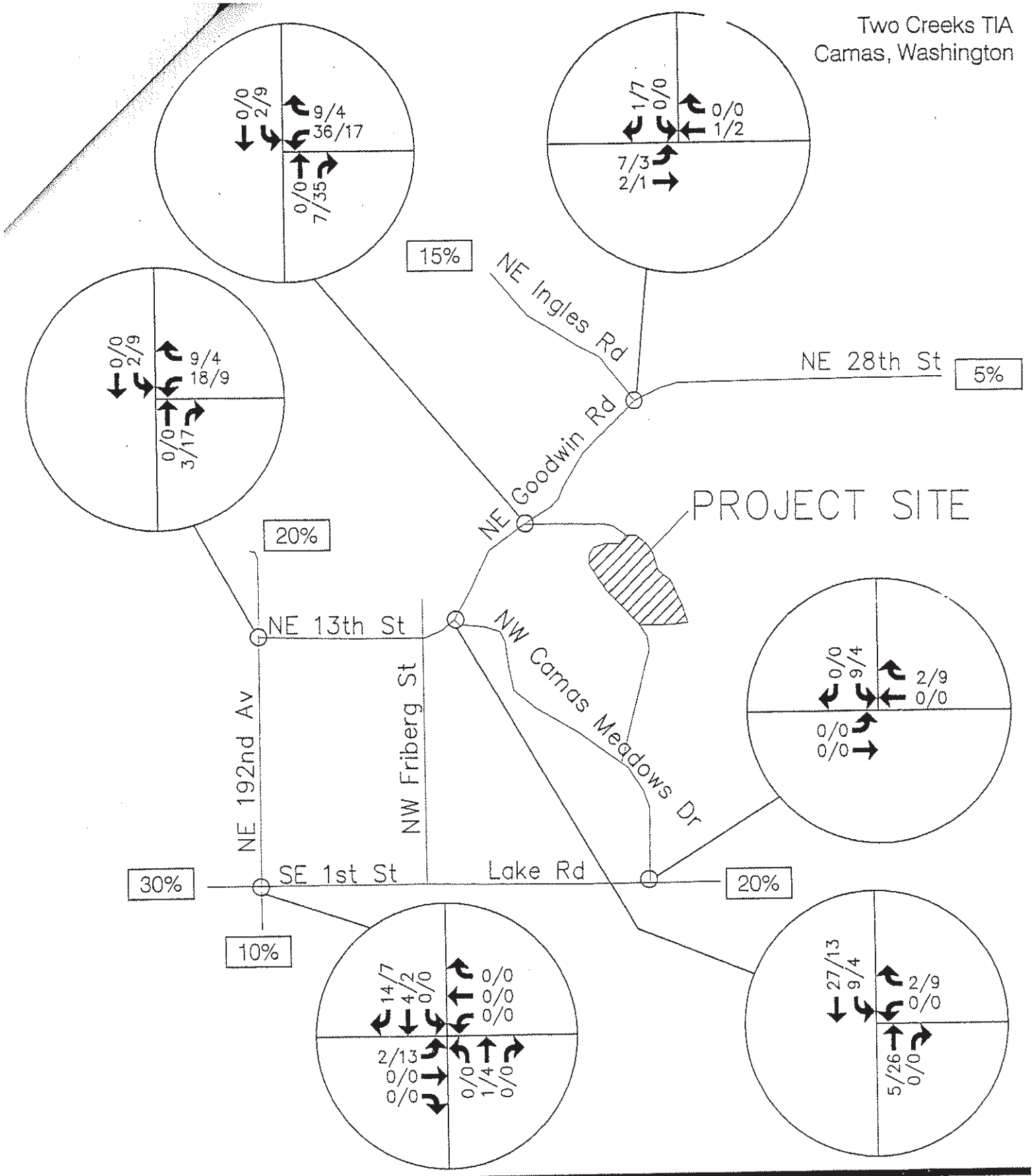


FIGURE 6
Trip Distribution and Assignment
Alternative 2 (123 UNITS)
ALT. #1 WAS 112 UNITS

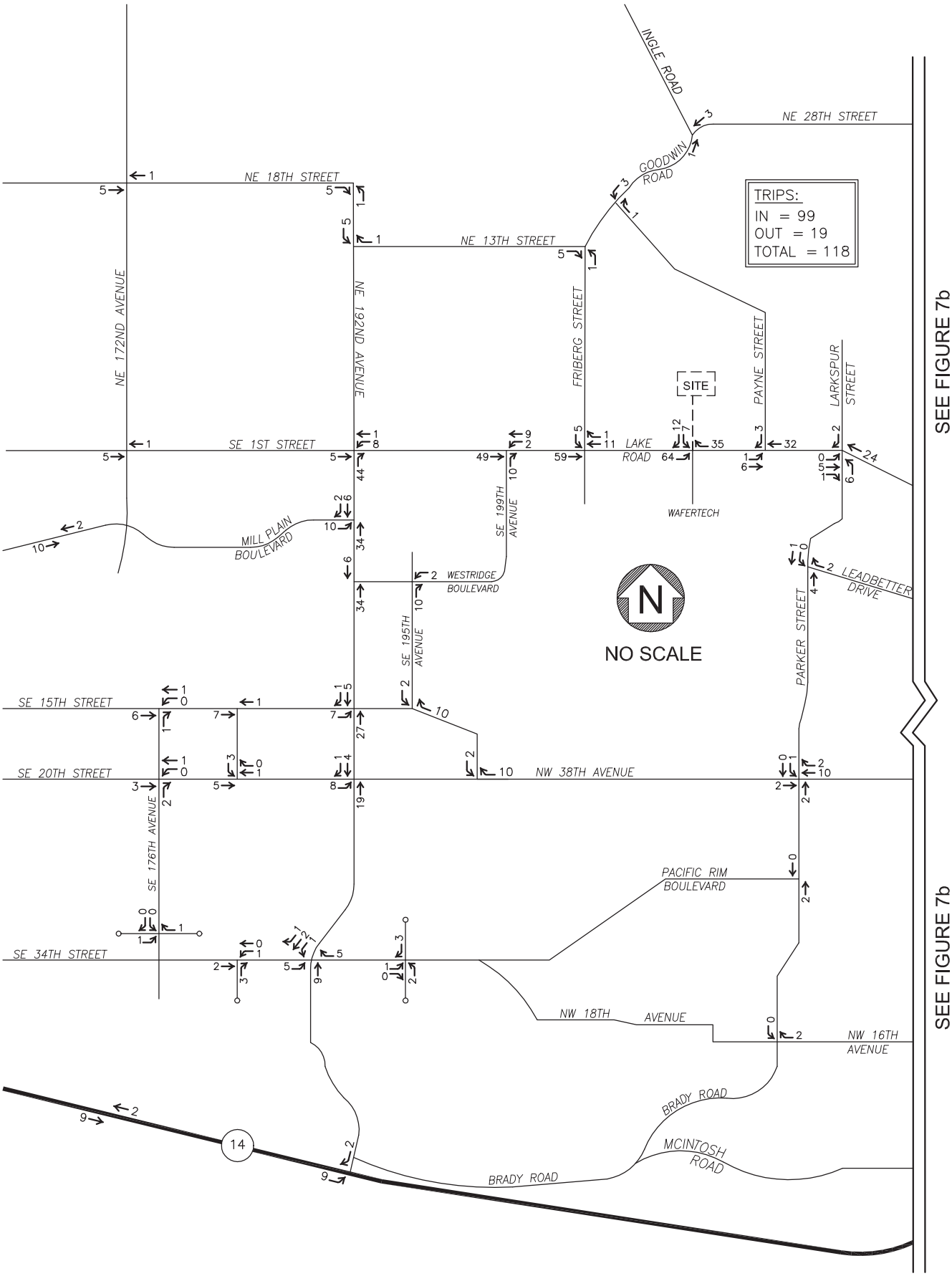
LEGEND

5/10 — A.M. and P.M. Peak Hour Traffic Volumes

40% — A.M. and P.M. Peak Hour Trip Distribution

NOT TO SCALE

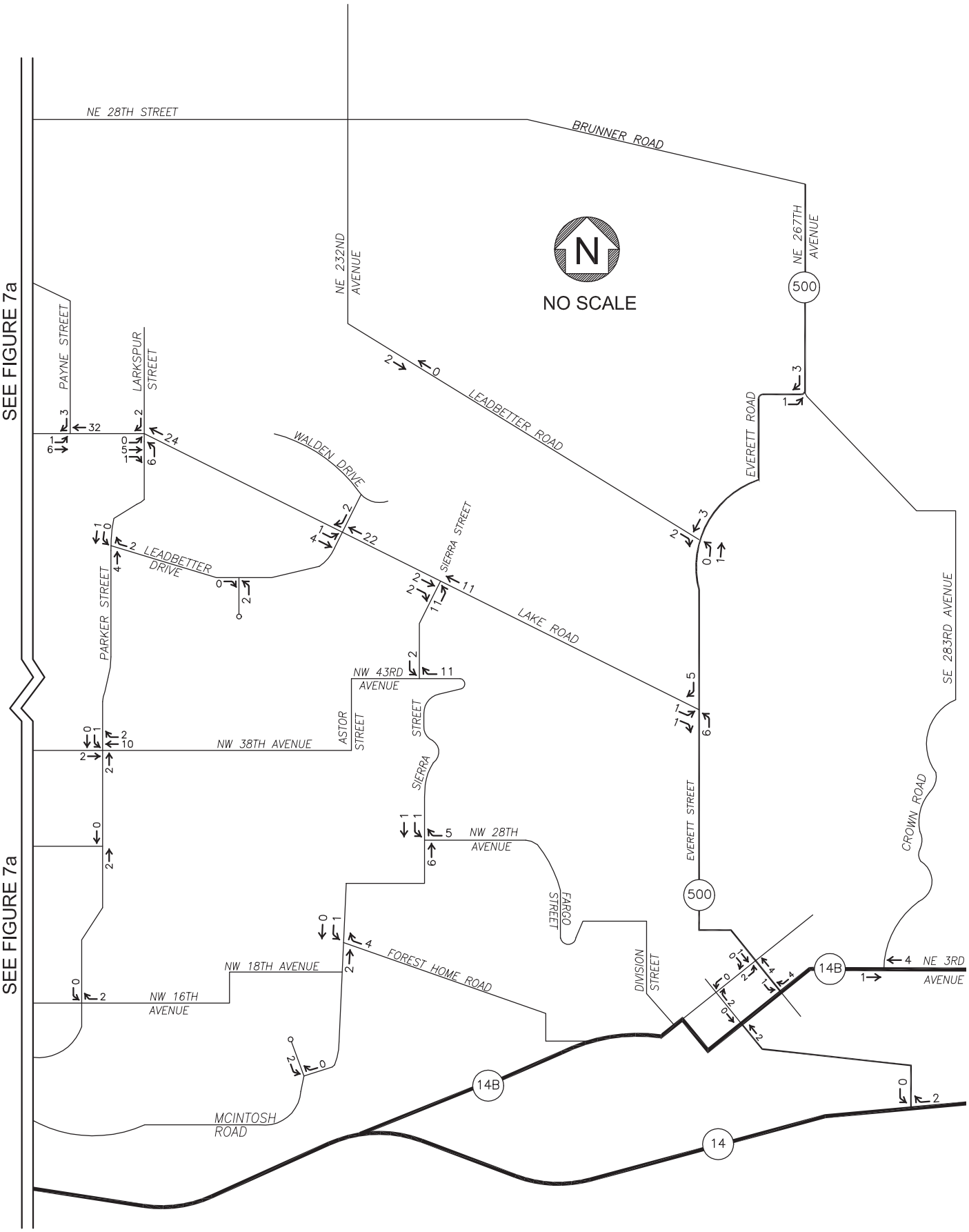
304031.0Figures.dwg



FILE NAME: 1416flow.dwg

PLOT DATE: 06.02.14

CHARBONNEAU ENGINEERING LLC PROJECT: 14-16	NOTES: Trip generation based on Manufacturing (ITE 140), Warehouse (ITE 150), Shooting Range, and General Office (ITE 710) trip rates.	TRIP ASSIGNMENT AM PEAK HOUR DWYER CREEK BUSINESS CENTER	FIGURE 7a



FILE NAME: 1416flow.dwg

PLOT DATE: 06.02.14

CHARBONNEAU ENGINEERING LLC

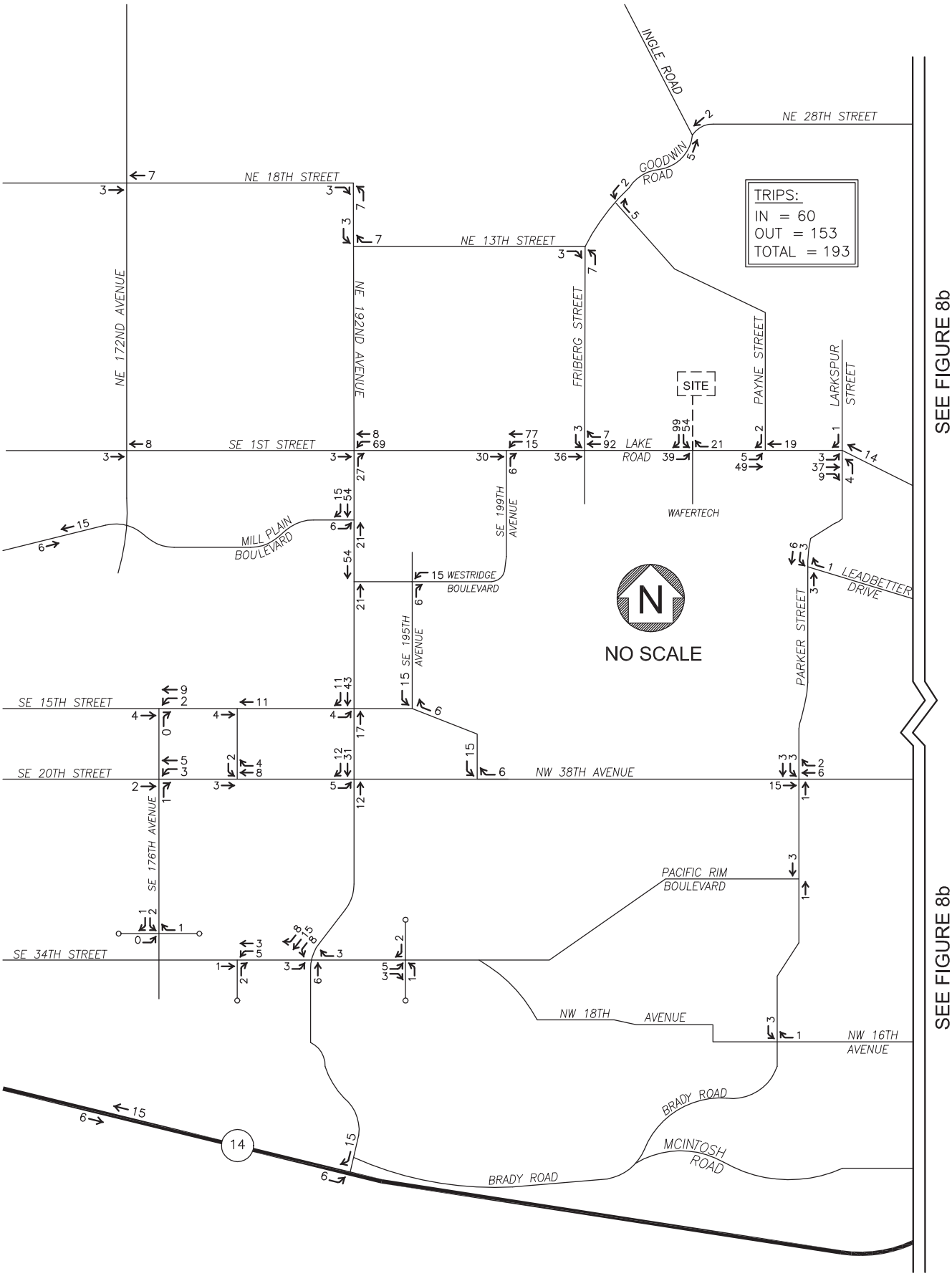
PROJECT: 14-16

NOTES: Trip generation based on Manufacturing (ITE 140), Warehouse (ITE 150), Shooting Range, and General Office (ITE 710) trip rates.

TRIP ASSIGNMENT
AM PEAK HOUR
DWYER CREEK BUSINESS CENTER

FIGURE

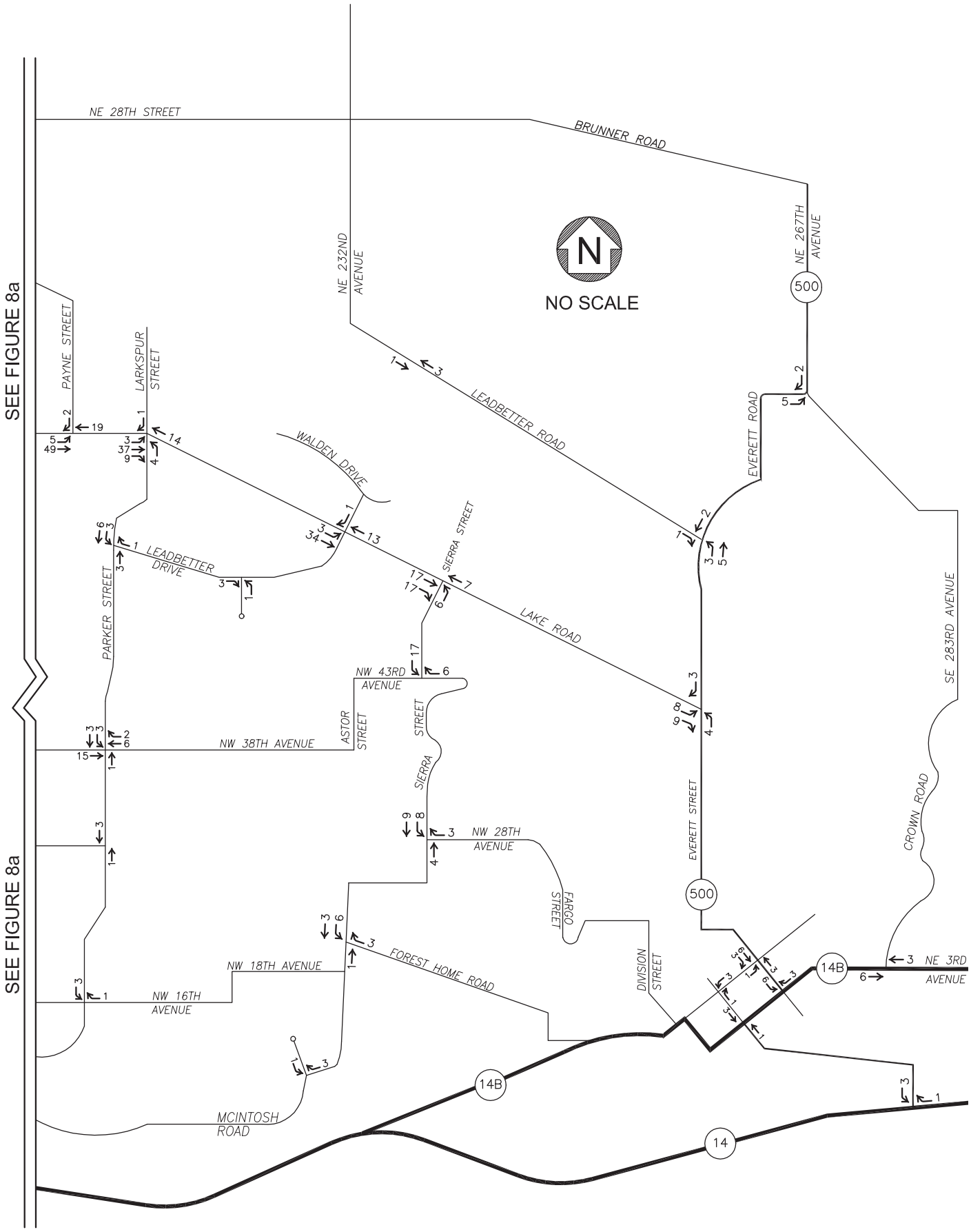
7b



FILE NAME: 1416flow.dwg

PLOT DATE: 06.02.14

CHARBONNEAU ENGINEERING LLC PROJECT: 14-16	NOTES: Trip generation based on Manufacturing (ITE 140), Warehouse (ITE 150), Shooting Range, and General Office (ITE 710) trip rates.	TRIP ASSIGNMENT PM PEAK HOUR DWYER CREEK BUSINESS CENTER	FIGURE 8a



FILE NAME: 1416flow.dwg

PLOT DATE: 06.09.14

CHARBONNEAU ENGINEERING LLC

PROJECT: 14-16

NOTES: Trip distribution based on existing traffic patterns and engineering judgement.

TRIP ASSIGNMENT
PM PEAK HOUR
DWYER CREEK BUSINESS CENTER

FIGURE 8b

4. SITE DEVELOPMENT

TRIP GENERATION

Trip generation calculations were prepared using the ITE *Trip Generation* Report, 8th Edition. Trip generation estimates for the site were calculated based on fitted curve equations for Land Use Code 210, Single Family Detached Housing. The following table presents the anticipated trip generation for daily, AM peak hour of adjacent street traffic, and PM peak hour of adjacent street traffic periods based on the 297 new dwelling units proposed.

TABLE 4 – TRIP GENERATION CHARACTERISTICS

Land Use (ITE Code)	Dwelling Units	ADT	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Single Family Detached Housing (210)	297	2,831	54	164	176	104

For purposes of this analysis, all trips are assumed to be automobile trips.

TRIP DISTRIBUTION AND ASSIGNMENT

Distribution of site trips is based on existing EMME/2 model data provided by RTC. Specifically, the trip assignment patterns from the existing model's Transportation Analysis Zone (TAZ) 483 are used. TAZ 483 includes all four subject parcels comprising the subdivision site.

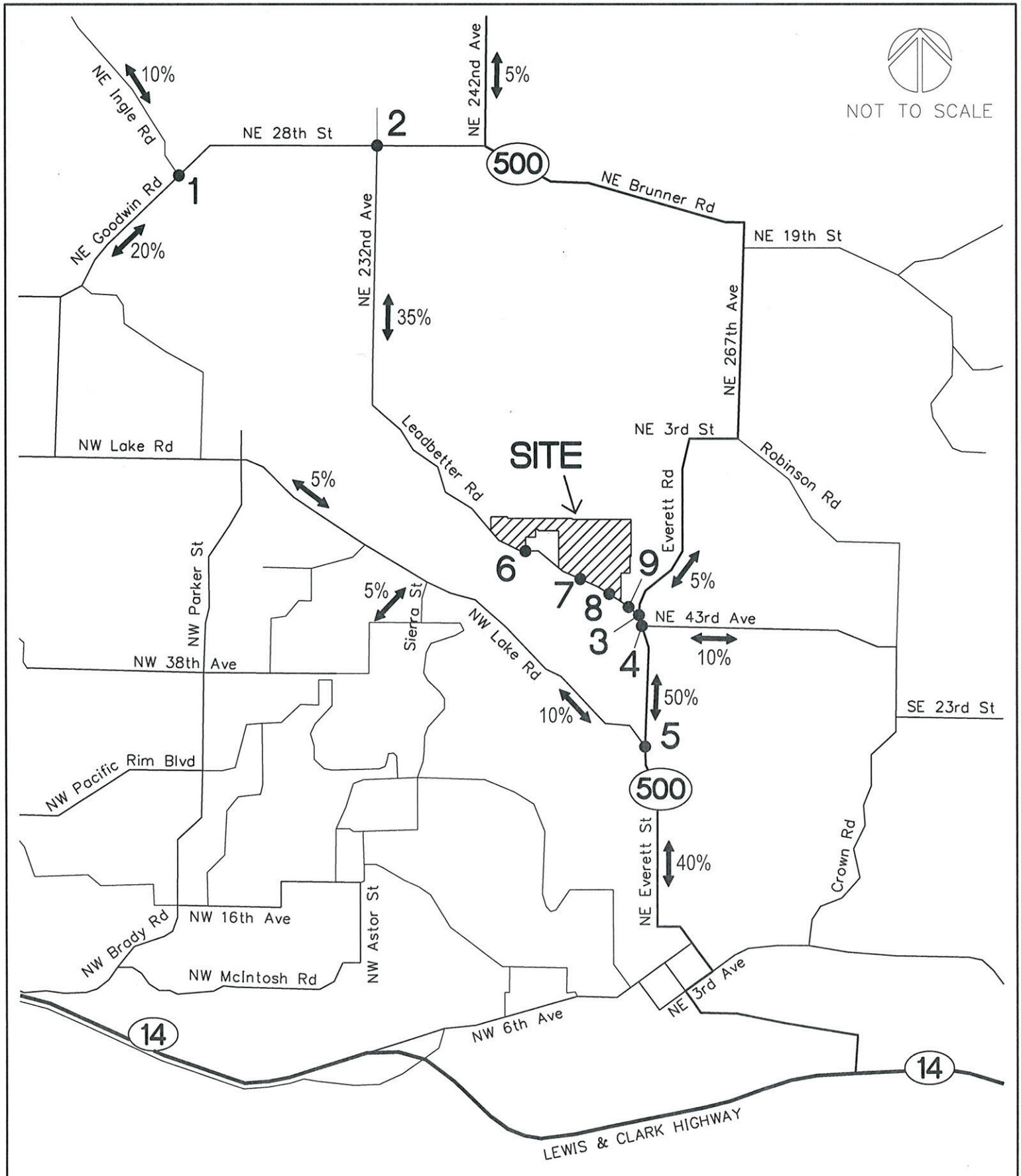
From the site accesses on Leadbetter Road, it is estimated 35% of site trips will travel to and from the north/west and 65% to and from the south/east. Further distribution is estimated as follows, and as depicted on Figure 8.

- 20% to/from the west on NE Goodwin Road
- 10% to/from the northwest on NE Ingle Road
- 5% to/from the north on NE 242nd Avenue (SR 500)
- 5% to/from the northeast toward Everett Road (SR 500) via Leadbetter Road
- 10% to/from the east on NE 43rd Avenue, primarily to and from the schools
- 40% to/from the south on NE Everett Street (SR 500), between the subdivision and downtown Camas
- 5% to/from the neighborhoods southwest of NW Lake Road
- 5% to/from the west on NW Lake Road

These distribution percentages are applied to the trip generation values to yield the site trip assignments. These are presented in Figure 9.

POST-DEVELOPMENT TRAFFIC

Post-development traffic is the sum of pre-development traffic volumes and site-generated traffic. Figure 10 presents 2018 post-development traffic volumes. Figure 12 presents 2030 future post-development traffic conditions, which add an additional 12 years of background growth to the 2018 post-development volumes.



GROUP MACKENZIE

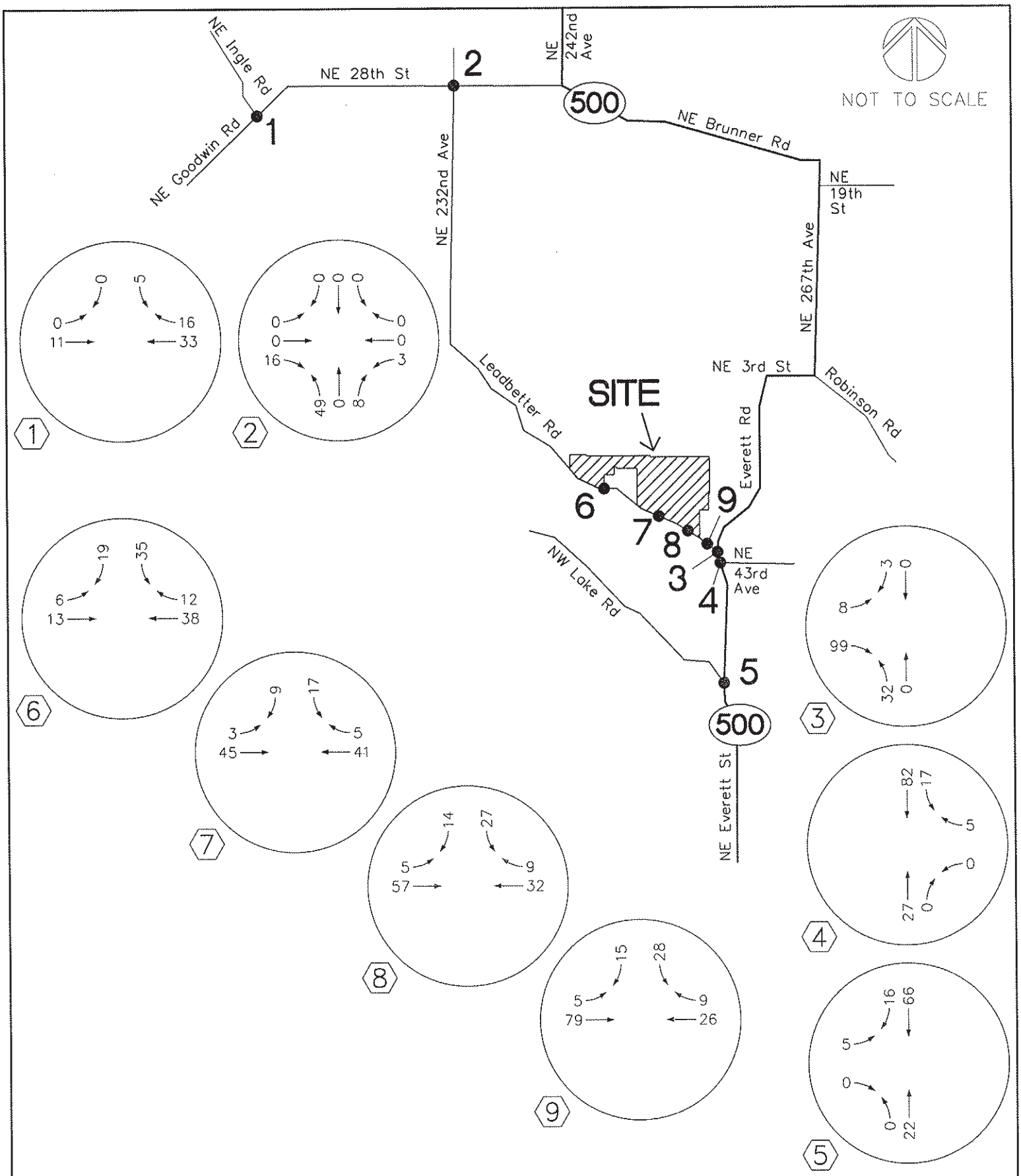
Portland OR 503.224.9560 Vancouver WA 360.695.7879 Seattle WA 206.749.9993

DATE: 08.03.10
DRAWN BY: DAH
CHECKED BY: BTA
JOB NO: 2050186.01

SITE TRIP DISTRIBUTION

CJ DENS RESIDENTIAL SUBDIVISION
CAMAS, WASHINGTON

FIGURE 8



GROUP MACKENZIE

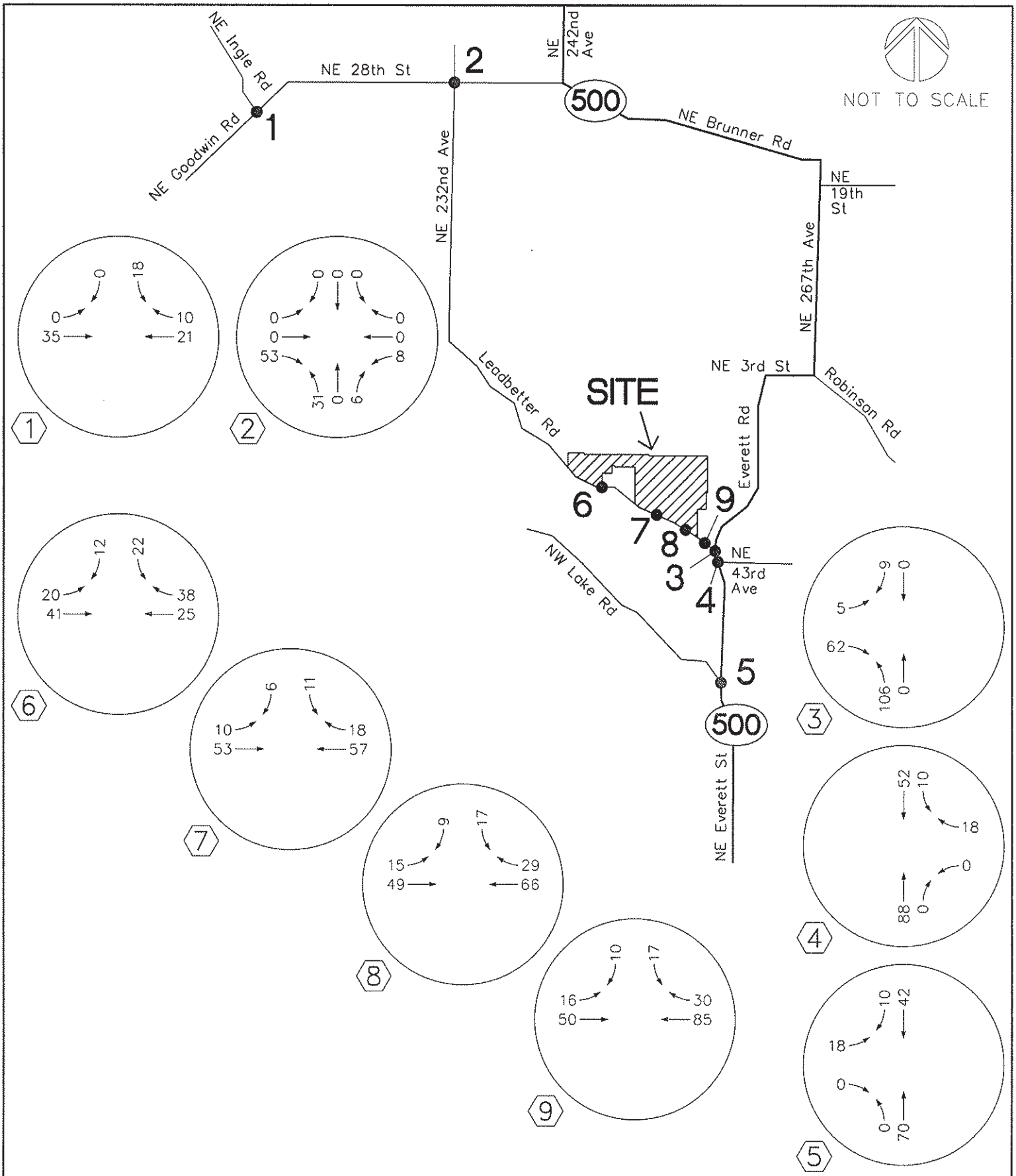
Portland OR 503.224.9560 Vancouver WA 360.695.7879 Seattle WA 206.749.9993

DATE: 08.03.10
DRAWN BY: DAH/KLA
CHECKED BY: BTA
JOB NO: 2050186.01

SITE TRIP ASSIGNMENTS - AM PEAK HOUR

CJ DENS RESIDENTIAL SUBDIVISION
CAMAS, WASHINGTON

FIGURE 9A



GROUP MACKENZIE

Portland OR 503.224.9580 | Vancouver WA 360.695.7879 | Seattle WA 206.749.9993

DATE: 08.03.10
DRAWN BY: DAH/KLA
CHECKED BY: BTA
JOB NO: 2050186.01

SITE TRIP ASSIGNMENTS - PM PEAK HOUR

CJ DENS RESIDENTIAL SUBDIVISION
CAMAS, WASHINGTON

FIGURE 9B

Table 4: Trip Generation Estimate – Phase 1

Land Use	ITE Code	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	215 units	2,050	160	40	120	215	135	80

Table 5: Trip Generation Estimate – Build-out (Includes Phase 1)

Land Use	ITE Code	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Apartment	220	536 units	3,570	275	55	220	330	215	115
Single-Family Detached Housing	210	764 units	7,270	575	145	430	765	480	285
Total Residential (1,300 units)			**10,840**	**850**	200	650	1,095	695	400
Internalization (6% Daily, 5% PM)			630	0	0	0	60	30	30
Shopping Center	820	90,000 square feet	6,340	145	90	55	560	270	290
Internalization (10% Daily, 11% PM)			*630*	*0*	*0*	*0*	*60*	*30*	*30*
Pass-By Trips (34%)			*1,940*	*50*	*25*	*25*	*170*	*85*	*85*
Total Trips			17,180	995	290	705	1,655	965	690
Less Internalization			*1,260*	*0*	*0*	*0*	*120*	*60*	*60*
Less Pass-by trips			*1,940*	*50*	*25*	*25*	*170*	*85*	*85*
Net New Trips for Full Build-out			***13,980***	***945***	***265***	***680***	***1,365***	***820***	***545***

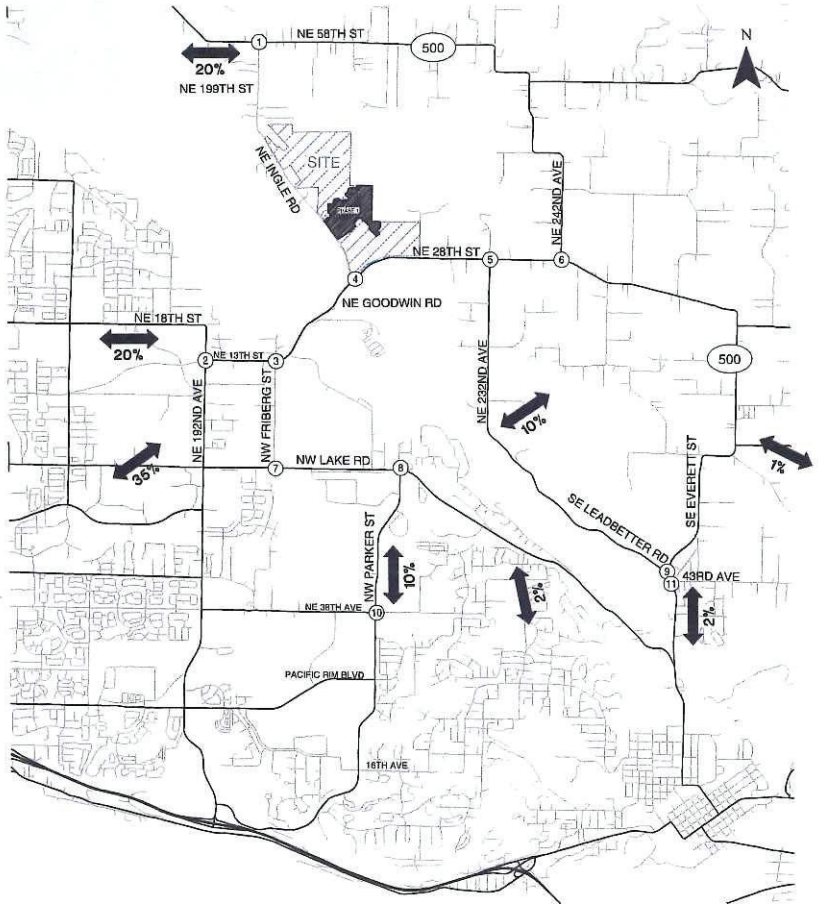
Trip Distribution

The distribution of site-generated trips onto the study area roadway system was estimated based on a review of surrounding roadway characteristics, existing uses, the 2035 travel demand model maintained by the Southwest Washington Regional Transportation Council (RTC), and review agency guidance. Trip distribution patterns were developed separately for the residential and retail trips. Figure 6 illustrates the trip distribution patterns for the residential and retail trips.

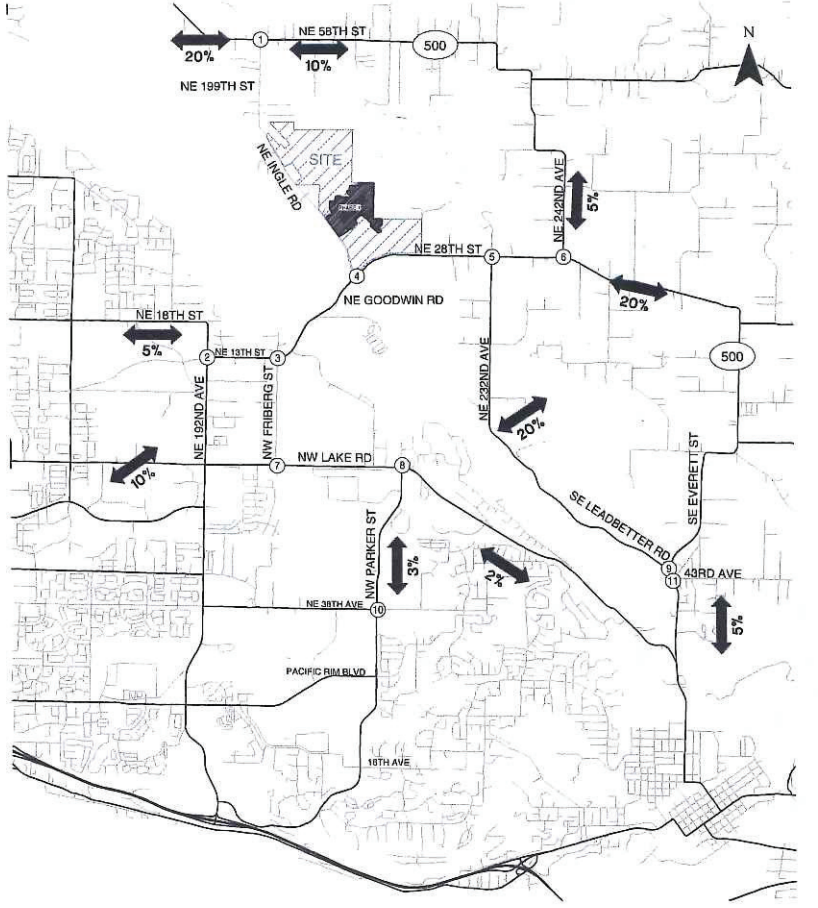
Trip Assignment

The weekday a.m. and p.m. peak hour site trips shown in Tables 4 and 5 were assigned to the roadway network based on the trip distribution patterns shown in Figure 6. Figures 7 through 10 show the assignment of site-generated trips during the weekday a.m. and p.m. peak hours for Phase 1 and at Build-out. Note that the site-generated build-out volumes shown in Figures 9 and 10 include the Phase 1 site-generated trips and thus reflect the total number of trips generated. *A figure showing the assignment of pass-by trips is provided in Appendix "E".*

RESIDENTIAL DISTRIBUTION:



RETAIL DISTRIBUTION:

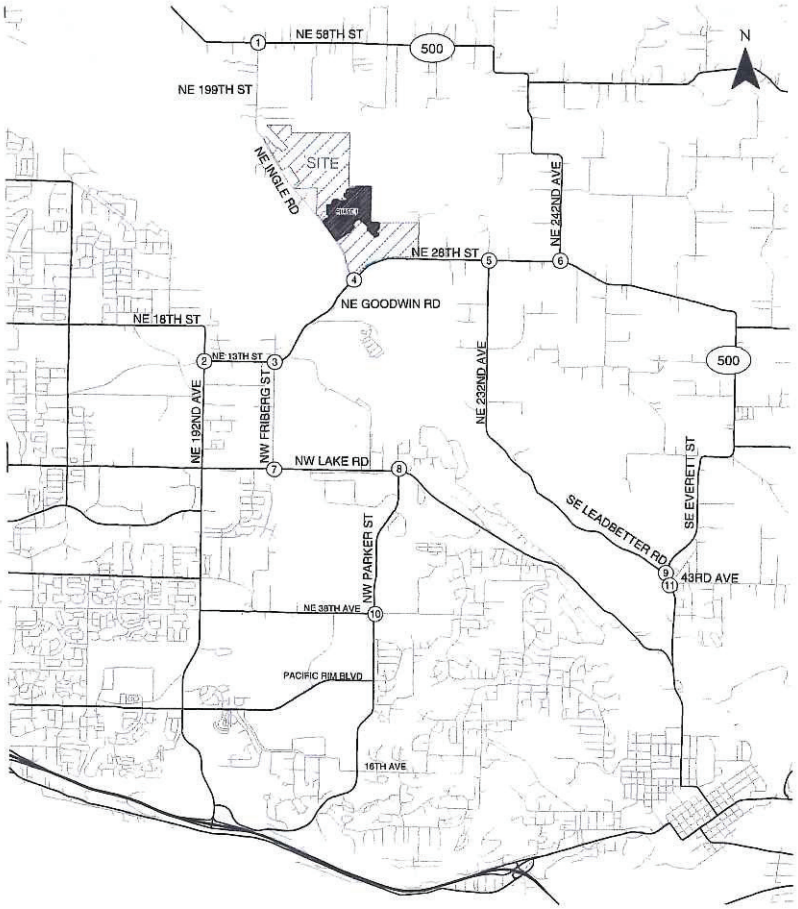


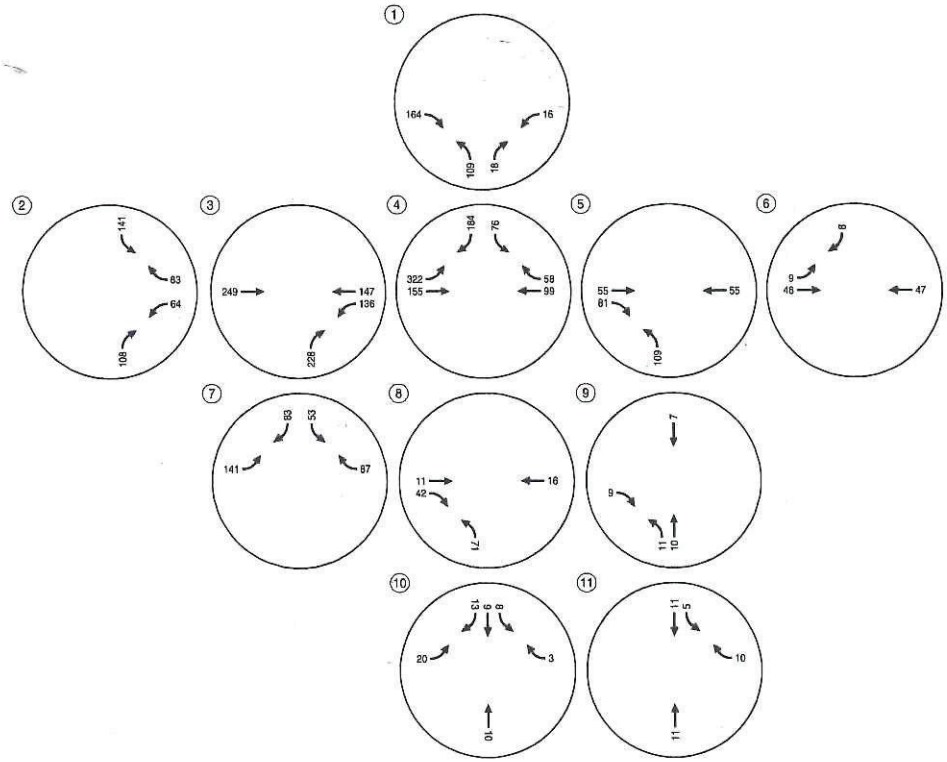
Estimated Trip Distribution Pattern
Camas, Washington

Figure 6

Total Estimated Trip Assignment - Phase 1
Weekday PM Peak Hour
Camas, Washington

Figure 8





Total Estimated Trip Assignment - Full Build-Out
Weekday PM Peak Hour
Camas, Washington

Figure 10

Traffic Volumes

The traffic counts in this report were conducted from 7:00 to 9:00 am and 4:00 to 6:00 pm during February 2014. The AM peak hour occurred between approximately 7:15 to 8:15 am and the PM peak hour occurred between approximately 4:30 to 5:30 pm. The peak hour is the one-hour time period when traffic volumes are the highest and congestion on the adjacent streets is most likely to occur. The existing traffic volumes are shown in Figures 3a and 3b. The raw traffic count data is shown in Appendix A.

Trip Generation/Distribution

The Green Mountain Estates subdivision could generate approximately 3,779 *new* trips per day, ITE Trip Generation Manual, 9th edition. A trip is a one-directional vehicle movement. Two hundred ninety-eight new trips could occur during the AM peak hour and 397 new trips could occur during the PM peak hour. The trip generation rates are shown in Table 1.

Table 1, Site Traffic Generation

Land Use	ITE code	Trip Generation	Units *	Trips/ Day	Trips/ AM Peak	Trips/ PM Peak
Single-Family Detached Homes	210	9.52/dwell unit-Day 0.75/dwell unit-AM Peak Hour 1.00/dwell unit-PM Peak Hour	400 - 3 existing = 397 new	3,779	298 (in-74, out-224)	397 (in-250, out-147)

* *credit for the 3 existing homes was accounted for in the existing traffic volumes*

The directional distribution of traffic generated by the development was assigned to the study area intersections. This distribution was based on the existing traffic volumes and discussions with staff from the City of Camas. The site traffic distribution and assignment are shown in Figures 7a through 7d.

Year 2019 Traffic Volumes

The year 2019 traffic volumes at the study area intersections included in-process traffic from the Lacamas Prairie Estates PUD development. The Lacamas Prairie Estates PUD is a 176-lot development located at the NE 25th Street/NE 187th Avenue intersection in Clark County. The in-process traffic is shown in Figures 5a and 5b and was included to provide an analysis for build-out of the Green Mountain Estates subdivision, forecast year 2019 traffic conditions.

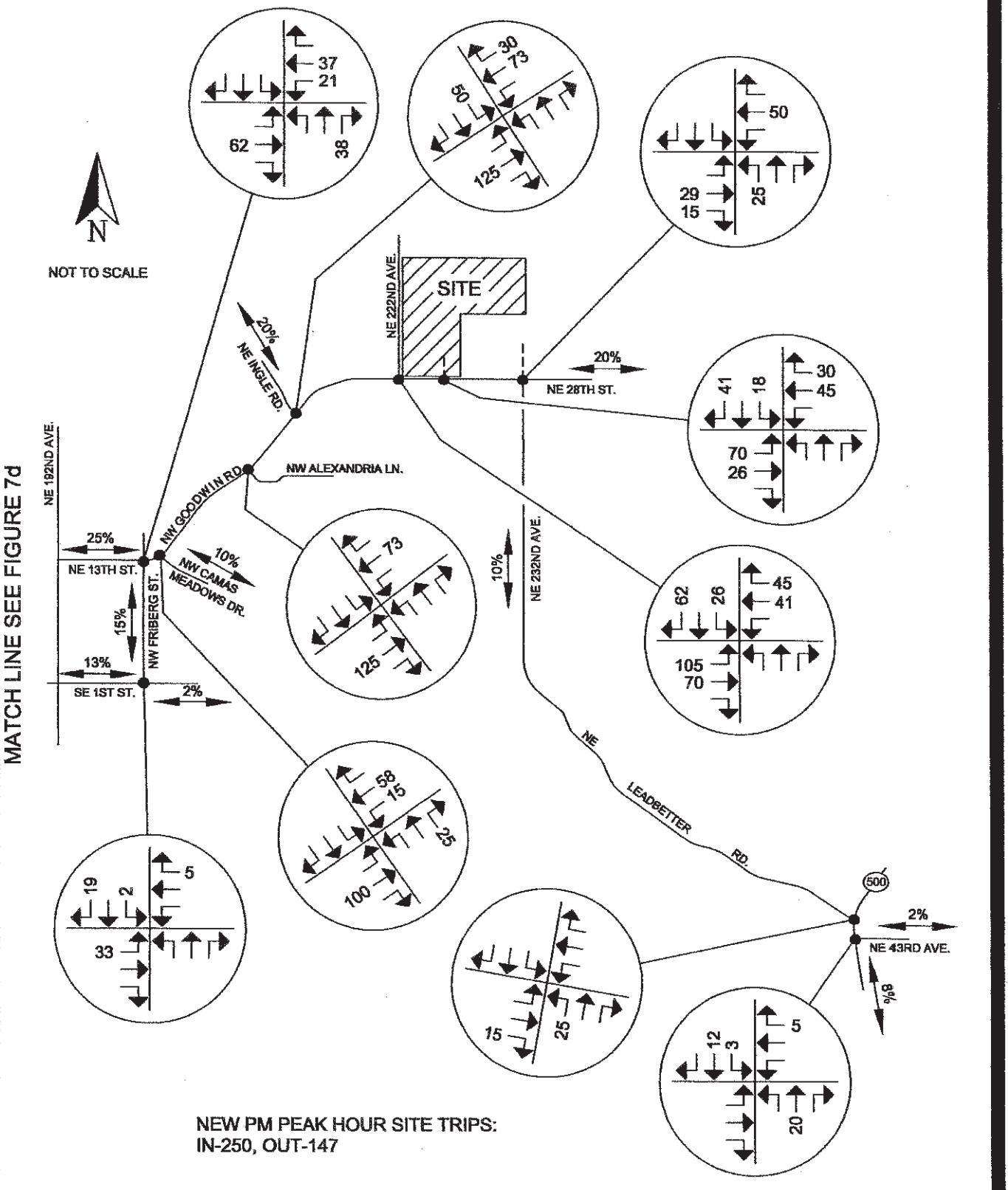
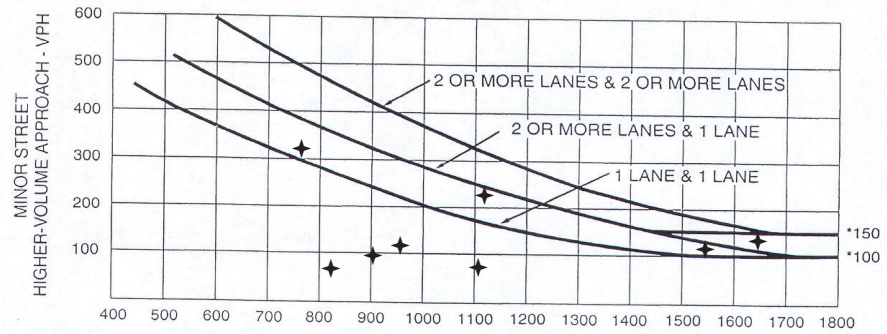


FIGURE 7c
SITE TRAFFIC DISTRIBUTION/ ASSIGNMENT, PM PEAK HOUR

KELLY ENGINEERING
316 E. Fourth Plain, A-2, Vancouver, WA 98663
Phone: 360-433-7530

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak hour volume warrant for signalization data.

Intersection	Analysis Period	Major Street Speed (mph)	Major Street		Minor Street High Volume Approach		Signal Warranted?
			Volume (vph)	Lanes (#)	Volume (vph)	Lanes (#)	
Payne Street and Lake Road	2018 Bkgd. Traffic - AM Peak	40	903	2	96	1	No
	2018 Bkgd. Traffic - PM Peak		1,540		115		No
	2018 Total Traffic - AM Peak		953		114		No
	2018 Total Traffic - PM Peak		1,645		131		Yes
Leadbetter Drive and Lake Road	2018 Total Traffic - AM Peak	40	829	1	62	1	No
	2018 Total Traffic - PM Peak		1,105		73		No
Sierra Street and Lake Road	2018 Total Traffic - AM Peak	40	765	1	313	2	No
	2018 Total Traffic - PM Peak		1,119		222		No
Site Access and Payne Street	2018 Total Traffic - AM Peak	25	180	1	28	1	No
	2018 Total Traffic - PM Peak		272		16		No

Source: *Manual on Uniform Traffic Control Devices (MUTCD)*, 2003 Edition.

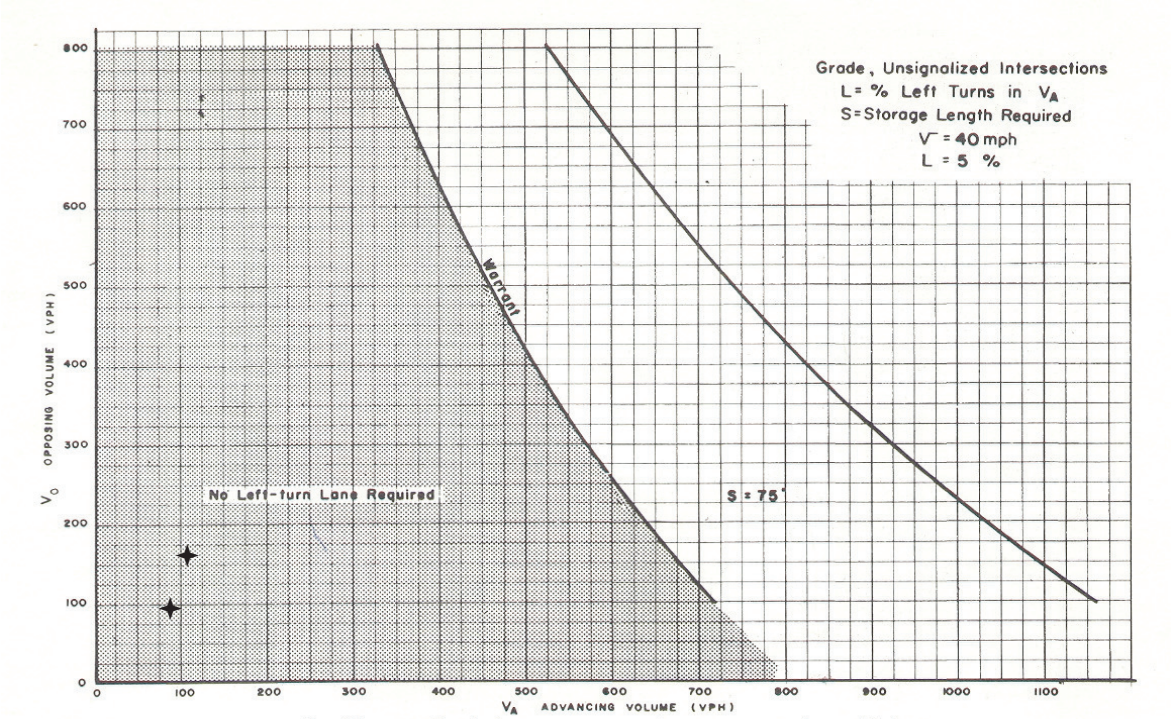


Figure 2. Warrant for left-turn storage lanes on two-lane highways.

Storage requirements for critical left-turn movements at unsignalized intersections on 2-lane roads.

Intersection	Mov't	Analysis Period	Speed *V* (mph)	Left Turns in Advancing Volume (vph)	Advancing Volume V_A (vph)	Opposing Volume V_O (vph)	% Left Turns in Advancing Volume *L*	Storage Req'd (ft)
Site Access and Payne Street	SB LT	2018 Total Traffic - AM Peak	25	0	87	93	0% → 5%	None
		2018 Total Traffic - PM Peak		1	107	165	1% → 5%	None

Source: *Highway Research Record* #211, Harmelink, M. D.

REPORTED COLLISIONS THAT OCCURRED ON ALL ROADS IN THE CITY OF CAMAS and 3 CITY OF VANCOUVER INTERSECTIONS **1/1/2009 - 12/31/2013**

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

*REPORT NUMBER	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	DATE	MOST SEVERE INJURY TYPE	# INJ	#FAT	# VEH	# PEDS	# PEDAL
E021024	NE LAKE RD	200		100	F	W	NE EVERETT ST		6/10/2009	No Injury	0	0	1	0	0
2983884	NW FRIBERG STRUNK ST	5900	NW LAKE RD SE 1 AVE						10/23/2009	No Injury	0	0	3	0	0
3240816	NW FRIBERG STRUNK RD	7000		2,500	F	N	SE 1 ST		11/9/2009	No Injury	0	0	2	0	0
2984254	NW FRIBERG STRUNK ST	7000		223	F	S	NE 202ND AVE		3/9/2011	No Injury	0	0	1	0	0
3327557	NW FRIBERG STRUNK ST	6200		500	F	N	SE 1ST ST		11/4/2013	No Injury	0	0	3	0	0
E158720	NW FRIBERG STRUNK ST	6200		170.4	F	N	SE 1ST ST		3/9/2012	No Injury	0	0	2	0	0
3240453	NW FRIBERG STRUNK WY	6201		150	F	N	SE 1 ST		9/3/2009	No Injury	0	0	2	0	0
2984279	NW LAKE RD			0.09	M	W	NW PARKER ST		1/11/2011	No Injury	0	0	1	0	0
3253047	NW LAKE RD	5400		100	F	E	NW FRIBERG ST		7/15/2009	No Injury	0	0	1	0	0
2984294	NW LAKE RD			100	F	W	NW PARKER ST		3/1/2011	No Injury	0	0	1	0	0
E020091	NW LAKE RD	5200		279	F	E	NW FRIBERG		5/18/2009	No Injury	0	0	1	0	0
3673257	NW LAKE RD	4600		0.25	M	E	SE 202ND AVE		6/18/2013	No Injury	0	0	1	0	0
E019416	NW LAKE RD	4000		40	F	E	NW PAYNE RD		4/30/2009	No Injury	0	0	1	0	0
3411747	NW LAKE RD		NW PAYNE ST						3/27/2013	Evident Injury	2	0	2	0	0
E198886	NW LAKE RD	2000	NW SIERRA ST						10/15/2012	Possible Injury	1	0	2	0	0
2984145	NW LAKE RD	2000	NW SIERRA ST						2/20/2010	No Injury	0	0	2	0	0
3673204	NW LAKE RD	2000	NW SIERRA ST						4/29/2013	No Injury	0	0	2	0	0
2984220	NW LEADBETTER BLVD	4700	NW LAKE RD						12/8/2010	Possible Injury	1	0	2	0	0
2984285	NW PARKER ST	5500	NW LAKE RD						1/21/2011	No Injury	0	0	2	0	0
3610111	NW SIERRA ST	4300	NW LAKE RD						9/13/2012	No Injury	0	0	2	0	0
2525039	SE 1 ST			1,000	F	E	NW FRIBERG STRUNK ST		8/25/2009	No Injury	0	0	1	0	0
2474220	500							17.85	9/26/2013	Evident Injury	1	0	2	0	0
3411780	500							17.88	11/20/2012	No Injury	0	0	2	0	0
2984141	500							17.90	2/7/2010	No Injury	0	0	2	0	0
3252987	500							17.90	2/13/2012	No Injury	0	0	2	0	0
2984162	500							17.90	5/22/2010	No Injury	0	0	2	0	0
3253038	500							17.90	2/24/2009	No Injury	0	0	2	0	0
3411754	500							17.90	11/22/2011	Possible Injury	2	0	3	0	0
E195299	500							17.94	9/30/2012	Possible Injury	1	0	2	0	0
3673290	500							17.94	3/8/2013	No Injury	0	0	4	0	0

REPORTED COLLISIONS THAT OCCURRED ON ALL ROADS IN THE CITY OF CAMAS and 3 CITY OF VANCOUVER INTERSECTIONS **1/1/2009 - 12/31/2013**

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

*REPORT NUMBER	JUNCTION RELATIONSHIP	FIRST COLLISION TYPE / OBJECT STRUCK	VEH 1 ACTION
E021024	Not at Intersection and Not Related	Tree or Stump (stationary)	Going Straight Ahead
2983884	At Intersection and Related	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
3240816	Not at Intersection and Not Related	From same direction - both going straight - both moving - rear-end	Going Straight Ahead
2984254	Not at Intersection and Not Related	Fire Hydrant	Going Straight Ahead
3327557	Driveway Related but Not at Driveway	From same direction - both going straight - both moving - sideswipe	Changing Lanes
E158720	Not at Intersection and Not Related	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
3240453	Not at Intersection and Not Related	From same direction - both going straight - both moving - rear-end	Going Straight Ahead
2984279	Not at Intersection and Not Related	Tree or Stump (stationary)	Going Straight Ahead
3253047	Not at Intersection and Not Related	Tree or Stump (stationary)	Going Straight Ahead
2984294	Not at Intersection and Not Related	Tree or Stump (stationary)	Going Straight Ahead
E020091	Intersection Related but Not at Intersection	Wood Sign Post	Making Left Turn
3673257	Not at Intersection and Not Related	Tree or Stump (stationary)	Going Straight Ahead
E019416	Not at Intersection and Not Related	Vehicle Strikes Deer	Going Straight Ahead
3411747	At Intersection and Related	From same direction - one right turn - one straight	Going Straight Ahead
E198886	At Intersection and Related	Entering at angle	Making Left Turn
2984145	At Intersection and Related	From opposite direction - one left turn - one straight	Making Left Turn
3673204	At Intersection and Related	From same direction - all others	Backing
2984220	At Intersection and Related	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
2984285	At Intersection and Related	From opposite direction - one left turn - one straight	Making Left Turn
3610111	At Intersection and Related	From same direction - all others	Backing
2525039	Not at Intersection and Not Related	Street Light Pole or Base	Going Straight Ahead
2474220	At Driveway	Entering at angle	Making Left Turn
3411780	Not at Intersection and Not Related	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
2984141	At Intersection and Related	From opposite direction - one left turn - one straight	Making Left Turn
3252987	At Intersection and Related	From opposite direction - one left turn - one straight	Making Left Turn
2984162	At Intersection and Related	From opposite direction - one left turn - one straight	Making Left Turn
3253038	At Intersection and Related	Same direction -- both turning right -- both moving -- sideswipe	Making Right Turn
3411754	At Intersection and Related	From opposite direction - one left turn - one straight	Making Left Turn
E195299	Not at Intersection and Not Related	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
3673290	At Driveway	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead

REPORTED COLLISIONS THAT OCCURRED ON ALL ROADS IN THE CITY OF CAMAS and 3 CITY OF VANCOUVER INTERSECTIONS **1/1/2009 - 12/31/2013**

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

*REPORT NUMBER	VEH 2 ACTION	MV DRIVER CONT CIRC 1 (UNIT 1)	VEH 1 COMP DIR FROM	VEH 1 COMP DIR TO	VEH 2 COMP DIR FROM	VEH 2 COMP DIR TO
E021024		Exceeding Reas. Safe Speed	East	West		
2983884	Stopped for Traffic	Follow Too Closely	North	South	North	Vehicle Stopped
3240816	Slowing	Follow Too Closely	South	North	South	North
2984254		Inattention	South	North		
3327557	Going Straight Ahead	Inattention	South	Northeast	South	North
E158720	Stopped for Traffic	Inattention	North	South	North	Vehicle Stopped
3240453	Slowing	Follow Too Closely	North	South	North	South
2984279		Under Influence of Drugs	West	East		
3253047		Other	East	West		
2984294		Apparently Fatigued	West	East		
E020091		Exceeding Reas. Safe Speed	North	East		
3673257		Apparently Asleep	East	West		
E019416		None	East	West		
3411747	Making Right Turn	Driver Operating Hands-free Wireless Tel	East	West	East	North
E198886	Going Straight Ahead	Did Not Grant RW to Vehicle	South	West	West	East
2984145	Going Straight Ahead	Did Not Grant RW to Vehicle	East	South	West	East
3673204	Stopped for Traffic	Improper Backing	East	hicle Backing	East	Vehicle Stopped
2984220	Stopped at Signal or Stop Sign	Follow Too Closely	South	North	South	Vehicle Stopped
2984285	Going Straight Ahead	Did Not Grant RW to Vehicle	South	West	North	South
3610111	Stopped for Traffic	Improper Backing	North	hicle Backing	South	Vehicle Stopped
2525039		Apparently Asleep	East	West		
2474220	Going Straight Ahead	Did Not Grant RW to Vehicle	East	South	South	North
3411780	Stopped for Traffic	Inattention	North	South	North	Vehicle Stopped
2984141	Going Straight Ahead	Did Not Grant RW to Vehicle	South	West	North	South
3252987	Going Straight Ahead	Did Not Grant RW to Vehicle	South	West	North	South
2984162	Going Straight Ahead	Did Not Grant RW to Vehicle	South	West	North	South
3253038	Making Right Turn	Improper Passing	West	South	West	South
3411754	Going Straight Ahead	Did Not Grant RW to Vehicle	Southwest	Northwest	Northeast	Southwest
E195299	Stopped for Traffic	Follow Too Closely	North	South	North	Vehicle Stopped
3673290	Stopped for Traffic	Follow Too Closely	North	South	North	Vehicle Stopped

REPORTED COLLISIONS THAT OCCURRED ON ALL ROADS IN THE CITY OF CAMAS and 3 CITY OF VANCOUVER INTERSECTIONS **1/1/2009 - 12/31/2013**

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

*REPORT NUMBER	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	DATE	MOST SEVERE INJURY TYPE	# INJ	#FAT	# VEH	# PEDS	# PEDAL
3253080	500							17.96	1/18/2009	Evident Injury	2	0	1	0	0
3411764	500							17.96	1/9/2012	No Injury	0	0	2	0	0
3411766	500							17.98	1/13/2012	No Injury	0	0	3	0	0
E031441	500							17.99	10/30/2009	No Injury	0	0	1	0	0
3411781	500							17.99	11/23/2012	No Injury	0	0	2	0	0
2984184	500							18.02	5/7/2010	No Injury	0	0	2	0	0
E132865	NE 192 AV		SE 1 ST						10/24/2011	Evident Injury	1	0	1	1	0
3327608	SE 192 AV		SE 1 ST						7/6/2011	Possible Injury	1	0	3	0	0
2993117	SE 192ND AVE		SE 1ST ST						9/23/2013	Evident Injury	4	0	4	0	0
3432092	SE 192ND AVE		SE 1ST ST						8/24/2013	Evident Injury	1	0	2	0	0
3240952	SE 1 ST		SE 192 AV						7/28/2009	No Injury	0	0	2	0	0
3598355	SE 1ST ST		SE 192ND AVE						11/23/2012	Evident Injury	1	0	1	1	0
3598314	SE 1ST ST	19000		405	F	W	SE 192ND AVE		10/3/2012	No Injury	0	0	1	0	0
3471966	SE 15TH ST	19400	SE 195TH AVE						3/8/2013	No Injury	0	0	1	0	0
3240705	SE 15 ST			21	F	W	SE 195 AV		8/9/2009	No Injury	0	0	3	0	0

REPORTED COLLISIONS THAT OCCURRED ON ALL ROADS IN THE CITY OF CAMAS and 3 CITY OF VANCOUVER INTERSECTIONS **1/1/2009 - 12/31/2013**

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

*REPORT NUMBER	JUNCTION RELATIONSHIP	FIRST COLLISION TYPE / OBJECT STRUCK	VEH 1 ACTION
3253080	Not at Intersection and Not Related	All other non-collision	Going Straight Ahead
3411764	Not at Intersection and Not Related	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
3411766	Driveway Related but Not at Driveway	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
E031441	Not at Intersection and Not Related	Vehicle overturned	Going Straight Ahead
3411781	Not at Intersection and Not Related	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
2984184	At Driveway	Entering at angle	Making Left Turn
E132865	At Intersection and Related	Vehicle turning right hits pedestrian	Making Right Turn
3327608	At Intersection and Related	Entering at angle	Going Straight Ahead
2993117	At Intersection and Related	Entering at angle	Going Straight Ahead
3432092	At Intersection and Related	Entering at angle	Going Straight Ahead
3240952	At Intersection and Related	From opposite direction - one left turn - one straight	Going Straight Ahead
3598355	At Intersection and Related	Vehicle turning right hits pedestrian	Making Right Turn
3598314	Not at Intersection and Not Related	Utility Pole	Going Straight Ahead
3471966	At Intersection and Related	Fence	Making Left Turn
3240705	Intersection Related but Not at Intersection	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead

REPORTED COLLISIONS THAT OCCURRED ON ALL ROADS IN THE CITY OF CAMAS and 3 CITY OF VANCOUVER INTERSECTIONS **1/1/2009 - 12/31/2013**

UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

*REPORT NUMBER	VEH 2 ACTION	MV DRIVER CONT CIRC 1 (UNIT 1)	VEH 1 COMP DIR FROM	VEH 1 COMP DIR TO	VEH 2 COMP DIR FROM	VEH 2 COMP DIR TO
3253080		None	South	North		
3411764	Stopped for Traffic	Inattention	North	South	North	Vehicle Stopped
3411766	Stopped for Traffic	Follow Too Closely	North	South	North	Vehicle Stopped
E031441		Other	South	North		
3411781	Stopped for Traffic	Follow Too Closely	North	South	North	Vehicle Stopped
2984184	Stopped for Traffic	Did Not Grant RW to Vehicle	Northeast	Southeast	Northwest	Vehicle Stopped
E132865		Fail to Yield Row to Pedestrian	East	North		
3327608	Making Left Turn	Disregard Stop and Go Light	North	South	East	South
2993117	Going Straight Ahead	Inattention	North	South	West	East
3432092	Going Straight Ahead	Disregard Stop and Go Light	South	North	East	West
3240952	Making Left Turn	Disregard Stop and Go Light	West	East	East	South
3598355		Fail to Yield Row to Pedestrian	East	North		
3598314		Operating Defective Equipment	East	West		
3471966		Operating Defective Equipment	West	North		
3240705	Stopped for Traffic	Follow Too Closely	West	East	West	Vehicle Stopped

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday AM Peak Hour

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

Intersection #1 Friberg Street and Lake Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 80 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	38	0	282	339	241	0	0	315	43				
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	0	0	38	0	282	339	241	0	0	315	43				
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:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64				
PHF Volume:	0	0	0	59	0	441	530	377	0	0	492	67				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	59	0	441	530	377	0	0	492	67				
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 Vol.:	0	0	0	59	0	441	530	377	0	0	492	67				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.76	1.00	0.85	0.95	1.00	1.00	1.00	0.98	0.98				
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.76	0.24				
Final Sat.:	0	1900	0	1452	0	1615	1805	3800	0	1900	3283	448				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.27	0.29	0.10	0.00	0.00	0.15	0.15				
Crit Moves:						****	****				****					
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.36	0.54	0.00	0.00	0.18	0.18				
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.83	0.83	0.18	0.00	0.00	0.83	0.83				
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	38.0	35.2	10.8	0.0	0.0	43.7	43.7				
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:	0.0	0.0	0.0	21.2	0.0	38.0	35.2	10.8	0.0	0.0	43.7	43.7				
DesignQueue:	0	0	0	2	0	16	18	9	0	0	21	3				

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday AM Peak Hour

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

Intersection #2 Payne Street and Lake Road

Average Delay (sec/veh): 16.5 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	62	0	3	13	253	0	0	350	66				
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	0	0	62	0	3	13	253	0	0	350	66				
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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79				
PHF Volume:	0	0	0	78	0	4	16	320	0	0	443	84				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	78	0	4	16	320	0	0	443	84				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	678	xxxx	263	527	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	390	xxxx	741	1051	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	386	xxxx	741	1051	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	394	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			16.5			xxxxxx			xxxxxx						
ApproachLOS:	*			C			*			*						

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday AM Peak Hour

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

Intersection #5 Parker/Larkspur Street and Lake Road

Cycle (sec):	60			Critical Vol./Cap. (X):		0.398	
Loss Time (sec):	12 (Y+R = 4 sec)			Average Delay (sec/veh):		15.3	
Optimal Cycle:	33			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:	Permitted				Permitted				Protected				Protected			
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	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	112	12		90	9	27		27	10	153		154	109	257		3
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:	112	12		90	9	27		27	10	153		154	109	257		3
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:	0.75	0.75		0.75	0.75	0.75		0.75	0.75	0.75		0.75	0.75	0.75		0.75
PHF Volume:	149	16		120	12	36		36	13	204		205	145	343		4
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	149	16		120	12	36		36	13	204		205	145	343		4
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 Vol.:	149	16		120	12	36		36	13	204		205	145	343		4
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.71	0.87		0.87	0.67	0.93		0.93	0.95	1.00		0.85	0.95	0.95		0.95
Lanes:	1.00	0.12		0.88	1.00	0.50		0.50	1.00	1.00		1.00	1.00	1.98		0.02
Final Sat.:	1349	194		1455	1264	879		879	1805	1900		1615	1805	3561		42
Capacity Analysis Module:																
Vol/Sat:	0.11	0.08		0.08	0.01	0.04		0.04	0.01	0.11		0.13	0.08	0.10		0.10
Crit Moves:	****											****	****			
Green/Cycle:	0.28	0.28		0.28	0.28	0.28		0.28	0.04	0.32		0.32	0.20	0.48		0.48
Volume/Cap:	0.40	0.30		0.30	0.03	0.15		0.15	0.20	0.34		0.40	0.40	0.20		0.20
Delay/Veh:	18.3	17.4		17.4	15.8	16.4		16.4	29.5	15.9		16.4	21.5	8.9		8.9
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:	18.3	17.4		17.4	15.8	16.4		16.4	29.5	15.9		16.4	21.5	8.9		8.9
DesignQueue:	4	0		3	0	1		1	0	5		5	4	6		0

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday AM Peak Hour

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

Intersection #6 Leadbetter Drive and Lake Road

Average Delay (sec/veh):	18.3		Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	8	1		53	12	8		16	9	204		47	53	337		5
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:	8	1		53	12	8		16	9	204		47	53	337		5
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:	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77
PHF Volume:	10	1		69	16	10		21	12	265		61	69	438		6
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	10	1		69	16	10		21	12	265		61	69	438		6
Critical Gap Module:																
Critical Gp:	7.1	6.5		6.2	7.1	6.5		6.2	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0		3.3	3.5	4.0		3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	913	901		295	932	928		441	444	xxxx	xxxxx		326	xxxx	xxxxx	
Potent Cap.:	256	280		749	249	270		621	1127	xxxx	xxxxx		1245	xxxx	xxxxx	
Move Cap.:	228	262		749	214	252		621	1127	xxxx	xxxxx		1245	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	8.2	xxxx	xxxxx		8.1	xxxx	xxxxx	
LOS by Move:	*	*		*	*	*		*	A	*	*		A	*	*	
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	565		xxxxx	xxxx	317		xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	12.4		xxxxx	xxxxx	18.3		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B		*	*	C		*	*	*	*		*	*	*	
ApproachDel:		12.4				18.3			xxxxxx				xxxxxx			
ApproachLOS:		B				C			*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday AM Peak Hour

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

Intersection #8 Sierra Street and Lake Road

Average Delay (sec/veh): 14.7 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	1	0	1	0 0
Volume Module:																
Base Vol:	117	0	165		0	0	0		0	208	60		66	267	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:	117	0	165		0	0	0		0	208	60		66	267	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:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	133	0	188		0	0	0		0	236	68		75	303	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	133	0	188		0	0	0		0	236	68		75	303	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	724	xxxx	270		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		305	xxxx	xxxxx	
Potent Cap.:	396	xxxx	773		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1268	xxxx	xxxxx	
Move Cap.:	378	xxxx	773		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1268	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	19.6	xxxx	11.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx	
LOS by Move:	C	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	14.7				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday AM Peak Hour

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

Intersection #9 Everett Street (SR 500) and Lake Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 80 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				Protected				Protected			
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	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	198	311	0		0	402	193		347	0	157		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:	198	311	0		0	402	193		347	0	157		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:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	225	353	0		0	457	219		394	0	178		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	225	353	0		0	457	219		394	0	178		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 Vol.:	225	353	0		0	457	219		394	0	178		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.96	0.96		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.68	0.32		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1227	589		1805	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.19	0.00		0.00	0.37	0.37		0.22	0.00	0.11		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.15	0.60	0.00		0.00	0.45	0.45		0.26	0.00	0.26		0.00	0.00	0.00	
Volume/Cap:	0.83	0.31	0.00		0.00	0.83	0.83		0.83	0.00	0.42		0.00	0.00	0.00	
Delay/Veh:	55.3	8.9	0.0		0.0	28.5	28.5		42.4	0.0	28.0		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:	55.3	8.9	0.0		0.0	28.5	28.5		42.4	0.0	28.0		0.0	0.0	0.0	
DesignQueue:	10	7	0		0	14	7		15	0	7		0	0	0	

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday PM Peak Hour

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

Intersection #1 Friberg Street and Lake Road

Cycle (sec):	60					Critical Vol./Cap. (X):					0.300					
Loss Time (sec):	12 (Y+R = 4 sec)					Average Delay (sec/veh):					9.5					
Optimal Cycle:	30					Level Of Service:					A					
Approach:	North Bound					South Bound					East Bound					West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0			43	0	73			90	599	0			0	467	42		
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	0	0			43	0	73			90	599	0			0	467	42		
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:	0	0	0			45	0	76			94	624	0			0	486	44		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			45	0	76			94	624	0			0	486	44		
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 Vol.:	0	0	0			45	0	76			94	624	0			0	486	44		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			0.73	1.00	0.85			0.95	1.00	1.00			1.00	0.99	0.99		
Lanes:	0.00	1.00	0.00			1.00	0.00	1.00			1.00	2.00	0.00			1.00	1.83	0.17		
Final Sat.:	0	1900	0			1393	0	1615			1805	3800	0			1900	3445	310		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.03	0.00	0.05			0.05	0.16	0.00			0.00	0.14	0.14		
Crit Moves:								****			****						****			
Green/Cycle:	0.00	0.00	0.00			0.16	0.00	0.16			0.17	0.64	0.00			0.00	0.47	0.47		
Volume/Cap:	0.00	0.00	0.00			0.21	0.00	0.30			0.30	0.26	0.00			0.00	0.30	0.30		
Delay/Veh:	0.0	0.0	0.0			22.5	0.0	23.1			22.2	4.6	0.0			0.0	9.9	9.9		
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:	0.0	0.0	0.0			22.5	0.0	23.1			22.2	4.6	0.0			0.0	9.9	9.9		
DesignQueue:	0	0	0			1	0	2			3	8	0			0	9	1		

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday PM Peak Hour

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

Intersection #2 Payne Street and Lake Road

Average Delay (sec/veh):	21.1					Worst Case 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:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0			68	0	26			20	621	0			0	485	70		
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	0	0			68	0	26			20	621	0			0	485	70		
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:	0	0	0			72	0	28			21	661	0			0	516	74		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	0			72	0	28			21	661	0			0	516	74		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.8	xxxx	6.9			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			926	xxxx	295			590	xxxx	xxxxx		xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx			271	xxxx	707			995	xxxx	xxxxx		xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx			267	xxxx	707			995	xxxx	xxxxx		xxxx	xxxxx				
Level Of Service Module:																				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*								
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT										
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	322	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	21.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			21.1			xxxxxx			xxxxxx										
ApproachLOS:	*			C			*			*										

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday PM Peak Hour

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

Intersection #5 Parker/Larkspur Street and Lake Road

Cycle (sec):	60			Critical Vol./Cap. (X):		0.566	
Loss Time (sec):	12 (Y+R = 4 sec)			Average Delay (sec/veh):		14.7	
Optimal Cycle:	42			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:	Permitted				Permitted				Protected				Protected			
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	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	224	22	79		2	17	21		23	441	224		51	301		6
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:	224	22	79		2	17	21		23	441	224		51	301		6
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:	241	24	85		2	18	23		25	474	241		55	324		6
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	241	24	85		2	18	23		25	474	241		55	324		6
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 Vol.:	241	24	85		2	18	23		25	474	241		55	324		6
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.73	0.88	0.88		0.68	0.92	0.92		0.95	1.00	0.85		0.95	0.95		0.95
Lanes:	1.00	0.22	0.78		1.00	0.45	0.55		1.00	1.00	1.00		1.00	1.96		0.04
Final Sat.:	1395	365	1312		1298	779	963		1805	1900	1615		1805	3529		70
Capacity Analysis Module:																
Vol/Sat:	0.17	0.06	0.06		0.00	0.02	0.02		0.01	0.25	0.15		0.03	0.09		0.09
Crit Moves:	****									****			****			
Green/Cycle:	0.31	0.31	0.31		0.31	0.31	0.31		0.06	0.44	0.44		0.05	0.43		0.43
Volume/Cap:	0.57	0.21	0.21		0.01	0.08	0.08		0.21	0.57	0.34		0.57	0.21		0.21
Delay/Veh:	19.3	15.7	15.7		14.5	14.9	14.9		27.6	13.4	11.3		35.3	10.8		10.8
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:	19.3	15.7	15.7		14.5	14.9	14.9		27.6	13.4	11.3		35.3	10.8		10.8
DesignQueue:	6	1	2		0	0	1		1	9	5		2	6		0

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday PM Peak Hour

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

Intersection #6 Leadbetter Drive and Lake Road

Average Delay (sec/veh):	21.9		Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	34	10	29		3	8	17		21	471	12		31	306		7
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:	34	10	29		3	8	17		21	471	12		31	306		7
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:	37	11	31		3	9	18		23	506	13		33	329		8
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Final Vol.:	37	11	31		3	9	18		23	506	13		33	329		8
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	971	961	513		978	964	333		337	xxxx	xxxxx		519	xxxx	xxxxx	
Potent Cap.:	234	258	565		231	257	714		1234	xxxx	xxxxx		1057	xxxx	xxxxx	
Move Cap.:	214	245	565		203	245	714		1234	xxxx	xxxxx		1057	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx		8.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	291	xxxxx		xxxx	393	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	21.9	xxxxx		xxxxx	14.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	C	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	21.9				14.9				xxxxxx				xxxxxx			
ApproachLOS:	C				B				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday PM Peak Hour

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

Intersection #8 Sierra Street and Lake Road

Average Delay (sec/veh): 17.4 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	1	0	1	0 0
Volume Module:																
Base Vol:	80	0	114		0	0	0		0	372	134		96	273	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:	80	0	114		0	0	0		0	372	134		96	273	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:	84	0	120		0	0	0		0	392	141		101	287	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	84	0	120		0	0	0		0	392	141		101	287	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	952	xxxx	462		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		533	xxxx	xxxxx	
Potent Cap.:	290	xxxx	604		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1045	xxxx	xxxxx	
Move Cap.:	269	xxxx	604		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1045	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	24.4	xxxx	12.4		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.8	xxxx	xxxxx	
LOS by Move:	C	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR	- RT		LT -	LTR	- RT		LT -	LTR	- RT		LT -	LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	17.4				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2014 Existing Traffic, Weekday PM Peak Hour

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

Intersection #9 Everett Street (SR 500) and Lake Road

Cycle (sec): 60 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 56 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				Protected				Protected			
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	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	252	319	0		0	207	167		164	0	334		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:	252	319	0		0	207	167		164	0	334		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:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	268	339	0		0	220	178		174	0	355		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	268	339	0		0	220	178		174	0	355		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 Vol.:	268	339	0		0	220	178		174	0	355		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.94	0.94		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.55	0.45		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	989	797		1805	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.18	0.00		0.00	0.22	0.22		0.10	0.00	0.22		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.20	0.50	0.00		0.00	0.30	0.30		0.30	0.00	0.30		0.00	0.00	0.00	
Volume/Cap:	0.74	0.36	0.00		0.00	0.74	0.74		0.32	0.00	0.74		0.00	0.00	0.00	
Delay/Veh:	30.3	9.3	0.0		0.0	24.2	24.2		16.7	0.0	25.0		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:	30.3	9.3	0.0		0.0	24.2	24.2		16.7	0.0	25.0		0.0	0.0	0.0	
DesignQueue:	7	6	0		0	5	4		4	0	9		0	0	0	

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday AM Peak Hour

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

Intersection #1 Friberg Street and Lake Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.049
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 73.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	108	0	406	411	317	0	0	380	83				
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	0	0	108	0	406	411	317	0	0	380	83				
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:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64				
PHF Volume:	0	0	0	169	0	634	642	495	0	0	594	130				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	169	0	634	642	495	0	0	594	130				
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 Vol.:	0	0	0	169	0	634	642	495	0	0	594	130				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.71	1.00	0.85	0.95	1.00	1.00	1.00	0.97	0.97				
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.64	0.36				
Final Sat.:	0	1900	0	1357	0	1615	1805	3800	0	1900	3035	663				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.39	0.36	0.13	0.00	0.00	0.20	0.20				
Crit Moves:						****	****				****					
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.34	0.53	0.00	0.00	0.19	0.19				
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	1.05	1.05	0.25	0.00	0.00	1.05	1.05				
Delay/Veh:	0.0	0.0	0.0	27.2	0.0	87.7	89.6	15.6	0.0	0.0	96.7	96.7				
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:	0.0	0.0	0.0	27.2	0.0	87.7	89.6	15.6	0.0	0.0	96.7	96.7				
DesignQueue:	0	0	0	7	0	29	31	16	0	0	34	7				

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday AM Peak Hour

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

Intersection #2 Payne Street and Lake Road

Average Delay (sec/veh): 26.2 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	90	0	6	14	337	0	0	473	79				
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	0	0	90	0	6	14	337	0	0	473	79				
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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79				
PHF Volume:	0	0	0	114	0	8	18	427	0	0	599	100				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	114	0	8	18	427	0	0	599	100				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	897	xxxx	349	699	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	283	xxxx	653	907	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	279	xxxx	653	907	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	289	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	26.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			26.2			xxxxxx			xxxxxx						
ApproachLOS:	*			D			*			*						

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday AM Peak Hour

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

Intersection #5 Parker/Larkspur Street and Lake Road

Cycle (sec): 60 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 39 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:	Permitted				Permitted				Protected				Protected			
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	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	151	13	96		16	31	41		14	202	213		117	349	5	
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:	151	13	96		16	31	41		14	202	213		117	349	5	
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:	0.75	0.75	0.75		0.75	0.75	0.75		0.75	0.75	0.75		0.75	0.75	0.75	
PHF Volume:	201	17	128		21	41	55		19	269	284		156	465	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	201	17	128		21	41	55		19	269	284		156	465	7	
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 Vol.:	201	17	128		21	41	55		19	269	284		156	465	7	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.87	0.87		0.66	0.92	0.92		0.95	1.00	0.85		0.95	0.95	0.95	
Lanes:	1.00	0.12	0.88		1.00	0.43	0.57		1.00	1.00	1.00		1.00	1.97	0.03	
Final Sat.:	1317	197	1453		1252	749	990		1805	1900	1615		1805	3552	51	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.09	0.09		0.02	0.06	0.06		0.01	0.14	0.18		0.09	0.13	0.13	
Crit Moves:	****										****		****			
Green/Cycle:	0.29	0.29	0.29		0.29	0.29	0.29		0.04	0.34	0.34		0.17	0.47	0.47	
Volume/Cap:	0.52	0.30	0.30		0.06	0.19	0.19		0.28	0.42	0.52		0.52	0.28	0.28	
Delay/Veh:	18.9	16.7	16.7		15.3	16.0	16.0		30.4	15.7	16.8		24.4	9.8	9.8	
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:	18.9	16.7	16.7		15.3	16.0	16.0		30.4	15.7	16.8		24.4	9.8	9.8	
DesignQueue:	5	0	3		1	1	1		1	6	7		4	9	0	

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday AM Peak Hour

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

Intersection #6 Leadbetter Drive and Lake Road

Average Delay (sec/veh): 22.7 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	8	1	53		12	8	18		10	257	47		53	424	5	
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:	8	1	53		12	8	18		10	257	47		53	424	5	
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:	0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77	
PHF Volume:	10	1	69		16	10	23		13	334	61		69	551	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	10	1	69		16	10	23		13	334	61		69	551	6	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1099	1085	364		1117	1112	554		557	xxxx	xxxxx		395	xxxx	xxxxx	
Potent Cap.:	192	218	685		186	210	536		1024	xxxx	xxxxx		1175	xxxx	xxxxx	
Move Cap.:	167	203	685		158	196	536		1024	xxxx	xxxxx		1175	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.6	xxxx	xxxxx		8.3	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	476	xxxxx		xxxx	252	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	14.1	xxxxx		xxxxx	22.7	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	C	*		*	*	*		*	*	*	
ApproachDel:	14.1				22.7				xxxxxx				xxxxxx			
ApproachLOS:	B				C				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday AM Peak Hour

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

Intersection #8 Sierra Street and Lake Road

Average Delay (sec/veh): 19.2 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	1	0	1	0 0
Volume Module:																
Base Vol:	136	0	175		0	0	0		0	262	67		70	337	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:	136	0	175		0	0	0		0	262	67		70	337	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:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	155	0	199		0	0	0		0	298	76		80	383	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	155	0	199		0	0	0		0	298	76		80	383	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	878	xxxx	336		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		374	xxxx	xxxxx	
Potent Cap.:	321	xxxx	711		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1196	xxxx	xxxxx	
Move Cap.:	305	xxxx	711		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1196	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	28.4	xxxx	12.0		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx	
LOS by Move:	D	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	19.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday AM Peak Hour

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

Intersection #9 Everett Street (SR 500) and Lake Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.963
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 52.2
Optimal Cycle: 172 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				Protected				Protected			
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	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	217	353	0		0	532	249		385	0	184		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:	217	353	0		0	532	249		385	0	184		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:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	247	401	0		0	605	283		438	0	209		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	247	401	0		0	605	283		438	0	209		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 Vol.:	247	401	0		0	605	283		438	0	209		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.96	0.96		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.68	0.32		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1239	580		1805	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.21	0.00		0.00	0.49	0.49		0.24	0.00	0.13		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.14	0.65	0.00		0.00	0.51	0.51		0.25	0.00	0.25		0.00	0.00	0.00	
Volume/Cap:	0.96	0.33	0.00		0.00	0.96	0.96		0.96	0.00	0.51		0.00	0.00	0.00	
Delay/Veh:	97.2	9.6	0.0		0.0	49.7	49.7		77.2	0.0	39.7		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:	97.2	9.6	0.0		0.0	49.7	49.7		77.2	0.0	39.7		0.0	0.0	0.0	
DesignQueue:	15	10	0		0	23	11		23	0	11		0	0	0	

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday PM Peak Hour

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

Intersection #1 Friberg Street and Lake Road

Cycle (sec):	60				Critical Vol./Cap. (X):				0.591						
Loss Time (sec):	12 (Y+R = 4 sec)				Average Delay (sec/veh):				14.5						
Optimal Cycle:	43				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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		101	0	175	264	694		0		0	595	141	
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	0	0		101	0	175	264	694		0		0	595	141	
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:	0	0	0		105	0	182	275	723		0		0	620	147	
Reduct Vol:	0	0	0		0	0	0	0	0		0		0	0	0	
Reduced Vol:	0	0	0		105	0	182	275	723		0		0	620	147	
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 Vol.:	0	0	0		105	0	182	275	723		0		0	620	147	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900		1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.71	1.00	0.85	0.95	1.00		1.00		1.00	0.97	0.97	
Lanes:	0.00	1.00	0.00		1.00	0.00	1.00	1.00	2.00		0.00		1.00	1.62	0.38	
Final Sat.:	0	1900	0		1357	0	1615	1805	3800		0		1900	2983	707	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.11	0.15	0.19		0.00		0.00	0.21	0.21	
Crit Moves:							****	****						****		
Green/Cycle:	0.00	0.00	0.00		0.19	0.00	0.19	0.26	0.61		0.00		0.00	0.35	0.35	
Volume/Cap:	0.00	0.00	0.00		0.41	0.00	0.59	0.59	0.31		0.00		0.00	0.59	0.59	
Delay/Veh:	0.0	0.0	0.0		22.3	0.0	25.2	21.5	5.7		0.0		0.0	16.7	16.7	
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:	0.0	0.0	0.0		22.3	0.0	25.2	21.5	5.7		0.0		0.0	16.7	16.7	
DesignQueue:	0	0	0		3	0	5	7	10		0		0	14	3	

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday PM Peak Hour

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

Intersection #2 Payne Street and Lake Road

Average Delay (sec/veh):	40.6				Worst Case Level Of Service:				E						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		87	0	28		25	784	0		0	608	123	
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	0	0		87	0	28		25	784	0		0	608	123	
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:	0	0	0		93	0	30		27	834	0		0	647	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		93	0	30		27	834	0		0	647	131	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1182	xxxx	389		778	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		185	xxxx	616		848	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		181	xxxx	616		848	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4		xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A		*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	219	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	40.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				40.6		xxxxxx			xxxxxx						
ApproachLOS:	*				E		*			*						

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday PM Peak Hour

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

Intersection #3 Payne Street and Lake Road-MIT: Separate SB LT & SB RT lanes

Average Delay (sec/veh): 36.0 Worst Case Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	87	0	28		25 784	0		0	608		123		
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		1.00		
Initial Bse:	0	0	0	87	0	28		25 784	0		0	608		123		
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		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		0.94		
PHF Volume:	0	0	0	93	0	30		27 834	0		0	647		131		
Reduct Vol:	0	0	0	0	0	0		0 0	0		0	0		0		
Final Vol.:	0	0	0	93	0	30		27 834	0		0	647		131		
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9		4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3		2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	1182	xxxx	389		778 xxxx	xxxxx		xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	185	xxxx	616		848 xxxx	xxxxx		xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	181	xxxx	616		848 xxxx	xxxxx		xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	44.0	xxxx	11.1		9.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	E	*	B		A *	*	*	*	*				
Movement:	LT -	LTR	- RT	LT -	LTR	- RT		LT - LTR	- RT	LT -	LTR	- RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			36.0			xxxxxx			xxxxxx						
ApproachLOS:	*			E			*			*						

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday PM Peak Hour

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

Intersection #4 Payne Street and Lake Road-MIT: Install signal

Cycle (sec): 60 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
Optimal Cycle:OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	87	0	28		25 784	0		0	608		123		
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		1.00		
Initial Bse:	0	0	0	87	0	28		25 784	0		0	608		123		
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		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		0.94		
PHF Volume:	0	0	0	93	0	30		27 834	0		0	647		131		
Reduct Vol:	0	0	0	0	0	0		0 0	0		0	0		0		
Reduced Vol:	0	0	0	93	0	30		27 834	0		0	647		131		
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		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		1.00		
Final Vol.:	0	0	0	93	0	30		27 834	0		0	647		131		
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900		
Adjustment:	1.00	1.00	1.00	0.74	1.00	0.74	0.95	0.95	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.76	0.00	0.24	1.00	2.00	0.00	0.00	1.66	0.34				
Final Sat.:	0	0	0	1070	0	344	1805	3610	0		0	2928		592		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.01	0.23	0.00	0.00	0.22	0.22				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.04	0.59	0.00	0.00	0.55	0.55				
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.40	0.40	0.39	0.00	0.00	0.40	0.40				
Delay/Veh:	0.0	0.0	0.0	21.1	0.0	21.1	32.2	6.8	0.0	0.0	8.0	8.0				
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:	0.0	0.0	0.0	21.1	0.0	21.1	32.2	6.8	0.0	0.0	8.0	8.0				
DesignQueue:	0	0	0	2	0	1	1	12	0	0	10	2				

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday PM Peak Hour

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

Intersection #5 Parker/Larkspur Street and Lake Road

Cycle (sec):	60	Critical Vol./Cap. (X):	0.734
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	55	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:	Permitted				Permitted				Protected				Protected			
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	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	310	26	89		7	19	30		40	549	281		58	382		8
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:	310	26	89		7	19	30		40	549	281		58	382		8
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:	333	28	96		8	20	32		43	590	302		62	411		9
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	333	28	96		8	20	32		43	590	302		62	411		9
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 Vol.:	333	28	96		8	20	32		43	590	302		62	411		9
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.73	0.88	0.88		0.67	0.91	0.91		0.95	1.00	0.85		0.95	0.95		0.95
Lanes:	1.00	0.23	0.77		1.00	0.39	0.61		1.00	1.00	1.00		1.00	1.96		0.04
Final Sat.:	1378	380	1300		1279	669	1056		1805	1900	1615		1805	3525		74
Capacity Analysis Module:																
Vol/Sat:	0.24	0.07	0.07		0.01	0.03	0.03		0.02	0.31	0.19		0.03	0.12		0.12
Crit Moves:	****									****			****			
Green/Cycle:	0.33	0.33	0.33		0.33	0.33	0.33		0.08	0.42	0.42		0.05	0.39		0.39
Volume/Cap:	0.73	0.22	0.22		0.02	0.09	0.09		0.30	0.73	0.44		0.73	0.30		0.30
Delay/Veh:	23.9	14.8	14.8		13.6	14.0	14.0		27.2	18.0	12.7		56.1	12.7		12.7
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:	23.9	14.8	14.8		13.6	14.0	14.0		27.2	18.0	12.7		56.1	12.7		12.7
DesignQueue:	8	1	2		0	0	1		1	12	6		2	9		0

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday PM Peak Hour

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

Intersection #6 Leadbetter Drive and Lake Road

Average Delay (sec/veh):	32.7	Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	34	10	29		3	8	18		24	589	12		31	401		7
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:	34	10	29		3	8	18		24	589	12		31	401		7
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:	37	11	31		3	9	19		26	633	13		33	431		8
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Final Vol.:	37	11	31		3	9	19		26	633	13		33	431		8
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1207	1197	640		1214	1199	435		439	xxxx	xxxxx		646	xxxx	xxxxx	
Potent Cap.:	162	188	479		160	187	625		1132	xxxx	xxxxx		949	xxxx	xxxxx	
Move Cap.:	144	177	479		136	176	625		1132	xxxx	xxxxx		949	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.3	xxxx	xxxxx		8.9	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	207	xxxxx		xxxx	301	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	32.7	xxxxx		xxxxx	18.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	D	*		*	C	*		*	*	*		*	*	*	
ApproachDel:		32.7				18.3				xxxxxx				xxxxxx		
ApproachLOS:		D				C				*				*		

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday PM Peak Hour

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

Intersection #7 Leadbetter Dr. & Lake Rd-MIT:Restripe south app. with LT & TH/RT

Average Delay (sec/veh): 27.1 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	34	10	29		3	8	18		24	589	12		31	401	7	
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:	34	10	29		3	8	18		24	589	12		31	401	7	
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:	37	11	31		3	9	19		26	633	13		33	431	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	37	11	31		3	9	19		26	633	13		33	431	8	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1207	1197	640		1214	1199	435		439	xxxx	xxxxx		646	xxxx	xxxxx	
Potent Cap.:	162	188	479		160	187	625		1132	xxxx	xxxxx		949	xxxx	xxxxx	
Move Cap.:	144	177	479		136	176	625		1132	xxxx	xxxxx		949	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	38.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.3	xxxx	xxxxx		8.9	xxxx	xxxxx	
LOS by Move:	E	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	333		xxxx	301	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	17.4		xxxxx	18.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	C		*	C	*		*	*	*		*	*	*	
ApproachDel:	27.1				18.3				xxxxxx				xxxxxx			
ApproachLOS:	D				C				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday PM Peak Hour

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

Intersection #8 Sierra Street and Lake Road

Average Delay (sec/veh): 25.9 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	1	0	1	0 0
Volume Module:																
Base Vol:	94	0	121		0	0	0		0	463	161		108	354	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:	94	0	121		0	0	0		0	463	161		108	354	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:	99	0	127		0	0	0		0	487	169		114	373	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	99	0	127		0	0	0		0	487	169		114	373	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1172	xxxx	572		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		657	xxxx	xxxxx	
Potent Cap.:	215	xxxx	523		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		940	xxxx	xxxxx	
Move Cap.:	195	xxxx	523		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		940	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	41.2	xxxx	14.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx	
LOS by Move:	E	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	25.9				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	D				*				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Background Traffic, Weekday PM Peak Hour

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

Intersection #9 Everett Street (SR 500) and Lake Road

Cycle (sec): 60 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 80 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				Protected				Protected			
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	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	286	461	0	0	288	226	232	0	364	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:	286	461	0	0	288	226	232	0	364	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	304	490	0	0	306	240	247	0	387	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	304	490	0	0	306	240	247	0	387	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 Vol.:	304	490	0	0	306	240	247	0	387	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.56	0.44	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1805	1900	0	0	1002	786	1805	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.26	0.00	0.00	0.31	0.31	0.14	0.00	0.24	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.19	0.53	0.00	0.00	0.34	0.34	0.27	0.00	0.27	0.00	0.00	0.00				
Volume/Cap:	0.89	0.49	0.00	0.00	0.89	0.89	0.51	0.00	0.89	0.00	0.00	0.00				
Delay/Veh:	48.0	9.2	0.0	0.0	34.0	34.0	19.5	0.0	41.3	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:	48.0	9.2	0.0	0.0	34.0	34.0	19.5	0.0	41.3	0.0	0.0	0.0				
DesignQueue:	9	8	0	0	7	6	6	0	10	0	0	0				

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday AM Peak Hour

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

Intersection #1 Friberg Street and Lake Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.074
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 79.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	109	0	406	411	332	0	0	429	88				
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	0	0	109	0	406	411	332	0	0	429	88				
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:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64				
PHF Volume:	0	0	0	170	0	634	642	519	0	0	670	138				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	170	0	634	642	519	0	0	670	138				
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 Vol.:	0	0	0	170	0	634	642	519	0	0	670	138				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.71	1.00	0.85	0.95	1.00	1.00	1.00	0.98	0.98				
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.66	0.34				
Final Sat.:	0	1900	0	1357	0	1615	1805	3800	0	1900	3074	631				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.39	0.36	0.14	0.00	0.00	0.22	0.22				
Crit Moves:						****	****				****					
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.33	0.53	0.00	0.00	0.20	0.20				
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	1.07	1.07	0.26	0.00	0.00	1.07	1.07				
Delay/Veh:	0.0	0.0	0.0	28.0	0.0	96.5	98.4	15.1	0.0	0.0	102	102.3				
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:	0.0	0.0	0.0	28.0	0.0	96.5	98.4	15.1	0.0	0.0	102	102.3				
DesignQueue:	0	0	0	7	0	29	31	17	0	0	38	8				

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday AM Peak Hour

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

Intersection #2 Payne Street and Lake Road

Average Delay (sec/veh): 30.3 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	93	0	21		19 348	0		0	512		74		
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	0	0	93	0	21		19 348	0		0	512		74		
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:	0.79	0.79	0.79	0.79	0.79	0.79		0.79 0.79	0.79		0.79	0.79		0.79		
PHF Volume:	0	0	0	118	0	27		24 441	0		0	648		94		
Reduct Vol:	0	0	0	0	0	0		0 0	0		0	0		0		
Final Vol.:	0	0	0	118	0	27		24 441	0		0	648		94		
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9		4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3		2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	963	xxxx	371		742 xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	257	xxxx	632		874 xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	251	xxxx	632		874 xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		9.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	283	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	30.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			30.3			xxxxxx			xxxxxx						
ApproachLOS:	*			D			*			*						

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday AM Peak Hour

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

Intersection #5 Parker/Larkspur Street and Lake Road

Cycle (sec): 60 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 40 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:	Permitted				Permitted				Protected				Protected			
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	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	152	17	96		42	44	80		25	202	216		117	343	18	
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:	152	17	96		42	44	80		25	202	216		117	343	18	
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:	0.75	0.75	0.75		0.75	0.75	0.75		0.75	0.75	0.75		0.75	0.75	0.75	
PHF Volume:	203	23	128		56	59	107		33	269	288		156	457	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	203	23	128		56	59	107		33	269	288		156	457	24	
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 Vol.:	203	23	128		56	59	107		33	269	288		156	457	24	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.64	0.87	0.87		0.66	0.90	0.90		0.95	1.00	0.85		0.95	0.94	0.94	
Lanes:	1.00	0.15	0.85		1.00	0.35	0.65		1.00	1.00	1.00		1.00	1.90	0.10	
Final Sat.:	1216	250	1409		1245	609	1107		1805	1900	1615		1805	3406	179	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.09	0.09		0.04	0.10	0.10		0.02	0.14	0.18		0.09	0.13	0.13	
Crit Moves:	****										****		****			
Green/Cycle:	0.31	0.31	0.31		0.31	0.31	0.31		0.06	0.33	0.33		0.16	0.43	0.43	
Volume/Cap:	0.54	0.29	0.29		0.15	0.31	0.31		0.31	0.43	0.54		0.54	0.31	0.31	
Delay/Veh:	18.8	16.1	16.1		15.2	16.2	16.2		28.7	16.1	17.5		25.2	11.3	11.3	
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:	18.8	16.1	16.1		15.2	16.2	16.2		28.7	16.1	17.5		25.2	11.3	11.3	
DesignQueue:	5	1	3		1	1	3		1	6	7		4	9	0	

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday AM Peak Hour

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

Intersection #6 Leadbetter Drive and Lake Road

Average Delay (sec/veh): 24.1 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	8		1	53	12		8	18	12		281	47	53		431	5
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:	8		1	53	12		8	18	12		281	47	53		431	5
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:	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77
PHF Volume:	10		1	69	16		10	23	16		365	61	69		560	6
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Final Vol.:	10		1	69	16		10	23	16		365	61	69		560	6
Critical Gap Module:																
Critical Gp:	7.1		6.5	6.2	7.1		6.5	6.2	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5		4.0	3.3	3.5		4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1144		1131	395	1162		1158	563	566	xxxx	xxxxx		426	xxxx	xxxxx	
Potent Cap.:	178		205	658	173		198	530	1016	xxxx	xxxxx		1144	xxxx	xxxxx	
Move Cap.:	154		190	658	146		183	530	1016	xxxx	xxxxx		1144	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx	8.6	xxxx	xxxxx		8.3	xxxx	xxxxx	
LOS by Move:	*		*	*	*		*	*	A	*	*		A	*	*	
Movement:	LT -		LTR -	RT	LT -		LTR -	RT	LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx		450	xxxxx	xxxx		237	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx		14.7	xxxxx	xxxxx		24.1	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		B	*	*		C	*	*	*	*		*	*	*	
ApproachDel:	14.7				24.1				xxxxxx				xxxxxx			
ApproachLOS:	B				C				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday AM Peak Hour

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

Intersection #8 Sierra Street and Lake Road

Average Delay (sec/veh): 20.4 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	1	0	1	0 0
Volume Module:																
Base Vol:	138		0	175	0		0	0	0		280	73	70		342	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:	138		0	175	0		0	0	0		280	73	70		342	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:	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88
PHF Volume:	157		0	199	0		0	0	0		318	83	80		389	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Final Vol.:	157		0	199	0		0	0	0		318	83	80		389	0
Critical Gap Module:																
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	907	xxxx		360	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			401	xxxx	xxxxx	
Potent Cap.:	308	xxxx		689	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1168	xxxx	xxxxx	
Move Cap.:	292	xxxx		689	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1168	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	30.7	xxxx		12.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			8.3	xxxx	xxxxx	
LOS by Move:	D	*		B	*	*	*	*	*	*			A	*	*	
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
Shrd StpDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*		*
ApproachDel:	20.4				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday AM Peak Hour

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

Intersection #9 Everett Street (SR 500) and Lake Road

Cycle (sec):	120	Critical Vol./Cap. (X):	0.977
Loss Time (sec):	12 (Y+R = 4 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				Protected				Protected			
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	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	218	353		0 0	532		253	399	0		188	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	1.00
Initial Bse:	218	353		0 0	532		253	399	0		188	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	1.00
PHF Adj:	0.88	0.88		0.88 0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88
PHF Volume:	248	401		0 0	605		288	453	0		214	0	0		0	0
Reduct Vol:	0	0		0 0	0		0	0	0		0	0	0		0	0
Reduced Vol:	248	401		0 0	605		288	453	0		214	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	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	1.00
Final Vol.:	248	401		0 0	605		288	453	0		214	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900 1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00 1.00	0.96		0.96	0.95	1.00		0.85	1.00	1.00		1.00	1.00
Lanes:	1.00	1.00		0.00 0.00	0.68		0.32	1.00	0.00		1.00	0.00	0.00		0.00	0.00
Final Sat.:	1805	1900		0 0	1232		586	1805	0		1615	0	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.14	0.21		0.00 0.00	0.49		0.49	0.25	0.00		0.13	0.00	0.00		0.00	0.00
Crit Moves:	****				****			****								
Green/Cycle:	0.14	0.64		0.00 0.00	0.50		0.50	0.26	0.00		0.26	0.00	0.00		0.00	0.00
Volume/Cap:	0.98	0.33		0.00 0.00	0.98		0.98	0.98	0.00		0.51	0.00	0.00		0.00	0.00
Delay/Veh:	101.2	9.9		0.0 0.0	53.3		53.3	79.8	0.0		39.3	0.0	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	1.00
AdjDel/Veh:	101.2	9.9		0.0 0.0	53.3		53.3	79.8	0.0		39.3	0.0	0.0		0.0	0.0
DesignQueue:	15	10		0 0	23		11	24	0		11	0	0		0	0

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday AM Peak Hour

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

Intersection #10 Site Access and Payne Street

Average Delay (sec/veh):	9.7	Worst Case Level Of Service:	A

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	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	85		8 0	87		0	0	0		0	0	27		0	1
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	1.00
Initial Bse:	0	85		8 0	87		0	0	0		0	0	27		0	1
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	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	0.90
PHF Volume:	0	94		9 0	97		0	0	0		0	0	30		0	1
Reduct Vol:	0	0		0 0	0		0	0	0		0	0	0		0	0
Final Vol.:	0	94		9 0	97		0	0	0		0	0	30		0	1
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx		6.4	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx		3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		196	xxxx		99
Potent Cap.:	xxxx	xxxx		xxxxx xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		798	xxxx		962
Move Cap.:	xxxx	xxxx		xxxxx xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		798	xxxx		962
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx		xxxxx xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		* *	*		*	*	*		*	*	*		*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx		xxxxx xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	803		xxxxx	
Shrd StpDel:	xxxxx	xxxx		xxxxx xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	9.7		xxxxx	
Shared LOS:	*	*		* *	*		*	*	*		*	*	A		*	
ApproachDel:	xxxxxx			xxxxxx				xxxxxx					9.7			
ApproachLOS:	*			*				*					A			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday PM Peak Hour

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

Intersection #1 Friberg Street and Lake Road

Cycle (sec):	60				Critical Vol./Cap. (X):					0.604						
Loss Time (sec):	12 (Y+R = 4 sec)				Average Delay (sec/veh):					14.4						
Optimal Cycle:	44				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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		106	0	175	264	757	0		0	630		144	
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	0	0		106	0	175	264	757	0		0	630		144	
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:	0	0	0		110	0	182	275	789	0		0	656		150	
Reduct Vol:	0	0	0		0	0	0	0	0	0		0	0		0	
Reduced Vol:	0	0	0		110	0	182	275	789	0		0	656		150	
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 Vol.:	0	0	0		110	0	182	275	789	0		0	656		150	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900		1900	1900		1900	
Adjustment:	1.00	1.00	1.00		0.71	1.00	0.85	0.95	1.00	1.00		1.00	0.97		0.97	
Lanes:	0.00	1.00	0.00		1.00	0.00	1.00	1.00	2.00	0.00		1.00	1.63		0.37	
Final Sat.:	0	1900	0		1357	0	1615	1805	3800	0		1900	3006		687	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.11	0.15	0.21	0.00		0.00	0.22		0.22	
Crit Moves:							****	****					****			
Green/Cycle:	0.00	0.00	0.00		0.19	0.00	0.19	0.25	0.61	0.00		0.00	0.36		0.36	
Volume/Cap:	0.00	0.00	0.00		0.44	0.00	0.60	0.60	0.34	0.00		0.00	0.60		0.60	
Delay/Veh:	0.0	0.0	0.0		22.8	0.0	25.8	22.1	5.7	0.0		0.0	16.5		16.5	
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:	0.0	0.0	0.0		22.8	0.0	25.8	22.1	5.7	0.0		0.0	16.5		16.5	
DesignQueue:	0	0	0		3	0	5	7	11	0		0	15		3	

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday PM Peak Hour

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

Intersection #2 Payne Street and Lake Road

Average Delay (sec/veh):	58.9				Worst Case Level Of Service:					F						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		92	0	39		44	833	0		0	635		133
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	0	0		92	0	39		44	833	0		0	635		133
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:	0	0	0		98	0	41		47	886	0		0	676		141
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Final Vol.:	0	0	0		98	0	41		47	886	0		0	676		141
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	xxxx	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1283	xxxx	409		817	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		160	xxxx	598		820	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		153	xxxx	598		820	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7		xxxx	xxxxx	xxxxx		xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	A		*	*	*		*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	196	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	58.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				58.9		xxxxxx			xxxxxx						
ApproachLOS:	*				F		*			*						

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday PM Peak Hour

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

Intersection #3 Payne Street and Lake Road-MIT: Separate SB LT & SB RT lanes

Average Delay (sec/veh): 47.9 Worst Case Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	92	0	39	44	833	0	0	635	133				
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	0	0	92	0	39	44	833	0	0	635	133				
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:	0	0	0	98	0	41	47	886	0	0	676	141				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	98	0	41	47	886	0	0	676	141				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	1283	xxxx	409	817	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	160	xxxx	598	820	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	153	xxxx	598	820	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx	63.3	xxxx	11.5	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	F	*	B	A	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			47.9			xxxxxx			xxxxxx						
ApproachLOS:	*			E			*			*						

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday PM Peak Hour

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

Intersection #4 Payne Street and Lake Road-MIT: Install signal

Cycle (sec): 60 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.6
Optimal Cycle:OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0	92	0	39	44	833	0	0	635	133				
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	0	0	92	0	39	44	833	0	0	635	133				
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:	0	0	0	98	0	41	47	886	0	0	676	141				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	98	0	41	47	886	0	0	676	141				
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 Vol.:	0	0	0	98	0	41	47	886	0	0	676	141				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.75	1.00	0.75	0.95	0.95	1.00	1.00	0.93	0.93				
Lanes:	0.00	0.00	0.00	0.70	0.00	0.30	1.00	2.00	0.00	0.00	1.65	0.35				
Final Sat.:	0	0	0	1002	0	425	1805	3610	0	0	2907	609				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.03	0.25	0.00	0.00	0.23	0.23				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.06	0.58	0.00	0.00	0.52	0.52				
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.44	0.44	0.42	0.00	0.00	0.44	0.44				
Delay/Veh:	0.0	0.0	0.0	21.3	0.0	21.3	30.3	7.1	0.0	0.0	9.1	9.1				
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:	0.0	0.0	0.0	21.3	0.0	21.3	30.3	7.1	0.0	0.0	9.1	9.1				
DesignQueue:	0	0	0	3	0	1	1	13	0	0	11	2				

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday PM Peak Hour

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

Intersection #5 Parker/Larkspur Street and Lake Road

Cycle (sec): 60 Critical Vol./Cap. (X): 0.748
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 57 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:	Permitted				Permitted				Protected				Protected			
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	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	310	32	89		17	23	57		89	554	281		58	392	26	
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:	310	32	89		17	23	57		89	554	281		58	392	26	
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:	333	34	96		18	25	61		96	596	302		62	422	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	333	34	96		18	25	61		96	596	302		62	422	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	
Final Vol.:	333	34	96		18	25	61		96	596	302		62	422	28	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.70	0.89	0.89		0.67	0.89	0.89		0.95	1.00	0.85		0.95	0.94	0.94	
Lanes:	1.00	0.26	0.74		1.00	0.29	0.71		1.00	1.00	1.00		1.00	1.88	0.12	
Final Sat.:	1330	447	1244		1271	488	1209		1805	1900	1615		1805	3355	223	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.08	0.08		0.01	0.05	0.05		0.05	0.31	0.19		0.03	0.13	0.13	
Crit Moves:	****									****			****			
Green/Cycle:	0.33	0.33	0.33		0.33	0.33	0.33		0.14	0.42	0.42		0.05	0.33	0.33	
Volume/Cap:	0.75	0.23	0.23		0.04	0.15	0.15		0.38	0.75	0.45		0.75	0.38	0.38	
Delay/Veh:	24.6	14.6	14.6		13.5	14.1	14.1		24.5	18.7	12.9		59.0	15.7	15.7	
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:	24.6	14.6	14.6		13.5	14.1	14.1		24.5	18.7	12.9		59.0	15.7	15.7	
DesignQueue:	8	1	2		0	1	1		3	13	6		2	10	1	

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday PM Peak Hour

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

Intersection #6 Leadbetter Drive and Lake Road

Average Delay (sec/veh): 35.8 Worst Case Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	34	10	29		3	8	20		25	603	12		31	427	7	
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:	34	10	29		3	8	20		25	603	12		31	427	7	
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:	37	11	31		3	9	22		27	648	13		33	459	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	37	11	31		3	9	22		27	648	13		33	459	8	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1253	1242	655		1259	1245	463		467	xxxx	xxxxx		661	xxxx	xxxxx	
Potent Cap.:	150	176	470		149	176	603		1105	xxxx	xxxxx		937	xxxx	xxxxx	
Move Cap.:	133	166	470		126	165	603		1105	xxxx	xxxxx		937	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.3	xxxx	xxxxx		9.0	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	193	xxxxx		xxxx	294	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	35.8	xxxxx		xxxxx	18.8	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	E	*		*	C	*		*	*	*		*	*	*	
ApproachDel:	35.8				18.8				xxxxxx				xxxxxx			
ApproachLOS:	E				C				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday PM Peak Hour

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

Intersection #7 Leadbetter Dr. & Lake Rd-MIT:Restripe south app. with LT & TH/RT

Average Delay (sec/veh): 29.2 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	34	10	29		3	8	20		25	603	12		31	427	7	
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:	34	10	29		3	8	20		25	603	12		31	427	7	
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:	37	11	31		3	9	22		27	648	13		33	459	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	37	11	31		3	9	22		27	648	13		33	459	8	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1253	1242	655		1259	1245	463		467	xxxx	xxxxx		661	xxxx	xxxxx	
Potent Cap.:	150	176	470		149	176	603		1105	xxxx	xxxxx		937	xxxx	xxxxx	
Move Cap.:	133	166	470		126	165	603		1105	xxxx	xxxxx		937	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	42.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.3	xxxx	xxxxx		9.0	xxxx	xxxxx	
LOS by Move:	E	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	320		xxxx	294	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	18.0		xxxxx	18.8	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	C		*	C	*		*	*	*		*	*	*	
ApproachDel:	29.2				18.8				xxxxxx				xxxxxx			
ApproachLOS:	D				C				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday PM Peak Hour

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

Intersection #8 Sierra Street and Lake Road

Average Delay (sec/veh): 29.4 Worst Case 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	1	0	1	0 0
Volume Module:																
Base Vol:	101	0	121		0	0	0		0	473	165		108	373	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:	101	0	121		0	0	0		0	473	165		108	373	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:	106	0	127		0	0	0		0	498	174		114	393	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	106	0	127		0	0	0		0	498	174		114	393	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1205	xxxx	585		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		672	xxxx	xxxxx	
Potent Cap.:	205	xxxx	515		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		929	xxxx	xxxxx	
Move Cap.:	186	xxxx	515		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		929	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	47.5	xxxx	14.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.4	xxxx	xxxxx	
LOS by Move:	E	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	29.4				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	D				*				*				*			

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday PM Peak Hour

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

Intersection #9 Everett Street (SR 500) and Lake Road

Cycle (sec):	60	Critical Vol./Cap. (X):	0.910
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	31.4
Optimal Cycle:	84	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				Protected				Protected			
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	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	290	461		0	0	288	241	240	0	366		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	1.00
Initial Bse:	290	461		0	0	288	241	240	0	366		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	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	0.94
PHF Volume:	309	490		0	0	306	256	255	0	389		0	0		0	0
Reduct Vol:	0	0		0	0	0	0	0	0	0		0	0		0	0
Reduced Vol:	309	490		0	0	306	256	255	0	389		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	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	1.00
Final Vol.:	309	490		0	0	306	256	255	0	389		0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900		1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	1.00	0.94	0.94	0.95	1.00	0.85		1.00	1.00		1.00	1.00
Lanes:	1.00	1.00		0.00	0.00	0.54	0.46	1.00	0.00	1.00		0.00	0.00		0.00	0.00
Final Sat.:	1805	1900		0	0	970	812	1805	0	1615		0	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.17	0.26		0.00	0.00	0.32	0.32	0.14	0.00	0.24		0.00	0.00		0.00	0.00
Crit Moves:	****					****				****						
Green/Cycle:	0.19	0.53		0.00	0.00	0.35	0.35	0.27	0.00	0.27		0.00	0.00		0.00	0.00
Volume/Cap:	0.91	0.48		0.00	0.00	0.91	0.91	0.53	0.00	0.91		0.00	0.00		0.00	0.00
Delay/Veh:	51.2	9.1		0.0	0.0	36.2	36.2	20.0	0.0	44.5		0.0	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	1.00
AdjDel/Veh:	51.2	9.1		0.0	0.0	36.2	36.2	20.0	0.0	44.5		0.0	0.0		0.0	0.0
DesignQueue:	9	8		0	0	7	6	6	0	10		0	0		0	0

The Village at Camas Meadows
Charbonneau Engineering LLC, Project #15-21
2018 Total Traffic, Weekday PM Peak Hour

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

Intersection #10 Site Access and Payne Street

Average Delay (sec/veh):	10.2	Worst Case 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:	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	1	0	0	0 0
Volume Module:																
Base Vol:	0	136		29	1	106		0	0	0		0	16	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:	0	136		29	1	106		0	0	0		0	16	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:	0	151		32	1	118		0	0	0		0	18	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	151		32	1	118		0	0	0		0	18	0		0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		183	xxxx	xxxxx	xxxx	xxxx	xxxxx			287	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		1404	xxxx	xxxxx	xxxx	xxxx	xxxxx			707	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		1404	xxxx	xxxxx	xxxx	xxxx	xxxxx			707	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			10.2	xxxx	xxxxx	
LOS by Move:	*	*		*	A	*		*	*	*		*	B	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	A	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.2			
ApproachLOS:	*				*				*				B			

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MEO*
Agency/Co.	*Charbonneau Engineering*
Date Performed	*5/20/2015*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*Payne Street & Lake Road*
Jurisdiction	*City of Camas*
Analysis Year	*2018 Total Traffic*

Project Description *#15-21 The Village at Camas Meadows*

East/West Street: *Lake Road* | North/South Street: *Payne Street*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*19*	*348*	*0*	*0*	*512*	*74*
Peak-hour factor, PHF	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*
Hourly Flow Rate (veh/h)	*24*	*440*	*0*	*0*	*648*	*93*
Proportion of heavy vehicles, P_{HV}	*3*	--	--	*0*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*0*	*2*	*0*
Configuration	*L*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*93*	*0*	*21*
Peak-hour factor, PHF	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*	*0.79*
Hourly Flow Rate (veh/h)	*0*	*0*	*0*	*117*	*0*	*26*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*2*	*0*	*2*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
Volume, v (vph)	*24*						*143*	
Capacity, c_m (vph)	*855*						*278*	
v/c ratio	*0.03*						*0.51*	
Queue length (95%)	*0.09*						*2.73*	
Control Delay (s/veh)	*9.3*						*30.9*	
LOS	*A*						*D*	
Approach delay (s/veh)	--	--				*30.9*		
Approach LOS	--	--				*D*		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MEO*
Agency/Co.	*Charbonneau Engineering*
Date Performed	*5/20/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Payne Street & Lake Road*
Jurisdiction	*City of Camas*
Analysis Year	*2018 Total Traffic*

Project Description *#15-21 The Village at Camas Meadows*

East/West Street: *Lake Road* | North/South Street: *Payne Street*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*44*	*833*	*0*	*0*	*635*	*133*
Peak-hour factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate (veh/h)	*46*	*886*	*0*	*0*	*675*	*141*
Proportion of heavy vehicles, P_{HV}	*1*	--	--	*0*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*0*	*2*	*0*
Configuration	*L*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*92*	*0*	*39*
Peak-hour factor, PHF	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate (veh/h)	*0*	*0*	*0*	*97*	*0*	*41*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*1*	*0*	*1*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
Volume, v (vph)	*46*						*138*	
Capacity, c_m (vph)	*814*						*193*	
v/c ratio	*0.06*						*0.72*	
Queue length (95%)	*0.18*						*4.54*	
Control Delay (s/veh)	*9.7*						*60.1*	
LOS	*A*						*F*	
Approach delay (s/veh)	--	--				*60.1*		
Approach LOS	--	--				*F*		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MEO*
Agency/Co.	*Charbonneau Engineering*
Date Performed	*5/20/2015*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*Leadbetter Drive & Lake Road*
Jurisdiction	*City of Camas*
Analysis Year	*2018 Total Traffic*

Project Description *#15-21 The Village at Camas Meadows*

East/West Street: *Lake Road* | North/South Street: *Leadbetter Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*12*	*281*	*47*	*53*	*431*	*5*
Peak-hour factor, PHF	*0.77*	*0.77*	*0.77*	*0.77*	*0.77*	*0.77*
Hourly Flow Rate (veh/h)	*15*	*364*	*61*	*68*	*559*	*6*
Proportion of heavy vehicles, P_{HV}	*5*	--	--	*3*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*		*TR*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*8*	*1*	*53*	*12*	*8*	*18*
Peak-hour factor, PHF	*0.77*	*0.77*	*0.77*	*0.77*	*0.77*	*0.77*
Hourly Flow Rate (veh/h)	*10*	*1*	*68*	*15*	*10*	*23*
Proportion of heavy vehicles, P_{HV}	*10*	*10*	*10*	*6*	*6*	*6*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
Volume, v (vph)	*15*	*68*		*79*			*48*	
Capacity, c_m (vph)	*992*	*1129*		*441*			*234*	
v/c ratio	*0.02*	*0.06*		*0.18*			*0.21*	
Queue length (95%)	*0.05*	*0.19*		*0.65*			*0.75*	
Control Delay (s/veh)	*8.7*	*8.4*		*14.9*			*24.3*	
LOS	*A*	*A*		*B*			*C*	
Approach delay (s/veh)	--	--	*14.9*			*24.3*		
Approach LOS	--	--	*B*			*C*		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MEO*
Agency/Co.	*Charbonneau Engineering*
Date Performed	*5/20/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Leadbetter Drive & Lake Road*
Jurisdiction	*City of Camas*
Analysis Year	*2018 Total Traffic*

Project Description *#15-21 The Village at Camas Meadows*

East/West Street: *Lake Road* | North/South Street: *Leadbetter Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*25*	*603*	*12*	*31*	*427*	*7*
Peak-hour factor, PHF	*0.93*	*0.93*	*0.93*	*0.93*	*0.93*	*0.93*
Hourly Flow Rate (veh/h)	*26*	*648*	*12*	*33*	*459*	*7*
Proportion of heavy vehicles, P_{HV}	*1*	--	--	*2*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*		*TR*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*34*	*10*	*29*	*3*	*8*	*20*
Peak-hour factor, PHF	*0.93*	*0.93*	*0.93*	*0.93*	*0.93*	*0.93*
Hourly Flow Rate (veh/h)	*36*	*10*	*31*	*3*	*8*	*21*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*0*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
Volume, v (vph)	*26*	*33*		*77*			*32*	
Capacity, c_m (vph)	*1101*	*928*		*195*			*302*	
v/c ratio	*0.02*	*0.04*		*0.39*			*0.11*	
Queue length (95%)	*0.07*	*0.11*		*1.75*			*0.35*	
Control Delay (s/veh)	*8.3*	*9.0*		*35.0*			*18.3*	
LOS	*A*	*A*		*E*			*C*	
Approach delay (s/veh)	--	--	*35.0*			*18.3*		
Approach LOS	--	--	*E*			*C*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MEO*	Intersection	*Site Access & Payne Street*
Agency/Co.	*Charbonneau Engineering*	Jurisdiction	*City of Camas*
Date Performed	*5/20/2015*	Analysis Year	*2018 Total Traffic*
Analysis Time Period	*AM Peak Hour*		
Project Description	*#15-21 The Village at Camas Meadows*		
East/West Street:	*Site Access*	North/South Street:	*Payne Street*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*85*	*8*	*0*	*87*	*0*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*0*	*94*	*8*	*0*	*96*	*0*
Percent Heavy Vehicles	*0*	--	--	*6*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*27*	*0*	*1*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*30*	*0*	*1*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (vph)		*0*		*31*				
C (m) (vph)		*1465*		*803*				
v/c		*0.00*		*0.04*				
95% queue length		*0.00*		*0.12*				
Control Delay		*7.5*		*9.7*				
LOS		*A*		*A*				
Approach Delay	--	--	*9.7*					
Approach LOS	--	--	*A*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MEO*	Intersection	*Site Access & Payne Street*
Agency/Co.	*Charbonneau Engineering*	Jurisdiction	*City of Camas*
Date Performed	*5/20/2015*	Analysis Year	*2018 Total Traffic*
Analysis Time Period	*PM Peak Hour*		
Project Description	*#15-21 The Village at Camas Meadows*		
East/West Street:	*Site Access*	North/South Street:	*Payne Street*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*136*	*29*	*1*	*106*	*0*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*0*	*151*	*32*	*1*	*117*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*16*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*17*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (vph)		*1*		*17*				
C (m) (vph)		*1404*		*708*				
v/c		*0.00*		*0.02*				
95% queue length		*0.00*		*0.07*				
Control Delay		*7.6*		*10.2*				
LOS		*A*		*B*				
Approach Delay	--	--	*10.2*					
Approach LOS	--	--	*B*					

Exhibit 1A. Trip Distribution for Corridor Intersections.

Corridor: Andresen Road	Limits: Mill Plain Boulevard to SR-500											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Mill Plain Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E. 18th Street/N.E. 18th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 25th Street	----	0%	0%	0%	----	0%	0%	0%	----	----	----	----
Fourth Plain Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
SR-500	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Corridor: Andresen Road	Limits: SR-500 to NE 78th Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
SR-500	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 40th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vancouver Mall Drive	----	0%	0%	0%	----	0%	0%	0%	----	----	----	----
NE 58th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Minnehaha/NE 63rd Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 78th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Corridor: Fourth Plain Boulevard	Limits: Mill Plain Boulevard to I-5											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Mill Plain Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Fruit Valley Road/Kotobuki Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Kauffman Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Main Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I-5 southbound off-/on-ramps	0%	----	0%	0%	0%	----	----	----	----	----	0%	0%
I-5 northbound off-/on-ramps	----	----	----	0%	0%	----	0%	0%	0%	----	0%	0%

Corridor: Fourth Plain Boulevard	Limits: I-5 to Andresen Road											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
I-5 northbound off-/on-ramps	----	----	----	0%	0%	----	0%	0%	0%	----	0%	0%
St. Johns Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Fort Vancouver Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Grand Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Falk Road	0%	----	0%	0%	0%	----	----	----	----	----	0%	0%
Stapleton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Andresen Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Exhibit 1A. Trip Distribution for Corridor Intersections. (continued)

Corridor: Fourth Plain Boulevard	Limits: Andresen Road to I-205											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Andresen Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 86th Avenue	----	----	----	----	0%	0%	0%	----	0%	0%	0%	----
Thurston Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I-205 SB on-ramp/Oak View Drive	----	----	----	0%	0%	0%	0%	0%	0%	0%	0%	0%
I-205 SB off-ramp/Van Mall Drive	0%	0%	0%	0%	0%	----	0%	0%	0%	----	0%	0%
I-205 NB on-ramp/NE 54th Street	0%	0%	0%	0%	0%	0%	----	----	----	0%	0%	0%

Corridor: Fourth Plain Boulevard (SR-500)	Limits: I-205 to NE 162nd Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
I-205 NB on-ramp/NE 54th Street	0%	0%	0%	0%	0%	0%	----	----	----	0%	0%	0%
NE 109th Avenue/Gher Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 112th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 117th Avenue (SR 503/500)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 121st Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 137th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Ward Road	0%	----	0%	0%	0%	----	----	----	----	----	0%	0%
NE 162nd Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Corridor: Mill Plain Boulevard	Limits: Fourth Plain Boulevard to I-5											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Fourth Plain Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Kauffman Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Main Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I-5 southbound on-/off-ramps	0%	0%	0%	----	0%	0%	----	----	----	0%	0%	----
I-5 northbound on-/off-ramps	----	----	----	0%	0%	----	0%	0%	0%	----	0%	0%

Corridor: Mill Plain Boulevard	Limits: I-5 to Andresen Road											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
I-5 northbound on-/off-ramps	----	----	----	0%	0%	----	0%	0%	0%	----	0%	0%
Fort Vancouver Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Grand Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MacArthur Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Andresen Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Exhibit 1A. Trip Distribution for Corridor Intersections. (continued)

Corridor: Mill Plain Boulevard	Limits: Andresen Road to I-205											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Andresen Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Leiser Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 97th/98th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I-205 southbound on-/off-ramps	0%	----	0%	0%	0%	----	----	----	----	0%	0%	----
I-205 northbound on-/off-ramps	0%	----	----	0%	0%	----	0%	----	----	----	0%	0%

Corridor: Mill Plain Boulevard	Limits: I-205 to NE 136th Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
I-205 northbound on-/off-ramps	0%	----	----	0%	0%	----	0%	----	----	----	0%	0%
Chkalov Drive	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE/SE 117th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE/SE 120th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
SE 123rd/NE 124th Avenue	0%	0%	2%	2%	0%	1%	1%	0%	0%	0%	0%	0%
SE 126th Avenue	0%	----	0%	0%	3%	----	----	----	----	----	3%	0%
Park Plaza Dr/SE 131st Av	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	3%	0%
NE/SE 136th Avenue	0%	0%	0%	0%	3%	2%	2%	0%	0%	0%	3%	0%

Corridor: Mill Plain Boulevard	Limits: NE 136th Avenue to NE 164th Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE/SE 136th Avenue	0%	0%	0%	0%	3%	2%	2%	0%	0%	0%	3%	0%
SE 139th Avenue	----	----	----	----	5%	0%	0%	----	0%	0%	5%	----
Olympia Drive	----	----	----	----	5%	0%	0%	----	0%	0%	5%	----
Hearthwood Blvd/Park Crest Av	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	5%	0%
SE 148th Avenue	0%	----	0%	0%	5%	----	----	----	----	----	5%	0%
SE 155th Avenue	0%	----	0%	0%	7%	----	----	----	----	----	7%	0%
SE 157th Avenue	0%	----	0%	0%	7%	----	----	----	----	----	7%	0%
SE 160th Avenue	----	----	----	----	7%	0%	0%	----	0%	0%	7%	----
SE 164th Avenue	0%	0%	0%	0%	7%	3%	3%	0%	0%	0%	7%	0%

Corridor: Mill Plain Boulevard	Limits: NE 164th Avenue to NE 192nd Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
SE 164th Avenue	0%	0%	0%	0%	7%	3%	3%	0%	0%	0%	7%	0%
SE 168th Avenue	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	10%	0%
SE 172nd Av/Tech Center Dr	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	10%	0%
SE 177th Avenue	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	10%	0%
SE 192nd Avenue	10%	35%	0%	0%	0%	0%	0%	35%	0%	0%	0%	10%

Exhibit 1A. Trip Distribution for Corridor Intersections. (continued)

Corridor: NE 18th Street	Limits: NE 112th Avenue to NE 138th Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 112th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 125th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 138th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Corridor: NE 18th Street	Limits: NE 138th Avenue to NE 162nd Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 138th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 148th Avenue	----	----	----	----	0%	0%	0%	----	0%	0%	0%	----
NE 155th Avenue	0%	0%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%
NE 162nd Avenue	0%	0%	3%	3%	2%	0%	0%	0%	0%	0%	2%	0%

Corridor: Burton Road/NE 28th Street	Limits: NE 18th Street to NE 112th Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 18th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 86th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 98th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 112th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Corridor: Burton Road/NE 28th Street	Limits: NE 112th Avenue and NE 138th Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 112th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 119th Avenue/Four Seasons	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 124th Avenue (South)	----	----	----	----	0%	0%	0%	----	0%	0%	0%	----
NE 124th Avenue (North)	0%	----	0%	0%	0%	----	----	----	----	----	0%	0%
NE 129th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 138th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Corridor: NE 28th Street	Limits: NE 138th Avenue to NE 162nd Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 136th/138th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 148th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 152nd Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 162nd Avenue	0%	2%	0%	0%	0%	0%	0%	2%	1%	1%	0%	0%

Exhibit 1A. Trip Distribution for Corridor Intersections. (continued)

Corridor: Ft. Vancouver Way/St. Johns Boulevard	Limits: Mill Plain Boulevard to NE 63rd Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Mill Plain Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
McLoughlin Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Fourth Plain Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
St. Johns Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E 33rd Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
SR 500	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 44th Street	----	----	----	0%	0%	----	0%	0%	0%	----	0%	0%
Minnehaha/NE 63rd Street	----	----	----	0%	0%	----	0%	0%	0%	----	0%	0%

Corridor: NE 112th Avenue (also Chkalov Drive)	Limits: Mill Plain Boulevard to Burton Road/NE 28th Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Mill Plain Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 9th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 18th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Burton Road/NE 28th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Corridor: NE 112th Avenue	Limits: Burton Road/NE 28th Street to NE 51st Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Burton Road/NE 28th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 49th Street	----	0%	0%	0%	----	0%	0%	0%	----	----	----	----
NE 51st Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Corridor: NE 136th/138th Avenue	Limits: Mill Plain Boulevard to NE 28th Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Mill Plain Boulevard	0%	0%	0%	0%	3%	2%	2%	0%	0%	0%	3%	0%
NE 4th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 18th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 28th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Corridor: NE 137th/138th Avenue	Limits: NE 28th Street to Fourth Plain Boulevard											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 28th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 39th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 49th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Fourth Plain Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Exhibit 1A. Trip Distribution for Corridor Intersections. (continued)

Corridor: SE 164th Avenue	Limits: SR-14 to SE 1st Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
SR-14 eastbound ramps	----	0%	0%	----	----	----	0%	0%	----	0%	0%	0%
SR-14 westbound ramps	0%	0%	----	0%	0%	0%	----	0%	0%	----	----	----
Cascade Park Dr/SE 34th St	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Village Loop/SE 29th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
McGillivray Boulevard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Village Loop/SE 20th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
SE 15th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
SE 12th Court/Tech Center Drive	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Mill Plain Boulevard	0%	0%	0%	0%	7%	3%	3%	0%	0%	0%	7%	0%
SE 1st Street	0%	0%	2%	2%	3%	0%	0%	0%	0%	0%	3%	0%

Corridor: NE 162nd/SE 164th Avenue	Limits: SE 1st Street to Fourth Plain Road											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
SE 1st Street	0%	0%	2%	2%	3%	0%	0%	0%	0%	0%	3%	0%
NE 11th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NE 18th Street	0%	0%	3%	3%	2%	0%	0%	0%	0%	0%	2%	0%
NE 28th Street	0%	2%	0%	0%	0%	0%	0%	2%	1%	1%	0%	0%
NE 34th Street	0%	2%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
NE 39th Street	0%	1%	0%	0%	0%	0%	0%	1%	1%	1%	0%	0%
Poplar Street/NE 45th Street	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%
NE 65th Street	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Fourth Plain Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Corridor: NE/SE 192nd Avenue	Limits: SR-14 to NE 18th Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
SR-14 eastbound ramps	----	0%	0%	----	----	----	0%	0%	----	0%	0%	10%
SR-14 westbound ramps	10%	0%	----	0%	0%	0%	----	0%	0%	----	----	----
Brady Road	----	10%	0%	0%	----	0%	0%	10%	----	----	----	----
SE 34th Street/Pacific Rim Blvd	5%	10%	5%	5%	0%	0%	0%	10%	0%	0%	0%	5%
SE 31st Street	----	20%	0%	0%	----	0%	0%	20%	----	----	----	----
SE 20th Street	8%	20%	0%	0%	0%	0%	0%	20%	0%	0%	0%	8%
SE 15th Street	7%	28%	0%	0%	0%	0%	0%	28%	0%	0%	0%	7%
SE 12th Way	0%	35%	----	----	----	----	----	35%	0%	0%	----	0%
Westridge Boulevard	----	35%	0%	0%	----	0%	0%	35%	----	----	----	----
Mill Plain Boulevard	10%	35%	0%	0%	0%	0%	0%	35%	0%	0%	0%	10%
SE 1st Street	0%	0%	0%	0%	5%	45%	45%	0%	0%	0%	5%	0%
NE 6th Street	----	0%	0%	0%	----	0%	0%	0%	----	----	----	----
NE 9th Street	0%	0%	----	----	----	----	----	0%	0%	0%	----	0%
NE 11th Street	----	0%	0%	0%	----	0%	0%	0%	----	----	----	----
NE 13th Street	----	0%	5%	5%	----	0%	0%	0%	----	----	----	----
NE 18th Street	----	----	----	----	0%	0%	0%	----	5%	5%	0%	----

Exhibit 1B. Trip Assignment for Corridor Intersections.

Corridor: Andresen Road	Limits: Mill Plain Boulevard to SR-500											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Mill Plain Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
E. 18th Street/N.E. 18th Street	0	0	0	0	0	0	0	0	0	0	0	0
NE 25th Street	----	0	0	0	----	0	0	0	----	----	----	----
Fourth Plain Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
SR-500	0	0	0	0	0	0	0	0	0	0	0	0

Corridor: Andresen Road	Limits: SR-500 to NE 78th Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
SR-500	0	0	0	0	0	0	0	0	0	0	0	0
NE 40th Street	0	0	0	0	0	0	0	0	0	0	0	0
Vancouver Mall Drive	----	0	0	0	----	0	0	0	----	----	----	----
NE 58th Street	0	0	0	0	0	0	0	0	0	0	0	0
Minnehaha/NE 63rd Street	0	0	0	0	0	0	0	0	0	0	0	0
NE 78th Street	0	0	0	0	0	0	0	0	0	0	0	0

Corridor: Fourth Plain Boulevard	Limits: Mill Plain Boulevard to I-5											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Mill Plain Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
Fruit Valley Road/Kotobuki Way	0	0	0	0	0	0	0	0	0	0	0	0
Kauffman Avenue	0	0	0	0	0	0	0	0	0	0	0	0
Main Street	0	0	0	0	0	0	0	0	0	0	0	0
I-5 southbound off-/on-ramps	0	----	0	0	0	----	----	----	----	----	0	0
I-5 northbound off-/on-ramps	----	----	----	0	0	----	0	0	0	----	0	0

Corridor: Fourth Plain Boulevard	Limits: I-5 to Andresen Road											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
I-5 northbound off-/on-ramps	----	----	----	0	0	----	0	0	0	----	0	0
St. Johns Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
Fort Vancouver Way	0	0	0	0	0	0	0	0	0	0	0	0
Grand Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
Falk Road	0	----	0	0	0	----	----	----	----	----	0	0
Stapleton Road	0	0	0	0	0	0	0	0	0	0	0	0
Andresen Road	0	0	0	0	0	0	0	0	0	0	0	0

Exhibit 1B. Trip Assignment for Corridor Intersections. (continued)

Corridor: Fourth Plain Boulevard				Limits: Andresen Road to I-205								
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Andresen Road	0	0	0	0	0	0	0	0	0	0	0	0
NE 86th Avenue	----	----	----	----	0	0	0	----	0	0	0	----
Thurston Way	0	0	0	0	0	0	0	0	0	0	0	0
I-205 SB on-ramp/Oak View Drive	----	----	----	0	0	0	0	0	0	0	0	0
I-205 SB off-ramp/Van Mall Drive	0	0	0	0	0	----	0	0	0	----	0	0
I-205 NB on-ramp/NE 54th Street	0	0	0	0	0	0	----	----	----	0	0	0

Corridor: Fourth Plain Boulevard (SR-500)				Limits: I-205 to NE 162nd Avenue								
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
I-205 NB on-ramp/NE 54th Street	0	0	0	0	0	0	----	----	----	0	0	0
NE 109th Avenue/Gher Road	0	0	0	0	0	0	0	0	0	0	0	0
NE 112th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 117th Avenue (SR 503/500)	0	0	0	0	0	0	0	0	0	0	0	0
NE 121st Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 137th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
Ward Road	0	----	0	0	0	----	----	----	----	----	0	0
NE 162nd Avenue	0	0	0	0	0	0	0	0	0	0	0	0

Corridor: Mill Plain Boulevard				Limits: Fourth Plain Boulevard to I-5								
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Fourth Plain Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
Kauffman Avenue	0	0	0	0	0	0	0	0	0	0	0	0
Main Street	0	0	0	0	0	0	0	0	0	0	0	0
I-5 southbound on-/off-ramps	0	0	0	----	0	0	----	----	----	0	0	----
I-5 northbound on-/off-ramps	----	----	----	0	0	----	0	0	0	----	0	0

Corridor: Mill Plain Boulevard				Limits: I-5 to Andresen Road								
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
I-5 northbound on-/off-ramps	----	----	----	0	0	----	0	0	0	----	0	0
Fort Vancouver Way	0	0	0	0	0	0	0	0	0	0	0	0
Grand Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
MacArthur Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
Andresen Road	0	0	0	0	0	0	0	0	0	0	0	0

Exhibit 1B. Trip Assignment for Corridor Intersections. (continued)

Corridor: Mill Plain Boulevard	Limits: Andresen Road to I-205											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Andresen Road	0	0	0	0	0	0	0	0	0	0	0	0
Leiser Road	0	0	0	0	0	0	0	0	0	0	0	0
NE 97th/98th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
I-205 southbound on-/off-ramps	0	----	0	0	0	----	----	----	----	0	0	----
I-205 northbound on-/off-ramps	0	----	----	0	0	----	0	----	----	----	0	0

Corridor: Mill Plain Boulevard	Limits: I-205 to NE 136th Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
I-205 northbound on-/off-ramps	0	----	----	0	0	----	0	----	----	----	0	0
Chkalov Drive	0	0	0	0	0	0	0	0	0	0	0	0
NE/SE 117th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE/SE 120th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
SE 123rd/NE 124th Avenue	0	0	2	1	0	1	1	0	0	0	0	0
SE 126th Avenue	0	----	0	0	2	----	----	----	----	----	3	0
Park Plaza Dr/SE 131st Av	0	0	0	0	3	0	0	0	0	0	5	0
NE/SE 136th Avenue	0	0	0	0	2	1	2	0	0	0	3	0

Corridor: Mill Plain Boulevard	Limits: NE 136th Avenue to NE 164th Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE/SE 136th Avenue	0	0	0	0	2	1	2	0	0	0	3	0
SE 139th Avenue	----	----	----	----	3	0	0	----	0	0	5	----
Olympia Drive	----	----	----	----	3	0	0	----	0	0	5	----
Hearthwood Blvd/Park Crest Av	0	0	0	0	3	0	0	0	0	0	5	0
SE 148th Avenue	0	----	0	0	3	----	----	----	----	----	5	0
SE 155th Avenue	0	----	0	0	4	----	----	----	----	----	7	0
SE 157th Avenue	0	----	0	0	4	----	----	----	----	----	7	0
SE 160th Avenue	----	----	----	----	4	0	0	----	0	0	7	----
SE 164th Avenue	0	0	0	0	4	2	3	0	0	0	7	0

Corridor: Mill Plain Boulevard	Limits: NE 164th Avenue to NE 192nd Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
SE 164th Avenue	0	0	0	0	4	2	3	0	0	0	7	0
SE 168th Avenue	0	0	0	0	6	0	0	0	0	0	10	0
SE 172nd Av/Tech Center Dr	0	0	0	0	6	0	0	0	0	0	10	0
SE 177th Avenue	0	0	0	0	6	0	0	0	0	0	10	0
SE 192nd Avenue	6	20	0	0	0	0	0	37	0	0	0	10

Exhibit 1B. Trip Assignment for Corridor Intersections. (continued)

Corridor: NE 18th Street	Limits: NE 112th Avenue to NE 138th Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 112th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 125th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 138th Avenue	0	0	0	0	0	0	0	0	0	0	0	0

Corridor: NE 18th Street	Limits: NE 138th Avenue to NE 162nd Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 138th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 148th Avenue	----	----	----	----	0	0	0	----	0	0	0	----
NE 155th Avenue	0	0	2	1	0	0	0	0	0	0	0	0
NE 162nd Avenue	0	0	3	2	1	0	0	0	0	0	2	0

Corridor: Burton Road/NE 28th Street	Limits: NE 18th Street to NE 112th Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 18th Street	0	0	0	0	0	0	0	0	0	0	0	0
NE 86th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 98th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 112th Avenue	0	0	0	0	0	0	0	0	0	0	0	0

Corridor: Burton Road/NE 28th Street	Limits: NE 112th Avenue and NE 138th Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 112th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 119th Avenue/Four Seasons	0	0	0	0	0	0	0	0	0	0	0	0
NE 124th Avenue (South)	----	----	----	----	0	0	0	----	0	0	0	----
NE 124th Avenue (North)	0	----	0	0	0	----	----	----	----	----	0	0
NE 129th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 138th Avenue	0	0	0	0	0	0	0	0	0	0	0	0

Corridor: NE 28th Street	Limits: NE 138th Avenue to NE 162nd Avenue											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 136th/138th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 148th Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 152nd Avenue	0	0	0	0	0	0	0	0	0	0	0	0
NE 162nd Avenue	0	2	0	0	0	0	0	2	0	1	0	0

Exhibit 1B. Trip Assignment for Corridor Intersections. (continued)

Corridor: Ft. Vancouver Way/St. Johns Boulevard	Limits: Mill Plain Boulevard to NE 63rd Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Mill Plain Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
McLoughlin Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
Fourth Plain Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
St. Johns Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
E 33rd Street	0	0	0	0	0	0	0	0	0	0	0	0
SR 500	0	0	0	0	0	0	0	0	0	0	0	0
NE 44th Street	----	----	----	0	0	----	0	0	0	----	0	0
Minnehaha/NE 63rd Street	----	----	----	0	0	----	0	0	0	----	0	0

Corridor: NE 112th Avenue (also Chkalov Drive)	Limits: Mill Plain Boulevard to Burton Road/NE 28th Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Mill Plain Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
NE 9th Street	0	0	0	0	0	0	0	0	0	0	0	0
NE 18th Street	0	0	0	0	0	0	0	0	0	0	0	0
Burton Road/NE 28th Street	0	0	0	0	0	0	0	0	0	0	0	0

Corridor: NE 112th Avenue	Limits: Burton Road/NE 28th Street to NE 51st Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Burton Road/NE 28th Street	0	0	0	0	0	0	0	0	0	0	0	0
NE 49th Street	----	0	0	0	----	0	0	0	----	----	----	----
NE 51st Street	0	0	0	0	0	0	0	0	0	0	0	0

Corridor: NE 136th/138th Avenue	Limits: Mill Plain Boulevard to NE 28th Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Mill Plain Boulevard	0	0	0	0	2	1	2	0	0	0	3	0
NE 4th Street	0	0	0	0	0	0	0	0	0	0	0	0
NE 18th Street	0	0	0	0	0	0	0	0	0	0	0	0
NE 28th Street	0	0	0	0	0	0	0	0	0	0	0	0

Corridor: NE 137th/138th Avenue	Limits: NE 28th Street to Fourth Plain Boulevard											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
NE 28th Street	0	0	0	0	0	0	0	0	0	0	0	0
NE 39th Street	0	0	0	0	0	0	0	0	0	0	0	0
NE 49th Street	0	0	0	0	0	0	0	0	0	0	0	0
Fourth Plain Road	0	0	0	0	0	0	0	0	0	0	0	0

Exhibit 1B. Trip Assignment for Corridor Intersections. (continued)

Corridor: SE 164th Avenue	Limits: SR-14 to SE 1st Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
SR-14 eastbound ramps	----	0	0	----	----	----	0	0	----	0	0	0
SR-14 westbound ramps	0	0	----	0	0	0	----	0	0	----	----	----
Cascade Park Dr/SE 34th St	0	0	0	0	0	0	0	0	0	0	0	0
Village Loop/SE 29th Street	0	0	0	0	0	0	0	0	0	0	0	0
McGillivray Boulevard	0	0	0	0	0	0	0	0	0	0	0	0
Village Loop/SE 20th Street	0	0	0	0	0	0	0	0	0	0	0	0
SE 15th Street	0	0	0	0	0	0	0	0	0	0	0	0
SE 12th Court/Tech Center Drive	0	0	0	0	0	0	0	0	0	0	0	0
Mill Plain Boulevard	0	0	0	0	4	2	3	0	0	0	7	0
SE 1st Street	0	0	2	1	2	0	0	0	0	0	3	0

Corridor: NE 162nd/SE 164th Avenue	Limits: SE 1st Street to Fourth Plain Road											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
SE 1st Street	0	0	2	1	2	0	0	0	0	0	3	0
NE 11th Street	0	0	0	0	0	0	0	0	0	0	0	0
NE 18th Street	0	0	3	2	1	0	0	0	0	0	2	0
NE 28th Street	0	2	0	0	0	0	0	2	0	1	0	0
NE 34th Street	0	2	0	0	0	0	0	2	0	0	0	0
NE 39th Street	0	1	0	0	0	0	0	1	1	1	0	0
Poplar Street/NE 45th Street	0	0	0	0	0	0	0	0	1	1	0	0
NE 65th Street	0	0	0	0	0	0	0	0	0	0	0	0
Fourth Plain Road	0	0	0	0	0	0	0	0	0	0	0	0

Corridor: NE/SE 192nd Avenue	Limits: SR-14 to NE 18th Street											
Intersecting Roadway	Traffic Movement											
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
SR-14 eastbound ramps	----	0	0	----	----	----	0	0	----	0	0	11
SR-14 westbound ramps	6	0	----	0	0	0	----	11	0	----	----	----
Brady Road	----	6	0	0	----	0	0	11	----	----	----	----
SE 34th Street/Pacific Rim Blvd	3	6	2	5	0	0	0	11	0	0	0	5
SE 31st Street	----	11	0	0	----	0	0	21	----	----	----	----
SE 20th Street	5	11	0	0	0	0	0	21	0	0	0	9
SE 15th Street	4	16	0	0	0	0	0	30	0	0	0	7
SE 12th Way	0	20	----	----	----	----	----	37	0	0	----	0
Westridge Boulevard	----	20	0	0	----	0	0	37	----	----	----	----
Mill Plain Boulevard	6	20	0	0	0	0	0	37	0	0	0	10
SE 1st Street	0	0	0	0	3	26	47	0	0	0	5	0
NE 6th Street	----	0	0	0	----	0	0	0	----	----	----	----
NE 9th Street	0	0	----	----	----	----	----	0	0	0	----	0
NE 11th Street	----	0	0	0	----	0	0	0	----	----	----	----
NE 13th Street	----	0	5	3	----	0	0	0	----	----	----	----
NE 18th Street	----	----	----	----	0	0	0	----	3	5	0	----