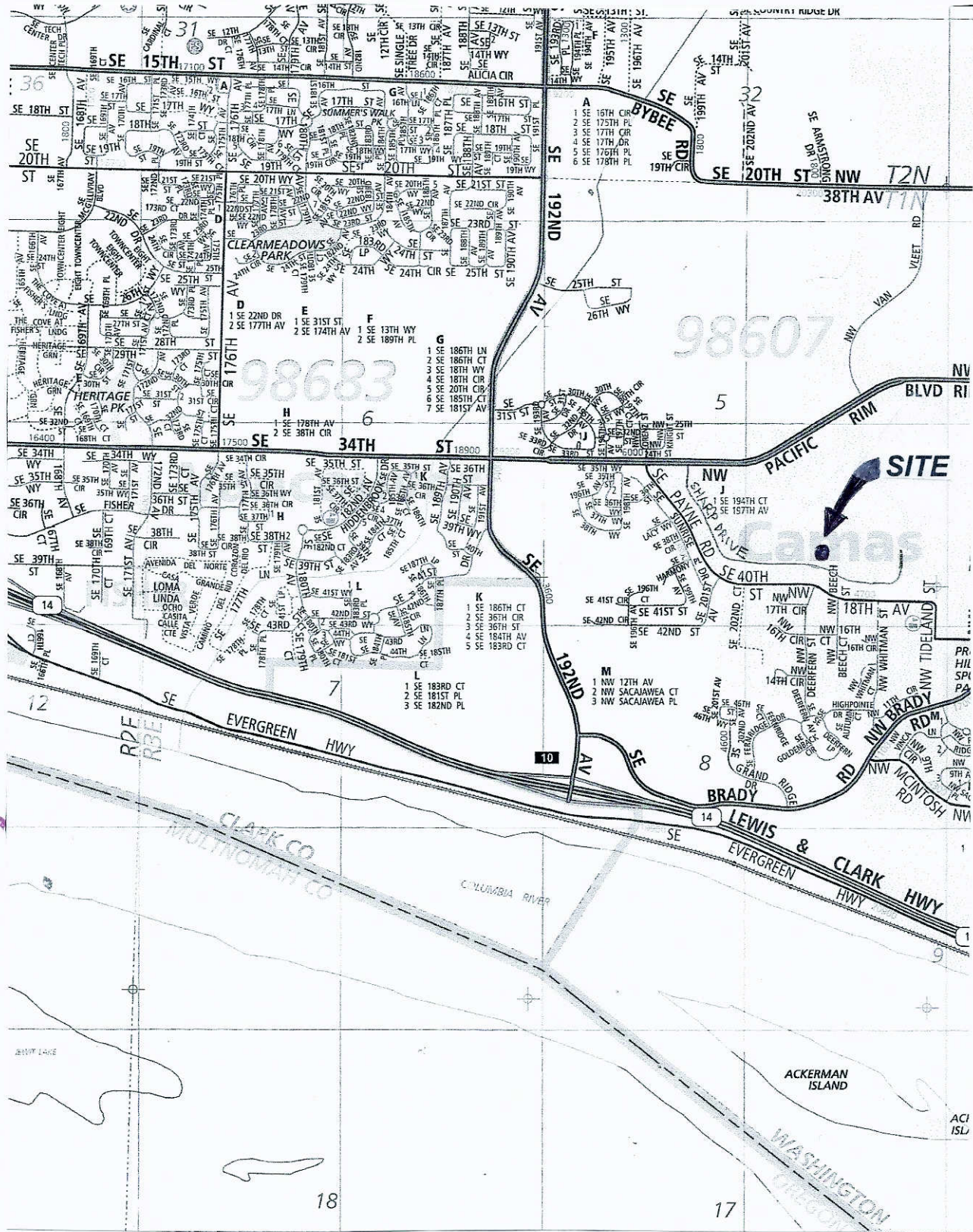
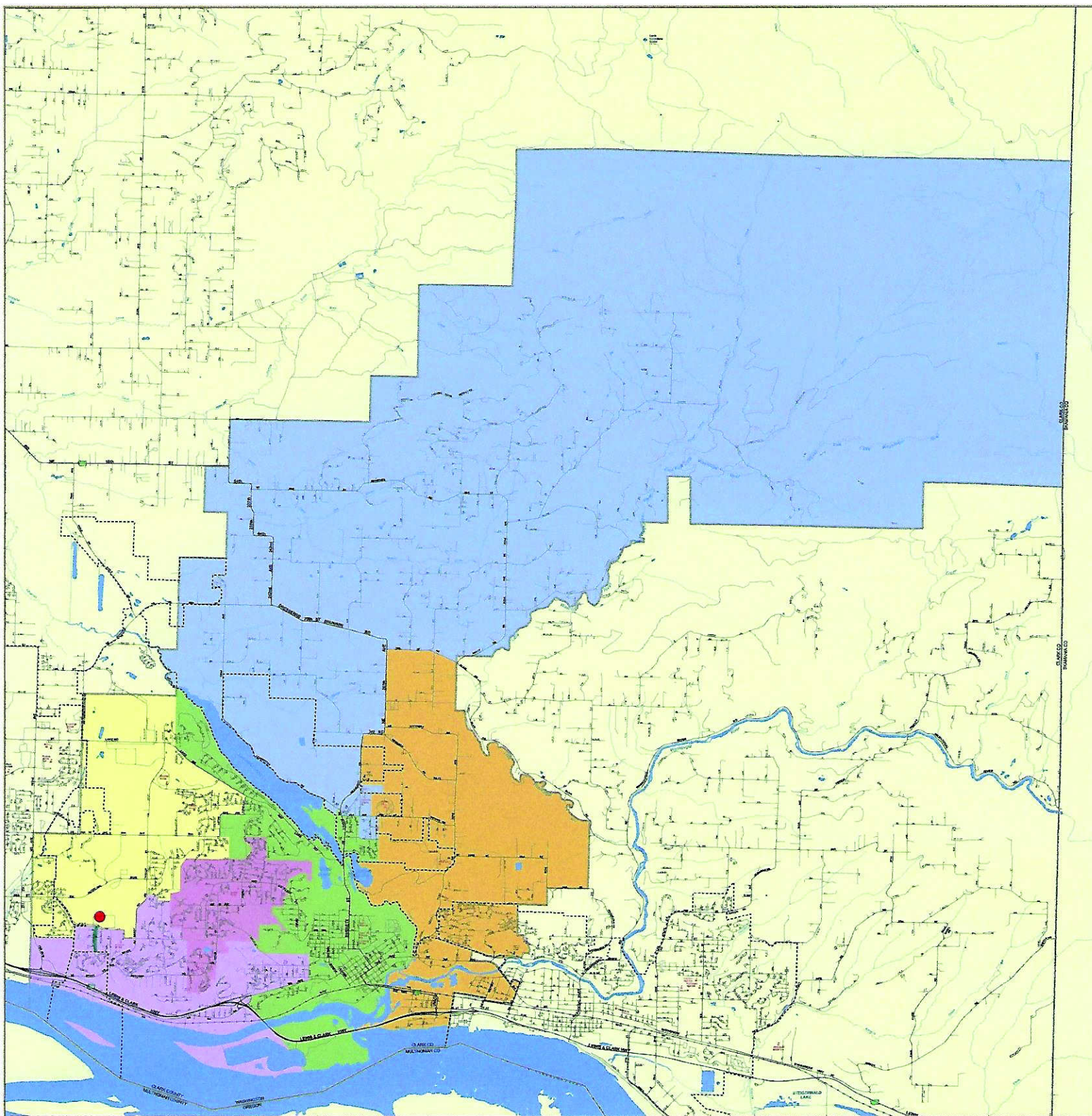
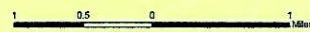






- Elementary Schools • Public School
• Private School
- Dorothy Fox
 - Grass Valley
 - Helen Baller
 - Lacamas Heights
 - Prune Hill
 - Woodburn

CAMAS PUBLIC SCHOOLS
SCHOOL DISTRICT NO. 117
Elementary School Attendance Areas



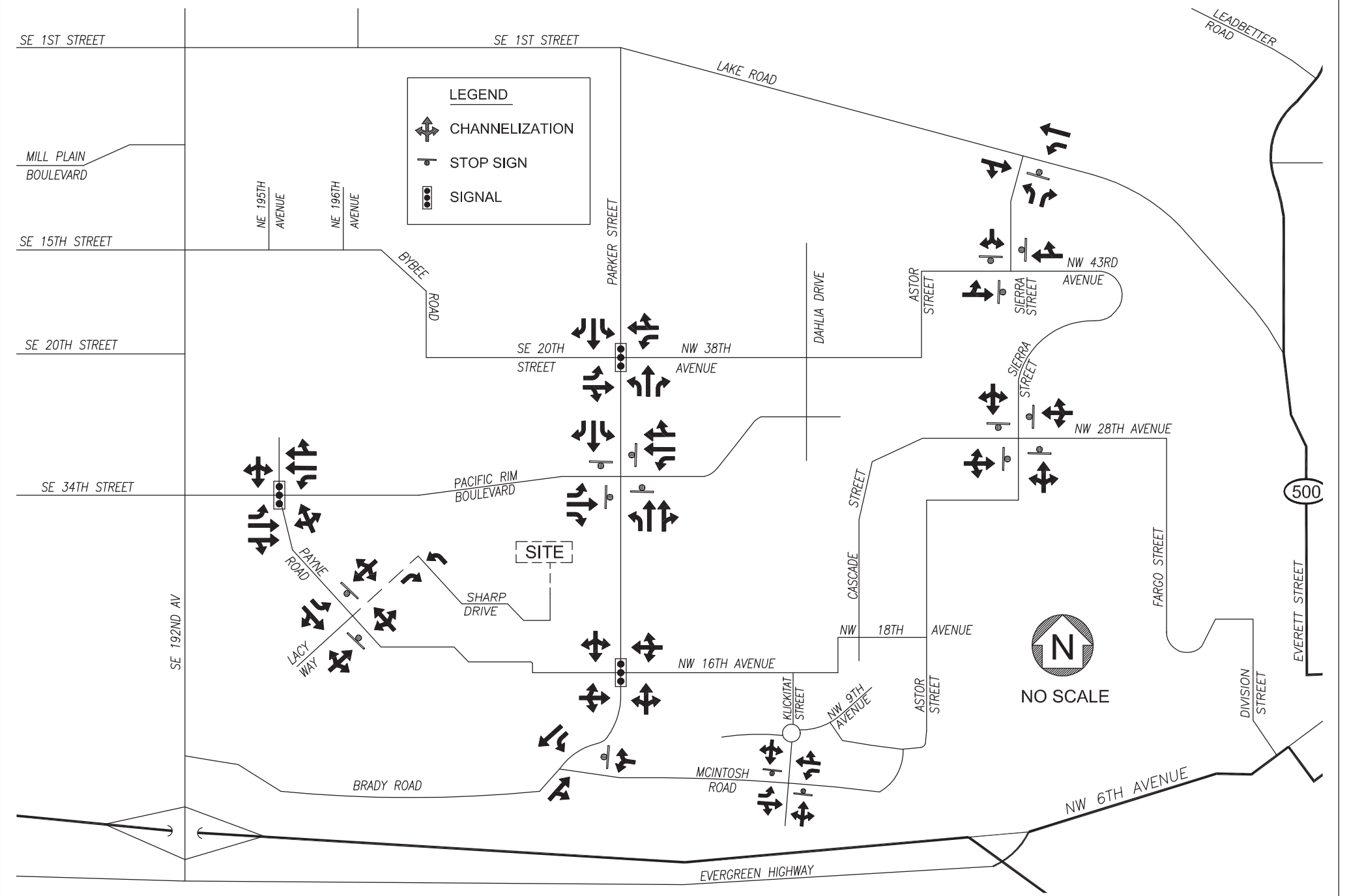


Table 2 Capacity Analysis Summary

Intersection	Type of Control	Peak Hour	Traffic Scenario											
			2016 Existing				2019 Background				2019 Total			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
Lake Rd/Sierra St	Two-way Stop	AM	NB	C	15.7	-	NB	C	16.3	-	NB	D	34.5	-
		Mid-Afternoon	NB	C	19.8	-	NB	C	20.9	-	NB	D	26.1	-
		PM	NB	C	18.9	-	NB	C	20.5	-	NB	C	23.0	-
NW 43rd Ave/Sierra St	All-way Stop	AM	EB	A	8.8		EB	A	9.1	0.21	EB	B	10.8	0.32
		Mid-Afternoon	EB	A	9.0	0.20	EB	A	9.1	0.21	EB	B	10.4	0.28
		PM	EB	A	9.3	0.21	EB	A	9.5	0.23	EB	B	10.1	0.26
SE 20th Ave/43rd Ave/Parker St	Signal	AM	-	B	16.2	0.31	-	B	16.3	0.32	-	C	21.9	0.43
		Mid-Afternoon	-	B	14.0	0.24	-	B	14.1	0.25	-	B	14.6	0.31
		PM	-	B	16.1	0.30	-	B	16.6	0.31	-	C	23.7	0.34
Payne Rd/34th St	Two-way Stop	AM	NB	C	18.3	-	NB	C	18.9	-	NB	F	142.5	-
		Mid-Afternoon	NB	C	17.1	-	NB	C	17.8	-	NB	D	27.3	-
		PM	NB	F	65.1	-	NB	F	87.5	-	NB	F	207.0	-
	Mitigated ¹	AM	-	-	-	-	-	-	-	-	-	B	10.4	0.22
		Mid-Afternoon	-	-	-	-	-	-	-	-	-	-	-	-
		PM	-	-	-	-	-	A	7.2	0.31	-	A	8.2	0.34
Pacific Rim Blvd/Parker St	All-way Stop	AM	SB	B	12.8	0.17	SB	B	13.4	0.19	SB	D	29.9	0.33
		Mid-Afternoon	EB	B	10.9	0.13	EB	B	11.0	0.14	EB	C	15.5	0.19
		PM	SB	B	13.2	0.17	SB	B	14.1	0.18	SB	C	15.5	0.22
Sierra St/28th Ave	All-way Stop	AM	WB	B	12.3	0.33	WB	B	13.4	0.37	WB	B	15.0	0.41
		Mid-Afternoon	WB	A	10.0	0.24	WB	B	10.5	0.26	WB	B	11.0	0.28
		PM	EB	A	9.0	0.16	EB	A	9.3	0.18	EB	A	9.3	0.19
Payne Rd/Lacy Way	Two-way Stop	AM	EB	B	10.0	-	EB	B	10.2	-	EB	C	32.9	-
		Mid-Afternoon	EB	B	10.4	-	EB	B	10.5	-	EB	C	17.1	-
		PM	EB	B	11.0	-	EB	B	11.1	-	EB	B	14.3	-
16th Ave/Brady Rd	All-way Stop	AM	SB	B	14.9	0.49	WB	D	27.4	0.57	WB	F	83.5	0.83
		Mid-Afternoon	NB	B	13.9	0.40	NB	C	15.3	0.44	NB	C	19.8	0.54
		PM	NB	B	15.0	0.43	NB	C	18.6	0.50	NB	C	21.4	0.55
	Mitigated ¹	AM	-	-	-	-	-	-	-	-	-	B	17.6	0.50
		Mid-Afternoon	-	-	-	-	-	-	-	-	-	-	-	-
		PM	-	-	-	-	-	-	-	-	-	-	-	-
Mcintosh Rd/Brady Rd	Two-way Stop	AM	WB	C	15.1	-	WB	C	16.0	-	WB	C	16.7	-
		Mid-Afternoon	WB	B	14.9	-	WB	C	15.5	-	WB	C	16.4	-
		PM	WB	C	16.6	-	WB	C	17.7	-	WB	C	18.1	-
Klickitat St/Mcintosh Rd	Two-way Stop	AM	NB	B	10.4	-	NB	B	10.4	-	NB	B	10.9	-
		Mid-Afternoon	NB	B	10.0	-	NB	B	10.1	-	NB	B	10.3	-
		PM	NB	B	10.3	-	NB	B	10.3	-	NB	B	10.4	-

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9. NB - Northbound, SB - Southbound, EB - Eastbound, WB - Westbound, Crit. Mov't - Critical movement or critical approach.

¹ Mitigation: Install a traffic signal.

