Brookings Transportation System Plan
Final Technical Memorandum #3
Existing Transportation System Operations

Prepared for

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CERTIFICATION

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APPENDICES

A Traffic Count Data
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ACRONYMS

AADT	Annual Average Daily Traffic
APM	Analysis Procedures Manual
ATR	Automatic Traffic Recorders
LOS	level-of-service
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
PLOS	Pedestrian Level of Service Analysis
TEV	total entering vehicles
TPAU	Transportation Planning Analysis Unit
TSP	Transportation System Plan
UGB	Urban Growth Boundary
v/c	volume-to-capacity

1. INTRODUCTION

This technical memorandum has been prepared to support development of the Transportation System Plan (TSP) update for the City of Brookings.

The Brookings TSP will guide the future development of transportation facilities within the City. The Plan will be developed over the next year with input from the community and agency staff. Its primary objective is to meet the community's goal of developing and maintaining a pleasant, safe, and convenient transportation network that can be used by everyone traveling in Brookings.

1.1 PURPOSE AND ORGANIZATION OF THIS REPORT

The purpose of this memorandum is to summarize current transportation system operations in the study area identified in the scope, including peak hour and daily vehicle traffic volumes, peak hour non-motorized volumes, peak hour intersection operations, a qualitative multimodal assessment, and crash analysis.

This report is organized into four chapters, the first of which is this Introduction. Chapter 2 provides an inventory of the traffic and non-motorized volumes and summarizes the intersection operations analysis. Chapter 3 summarizes the qualitative multimodal assessment. Chapter 4 summarizes the crash analysis.

2. VOLUMES AND INTERSECTION OPERATIONS

2.1 STUDY AREA

Brookings is located on the southern coast of Oregon approximately five miles north of the Oregon-California border, on the north side of the Chetco River. The study area includes the City of Brookings and the Harbor unincorporated urban area of Curry County that is within the Urban Growth Boundary (UGB). US 101 is the major corridor for the movement of people, goods, and services to and from Brookings, and also serves as the City's "Main Street".

Figure 2-1 graphically shows the 17 study intersections as well as the 24 tube count locations within the study area. Traffic counts were conducted at the 14 study intersections in April, May, and September of 2013 (see **Appendix A**). Three locations had 16-hour (6 a.m. - 10 p.m.) counts collected, and the remaining eleven study intersections were counted for 6-hours (12-6 p.m.). All counts used 15-minute intervals in the 12-6 p.m. period, and included vehicular turning movements, pedestrian movements, and bicycle movements. For the three study intersections south of the Chetco River on US 101, the traffic counts and operational analysis for the intersections of US 101/Chetco Avenue at Zimmerman Lane, US 101/Chetco Avenue at Hoffeldt Lane, and US 101/Chetco Avenue at Benham Lane were provided by the US 101 Corridor Plan being completed by ODOT.

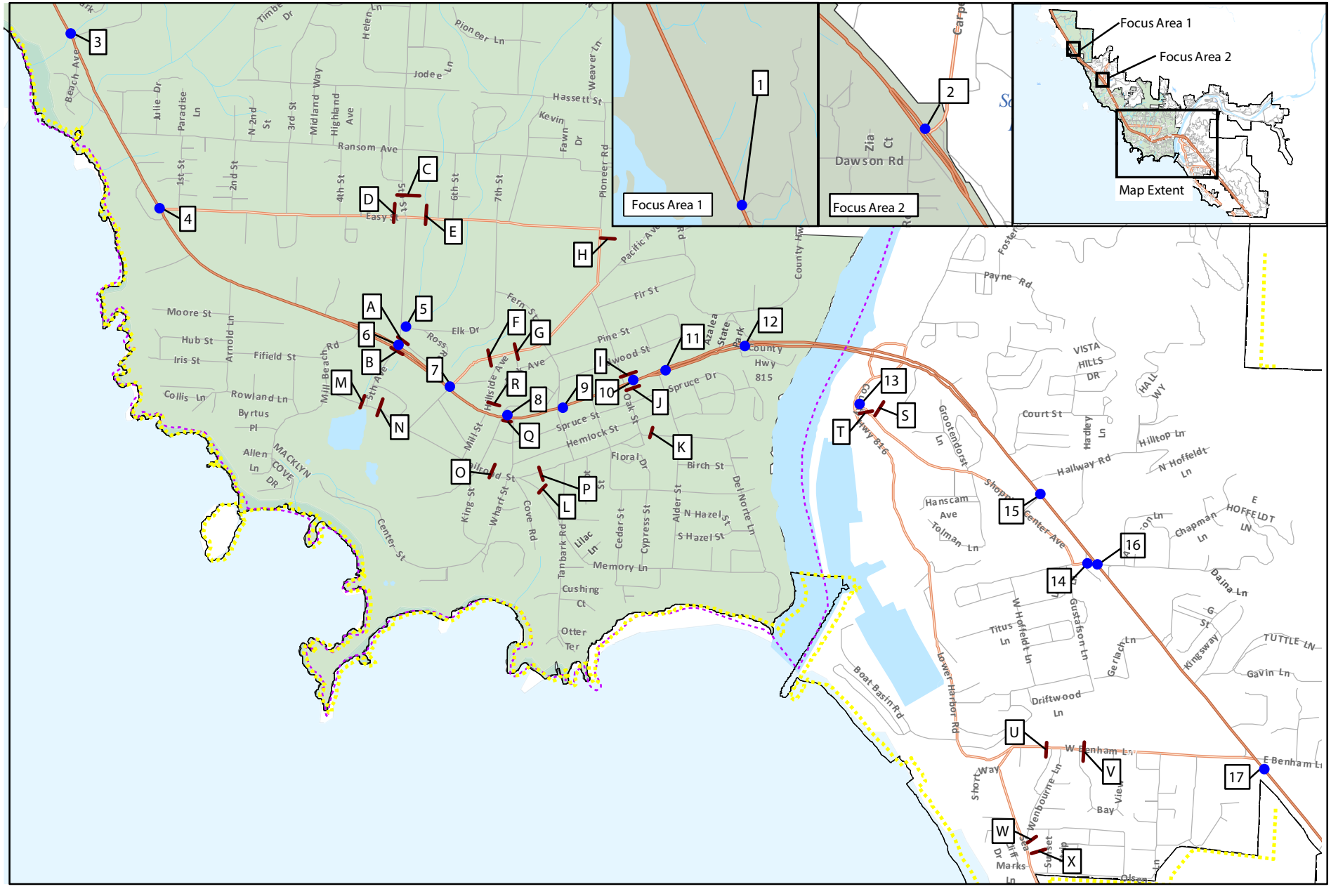


Figure 2-1. Study Intersections and Count Locations

Table 2-1 lists the 17 study intersections that will be evaluated and their jurisdictional ownership. **Table 2-2** lists the 24 tube count locations.

Table 2-1. Study Area Data Collection – Turning Movement Counts and Vehicle Classification Counts

ID #	Intersection Turning Movement Counts	Jurisdiction
1	US 101 / Lone Ranch Parkway	ODOT
2	US 101 / Carpenterville Road (vehicle classification)	ODOT
3	US 101 / Parkview Drive (vehicle classification)	ODOT
4	US 101 / Easy Street / Crissey Circle (south)	ODOT
5	5th Street / Elk Drive	Brookings
6	US 101 / 5th Street	ODOT
7	US 101 / Pacific Avenue	ODOT
8	US 101 / Center Street	ODOT
9	US 101 / Fern Avenue	ODOT
10	US 101 / Oak Street	ODOT
11	US 101 / Alder Street	ODOT
12	US 101 / N Bank Chetco River Road (vehicle classification)	ODOT
13	Lower Harbor Road / Shopping Center Avenue	Curry
14	Hoffeldt Lane / Shopping Center Avenue	Curry
15	US 101 / Zimmerman Lane	ODOT
16	US 101 / Hoffeldt Lane	ODOT
17	US 101 / Benham Lane	ODOT

Table 2-2. Study Area Data Collection – Tube Counts

ID #	Roadway Tube Counts	Jurisdiction
A	5th Street north of US 101	City
B	5th Street south of US 101	City
C	5th Street north of Easy Street	City
D	Easy Street west of 5th Street	City
E	Easy Street east of 5th Street	City
F	Pacific Avenue west of Hillside Avenue	City
G	Pacific Avenue east of Hillside Avenue	City
H	Pioneer Road south of Easy Street	City
I	Oak Street north of US 101	City
J	Oak Street south of US 101	City
K	Del Norte Road east of Oak Street	City
L	Memory Lane south of Railroad Street	City
M	Railroad Street west of 5th Street	City
N	Railroad Street east of 5th Street	City
O	Railroad Street east of Center Street	City
P	Railroad Street east of Memory Lane	City
Q	Center Street south of US 101	City
R	Hillside Avenue north of US 101	City
S	Shopping Center Avenue south of Lower Harbor Drive	County
T	Lower Harbor Road south of Shopping Center Avenue	County
U	Benham Lane between Oceanview Drive and Wenbourne Lane	County
V	Benham Lane east of Wenbourne Lane	County
W	Oceanview Drive north of Wenbourne Lane	County
X	Oceanview Drive south of Wenbourne Lane	County

2.2 TRAFFIC VOLUMES

The existing 2013 peak hour turning movement counts were adjusted to the 30th highest hour volume according to the ODOT Transportation Planning Analysis Unit (TPAU) Analysis Procedures Manual (APM). This included determining a system peak hour for the study area and seasonally adjusting the counts. The volumes were also historically adjusted to year 2012, per the scope, to match the base year Brookings travel demand model. The following sections describe the volume development for the study intersections.

2.2.1 System Peak Hour Development

Traffic volumes were reviewed at all study intersections to determine a one-hour system peak hour for the TSP intersection analysis. The system-wide weekday peak hour was determined to occur between 12:00 and 1:00 p.m. In typical situations, the highest volumes occur during the evening commute period, however Brookings is a coastal destination, and has high proportion of retired people resulting in fewer evening commute trips and more midday trips. These factors result in the peak hour of 12:00 to 1:00 p.m. There is a secondary peak during the early afternoon that occurs between 2:15 – 3:15 p.m. with total entering vehicles (TEV) 2.5 percent lower than the 12:00 – 1:00 p.m. peak. **Figure 2-2** summarizes the TEV at all study

intersections between 12 – 6 p.m. The 12:00 to 1:00 p.m. period was chosen as the system peak hour for this study, and will be used to calculate the 30th highest hour volumes.

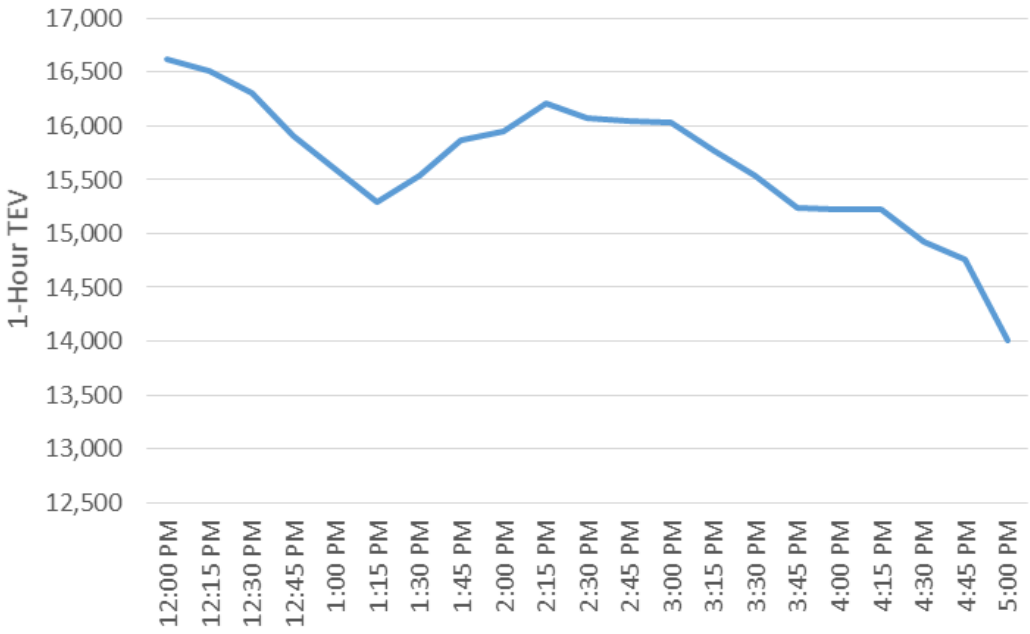


Figure 2-2. Study Intersections TEV

2.2.2 Seasonal Adjustment Factor

The 30th Highest Hour Volumes (30 HV) for Brookings were calculated based on the traffic counts collected in April, May, and September of 2013 and the application of a seasonal adjustment factor. The Analysis Procedures Manual (APM) identifies three methods for selecting seasonal adjustment factors. Based on the evaluation of each method, the Seasonal Trend Method was used to develop 30 HV volumes.

- There are no Automatic Traffic Recorders (ATR) in the study area, and the Annual Average Daily Traffic (AADT) in the study area differs from that of the closest ATR by more than 10 percent.
- It was also determined that there are no ATRs with characteristics similar to Brookings, which is considered a coastal destination. With a population of approximately 6,000 people, it could be considered a small urban area, or a populated rural area. There are no ATRs in coastal destinations that could be considered small urban areas, and the only populated rural area is representative of a two-lane highway. US 101 through Brookings is a five-lane highway.
- The Seasonal Trend Method for coastal destinations resulted in a factor of 1.28 for the late April and early May counts, 1.24 for mid-May counts, and 1.13 for September counts.

2.2.3 Historical Adjustment Factor

The seasonally adjusted counts were representative of year 2013, but the existing year for the Brookings travel demand model is 2012. The year 2012 and 2032 travel demand models were used to determine a straightline growth rate for the 20-year period. It was determined the year

2013 counts would be reduced by a factor of 0.08 (eight percent), to represent year 2012 traffic volumes.

The year 2012, 30th highest hour volumes for the study intersections are summarized in **Figure 2-3**. The pedestrian and bicycle volumes for this same midday peak period are summarized in **Figure 2-4**.

2.3 STATE AND LOCAL MOBILITY STANDARDS

State highway mobility targets were developed for the 1999 Oregon Highway Plan (OHP) as a method to gauge reasonable and consistent targets for traffic flow along state highways. Revised mobility targets were adopted in December 2011 as part of the OHP Policy 1F Amendments. These mobility targets consider the classification (e.g., freeway, district) and location (rural, urban) of each state highway. Mobility targets are based on volume-to-capacity (v/c) ratios. The mobility targets from this version of the OHP will be used in this study for the existing and future no build mobility targets. The future build mobility targets are from the Highway Design Manual and are considered guidelines, as there is a design exception process. ODOT uses volume-to-capacity (v/c) ratio standards to assess intersection operations. The ODOT controlled intersections within the study area are located along US 101. **Table 2-3** summarizes the mobility targets for intersections along US 101.

Table 2-3. State Mobility Targets

US 101 Segment	ODOT Classification	Jurisdiction	Existing or Future No Build Mobility Targets	Future Build Mobility Standard
North of Ransom Street	Statewide Non-Freight Route, UBA Non-MPO >=45 mph	ODOT	0.80	0.70
Between north of Ransom Street and north of Pacific Avenue	Statewide Non-Freight Route, UBA, Non-MPO <=35 mph	ODOT	0.90	0.75
Between north of Pacific Avenue and south of Alder Street	Statewide Non-Freight Route, UBA, STA	ODOT	0.95	0.90
Between south of Alder Street and south of Flora Hill Drive	Statewide Non-Freight Route, UBA Non-MPO <=35 mph	ODOT	0.90	0.75
South of Flora Hill Drive	Statewide Non-Freight Route, UBA Non-MPO >=45 mph	ODOT	0.80	0.70
All	Stopped Non-State Approach	ODOT	0.95	0.95

Source: ODOT OHP Policy 1F Amendments, December 2011'

Level of service (LOS) is another metric that describes how well an intersection operates, and is commonly used as a standard. Intersections receive a LOS grade from "A" to "F", where LOS "A" represents the best conditions with minimal delay at the intersection and LOS "F" represents the worst conditions.

The City of Brookings and Curry County have not adopted level-of-service (LOS) or v/c ratio standards for signalized or unsignalized intersections, but the City of Brookings 2002 Transportation System Plan, and the Curry County 2005 Transportation System Plan identify a goal of LOS C. Given these goals, intersections that do not meet the following operational thresholds will be identified:

- LOS D at signalized and all-way stop controlled intersections
- LOS E or F for the poorest operating approach at two-way stop controlled intersections

Level of Service criteria for signalized and unsignalized intersections are different as shown in **Table 2-4**.

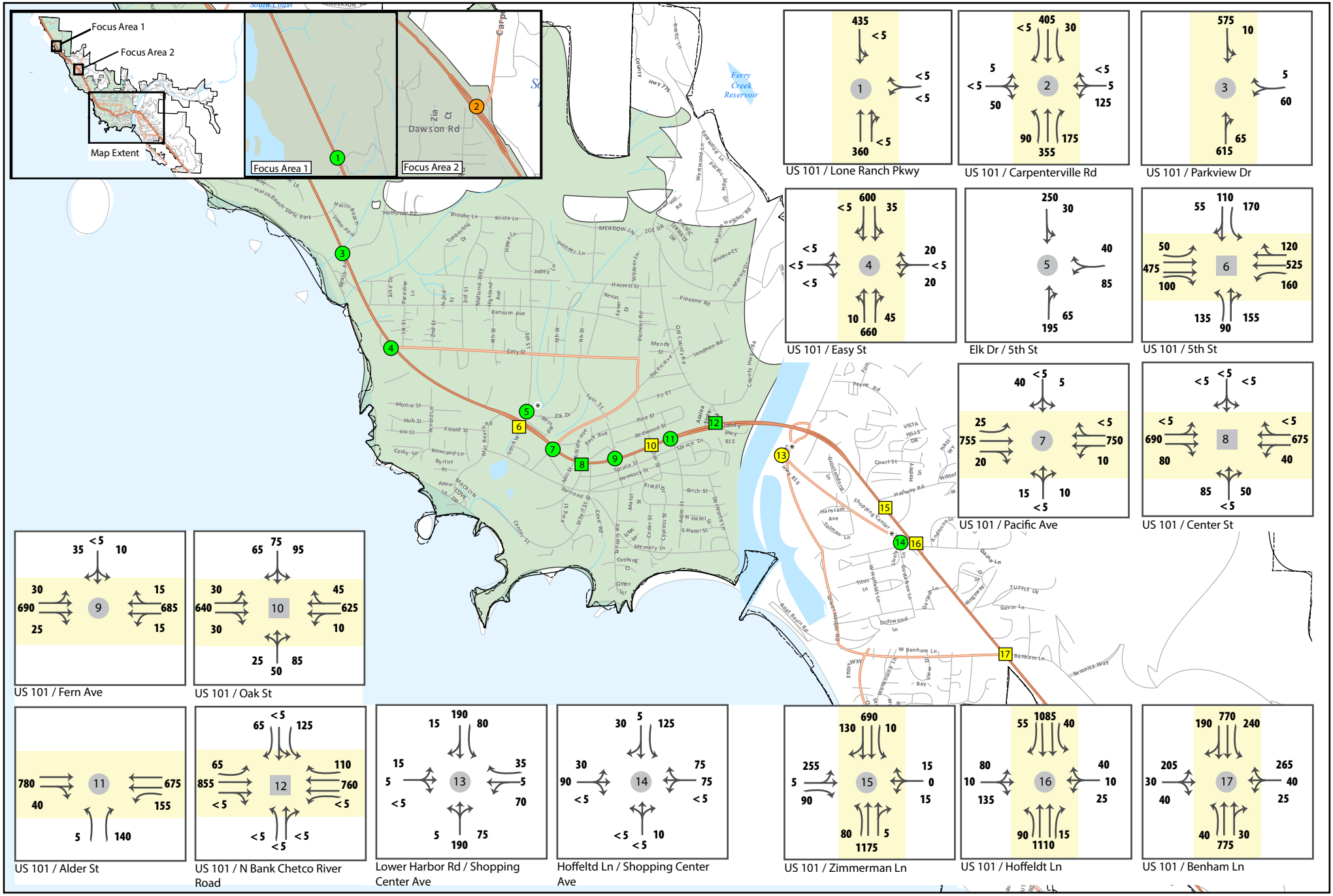
Table 2-4. Level of Service Criteria

	Control Delay (seconds/vehicle)	
Level of Service	**Signalized Intersection**	**Unsignalized Intersection**
A	<10	<10
B	>10 and < 20	>10 and < 15
C	>20 and <35	>15 and <25
D	>35 and <55	>25 and <35
E	>55 and <80	>35 and <50
F	>80	>50

Note: The LOS criteria are based on control delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final deceleration delay.

Source: Transportation Research Board, Highway Capacity Manual.

Note that the LOS criteria for unsignalized intersections are somewhat different than criteria used for signalized intersections. Reasons for this include that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes. In addition, there are a number of driver behavior considerations that combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches at unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the total delay threshold for any given LOS is less for an unsignalized intersection than for a signalized intersection.



Urban Growth Boundary
CityLimits
Orientation of US 101
Unsignalized Intersection
Signalized Intersection

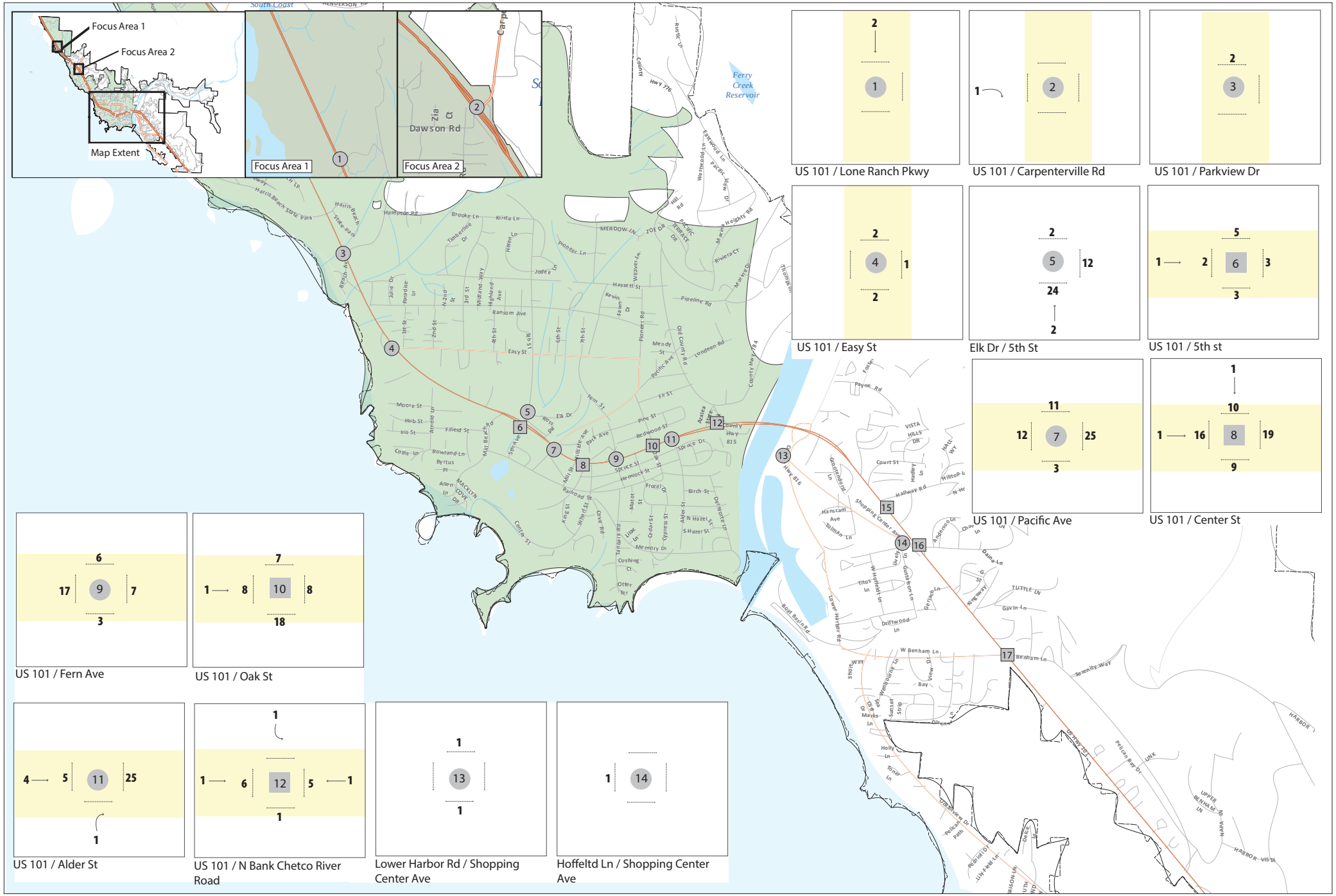
0 0.35 0.70 Miles

Mobility Standards

V/C Ratios: <0.5, 0.5 - 0.7, 0.7-0.9, >0.9

Level of Service *: A-B, C-D, E, F

Figure 2-3. Year 2012 30th HV, Lane Configurations, Intersection Control, and LOS



Highways
Major Road
Local Road
Urban Growth Boundary
CityLimits
Orientation of US 101
Unsignalized Intersection
Signalized Intersection
Bicycles
Pedestrians

Figure 2-4. Peak Hour Nonmotorized Volumes

2.4 TRAFFIC OPERATIONS ANALYSIS RESULTS

Mobility standards including LOS and v/c ratios were calculated for each study intersection. Traffic analysis was conducted for the 14 study intersections in the City of Brookings using the Synchro software (Version 8, Build 805). According to the APM, the reported results for the v/c ratios at signalized intersections used the HCM 2000 Report and results for unsignalized intersection used the HCM 2010 Report. Traffic analysis results from the US 101 Corridor Study are included for the three intersections on US 101 south of the Chetco River. At stop-controlled intersections, critical side street operations and mainline left-turns v/c ratios and LOS are reported. The highest v/c at the stop-controlled intersection is shown in bold. **Table 2-5** summarizes the v/c ratio and LOS (see **Appendix B** for Synchro output files).

Table 2-5. Intersection LOS and v/c Ratio

				Overall intersection operations for Signals		Mainline operations results for Stop Signs	
				Side Street operations for Stop Signs			
	Study Intersection	Jurisdiction	Intersection Control	v/c	LOS	v/c	LOS
1	US 101/Lone Ranch Parkway	ODOT	Stop Sign	0.01	B	**0.28**	A
2	US 101/Carpenterville Road	ODOT	Stop Sign	**0.72**	F	0.08	A
3	US 101/Parkview Drive	ODOT	Stop Sign	0.34	D	**0.43**	A
4	US 101/Easy Street	ODOT	Stop Sign	0.12	C	**0.23**	A
5	5th Street/Elk Drive	Brookings	Stop Sign	**0.27**	B	0.18	A
6	US 101/5th Street	ODOT	Signal	**0.66**	C	-	-
7	US 101/Pacific Avenue	ODOT	Stop Sign	**0.34**	F	0.26	A
8	US 101/Center Street	ODOT	Signal	**0.47**	A	-	-
9	US 101/Fern Avenue	ODOT	Stop Sign	0.11	B	**0.24**	A
10	US 101/Oak Street	ODOT	Signal	**0.56**	A	-	-
11	US 101/Alder Street	ODOT	Stop Sign	**0.30**	C	0.23	B
12	US 101/N Bank Chetco River Road	ODOT	Signal	**0.46**	B	-	-
13	Lower Harbor Road/Shopping Center Avenue	Curry	Stop Sign	**0.21**	C	0.19	A
14	Hoffeldt Lane/Shopping Center Avenue	Curry	Stop Sign	**0.25**	B	0.11	A
15	US 101/Zimmerman Lane*	ODOT	Stop Sign	**0.64**	B	-	-
16	US 101/Hoffeldt Lane*	ODOT	Stop Sign	**0.53**	B	-	-
17	US 101/Benham Lane*	ODOT	Stop Sign	**0.50**	B	-	-

*Results from US 101 Corridor Plan

As illustrated in **Figure 2-3** and **Table 2-5** all study intersections under ODOT's jurisdiction meet ODOT's mobility standards, and the intersections under the City of Brookings and Curry County jurisdictional control all operate at LOS C or better.

3. MULTIMODAL ASSESSMENT

The methodology for assessing pedestrian, bicycle, and transit level of service in the City of Brookings and the Harbor unincorporated urban area is based on ODOT's Qualitative MMLOS Supplement Addendum G. The modified methodologies described below were refined from Addendum G to account for the availability of necessary data and the larger, city-wide network scale of the assessment. By accounting for these factors, the analysis will provide a comprehensive overview of the existing pedestrian, bicycle, and transit environment in the City of Brookings and the Harbor unincorporated urban area.

3.1 PEDESTRIAN LEVEL OF SERVICE

The quality of the pedestrian experience is strongly influenced by two conditions: physical separation from motor vehicles and adjacent motor vehicle travel speeds. Dedicated travel facilities and slower speeds create safer travel conditions for pedestrians. The segment-based Pedestrian Level of Service Analysis (PLOS) is rooted in the evidence that higher travel speeds cause longer stopping distances and more severe crashes. According to one study, speed has the following impact on pedestrian fatalities[1].

- At 20 mph the odds of pedestrian fatality are 5%
- At 30 mph the odds of pedestrian fatality are 45%
- At 40 mph the odds of pedestrian fatality are 85%

While other studies have found some variation, these approximate numbers are reported consistently across the literature.

3.1.1 Methodology

The PLOS conducted for this study utilizes city provided sidewalk and roadway data to assign a relative score to each roadway segment. It is worthwhile to note that many roadways in Brookings have a partial sidewalk on one or both sides of the roadway. However, each of these gaps present barriers for people with mobility impairments, so these facilities were scored to account for these gaps in the analysis. **Table 3-1** shows the scoring range and criteria.

[1] *Killing Speed and Saving Lives*, UK Dept. of Transportation, London, England. See also Limpert, Rudolph. *Motor Vehicle Accident Reconstruction and Cause Analysis*. Fourth Edition. Charlottesville, VA. The Michie Company, 1994, p. 663.

Table 3-1. PLOS Scoring Range

	Speed Limit (mph)					
	<= 25 mph*		30 - 35 mph		>= 40 mph	
Pedestrian Space	**2 lanes**	**> 2 lanes**	**2 lanes**	**> 2 lanes**	**2 lanes**	**> 2 lanes**
Complete sidewalk on both sides next to a buffer*	1	1	1	2	3	4
Complete sidewalk on both sides	1	1	2	3	3	4
Complete sidewalk on one side next to a buffer*	2	2	2	3	3	5
Complete sidewalk on one side	2	3	3	4	4	5
No dedicated space next to a buffer*	2	3	3	4	5	5
No dedicated space	2	3	4	5	5	5

*Buffers include bicycle lanes and/or on-street parking

3.1.2 Results

The PLOS scores on most existing city streets in the City of Brookings reflect the low speed limits and relatively dense sidewalk network that create a good overall pedestrian environment (see **Figure 3-1**). There are a few places in the city with gaps or completely missing sidewalk, or speed limits above 25 mph. These qualities cause some streets to score lower.

The conditions in the Harbor unincorporated urban area reflect the low speeds but fragmented sidewalk network present in the area. While sidewalks are sparser than in Brookings, the low speeds contribute to a fair pedestrian environment. Higher speeds and missing sidewalks along Highway 101 south of the Brookings city limits create a lower quality pedestrian environment than along Highway 101 within the Brookings.

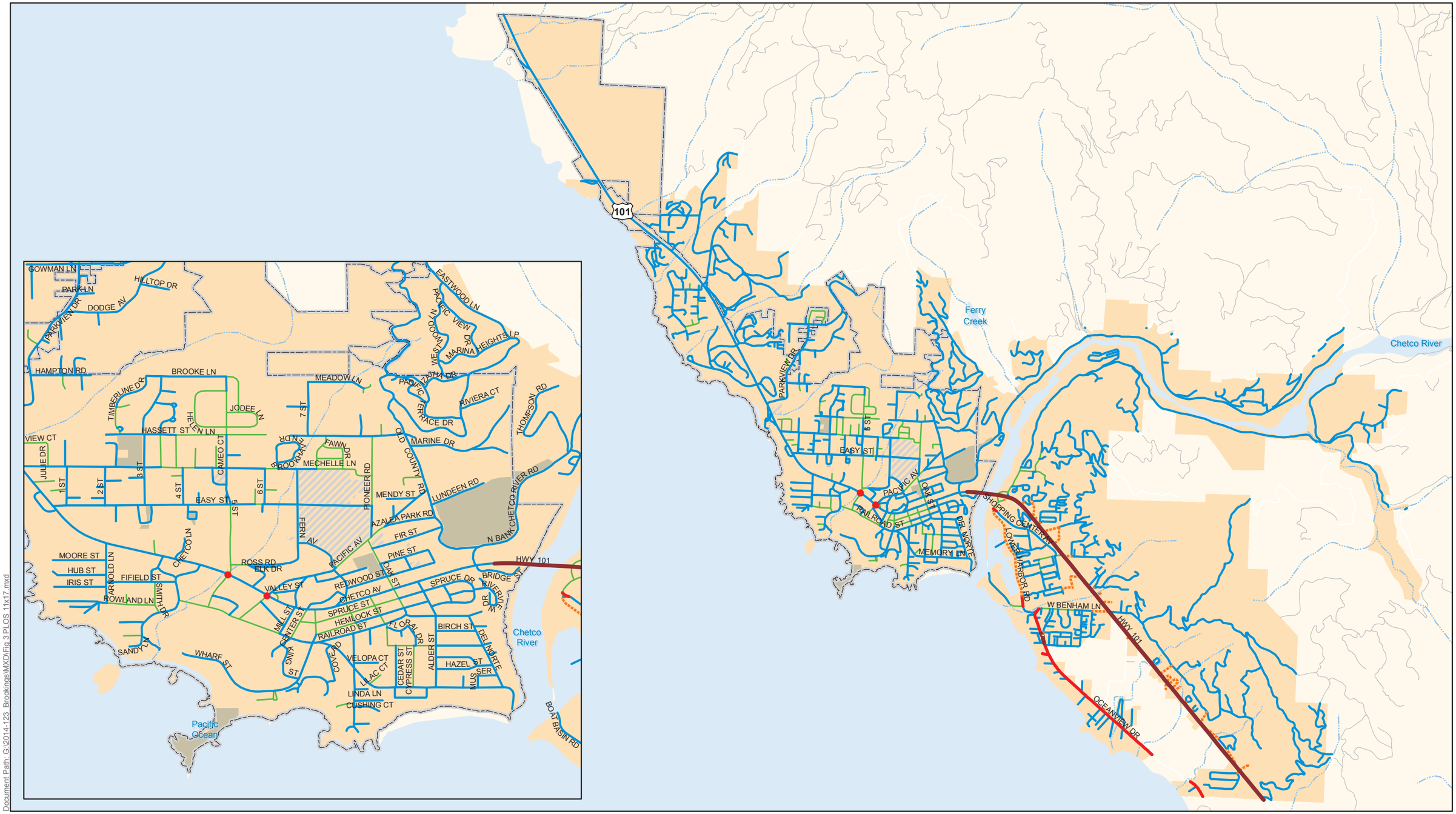
Within the Harbor unincorporated urban area, Highway 101 and Oceanview Drive scored low. While sidewalks are not present on Lower Harbor Road, pedestrians are aided by the presence of bike lanes.

The PLOS scores are reflective of walkway conditions. Qualitative information about crossings was gathered from the Technical Advisory Committee. Through them the following intersections were described as uncomfortable:

- Chetco Avenue at 5th
- Highway 101 at Ransom Avenue and the south end of the Harris Beach Trail

3.1.3 Next Steps

Based on the results of this PLOS further analysis of the Highway 101 corridor is recommended. This study will identify strategies for improving pedestrian access and comfort on this important travel route. In addition, areas adjacent to schools and parks that did not receive the highest possible score should be analyzed to determine what steps are necessary to improve the street to the highest reasonable standard.



Parametrix and Alta Planning + Design

Source: (Curry County, City of Brookings, US Census, Alta Planning + Design)

0 5,000
Scale in Feet

N

Pedestrian Level of Service

1 2 3 4 5

Pedestrian Collision

Parks

Schools

Rivers

Water

City Limits

Urban Growth Boundary

Figure 3-1.
Pedestrian Level of Service (PLOS) Analysis

Transportation System Plan
Brookings, Oregon

Document Path: G:\2014-123_Brookings\MXD\Fig 3 PLOS 11x17.mxd

3.2 BICYCLE LEVEL OF STRESS

The methods used for the Bicycle Level of Traffic Stress Analysis (LTS) were adapted from the ODOT method described in the Analysis Procedures Manual (APM) Addendum G: Multimodal Analysis.[2] The methodology quantifies the perceived safety issue of being in close proximity to vehicles, considering both the speed and the spacing distance. The LTS analysis framework adds additional roadway attributes to the ODOT method without substantially changing it and provides a generalized snapshot of cycling comfort. It does not replace detailed field assessment of existing conditions.

In the Bicycle LTS, road segments are classified into one of four levels of traffic stress (see **Figure 3-2**) based on the anticipated user comfort as shown in **Table 3-2**. The levels of traffic stress, correspond to types of cyclists characterized by Portland's bicycle coordinator Roger Geller in his *Four Types of Cyclists* report.[3] This categorization of cyclist types is accepted throughout the bicycling planning practice across the U.S.

Table 3-2. Levels of Traffic Stress

LTS	Description	Suitability	Traffic Speed	Intersections	Typical Locations
1	Little traffic stress and requires less attention	All cyclists (age 10 or higher)	Low	Easy to cross by children and adults	Residential local streets and separated bike paths/cycle tracks.
2	Little traffic stress but requires more attention than young children can handle	Teen and adult cyclists with adequate bike handling skills	Low differentials	Not difficult to cross for most teenagers and adults	Collector-level streets with bike lanes or a central business district
3	Moderate stress	Most observant adult cyclists	Moderate	Perceived to be safe by most adults	Low-speed arterials with bike lanes or moderate speed non-multilane roadways
4	High stress	Experienced and skilled cyclists	Moderate to high	Complex, wide, and or high volume/speed that can be perceived as unsafe by adults and are difficult to cross	High-speed or multilane roadways with narrow or no bike lanes

To capture other situations that impact the bicycling environment, additional rider factors can be added to the analysis. Congestion, narrow travel lanes, and heavy vehicle can be factors that downgrade a segment by rendering a route less acceptable than otherwise analyzed.

[2] http://www.oregon.gov/ODOT/TD/TP/pages/apm.aspx
[3] Source: Roger Geller. *Four Types of Cyclists*.
http://www.portlandoregon.gov/transportation/article/237507

Because the methodology was developed primarily for urban areas, a separate rural methodology was created for rural highways with posted or operating speeds over 45 mph. The rural LTS considers daily volumes and paved shoulder widths.

3.2.1 Methodology

Scores were assigned to individual roadway links using ESRI ArcGIS. Roadway data provided by the city was enriched through review of aerial photos. Generally speaking, in this model, cycling comfort decreases as number of lanes and posted speed increase. Cyclist comfort increases when dedicated roadway space is provided and interaction with motor vehicles is reduced (e.g., buffered bike lanes or cycle tracks). Discomfort at intersections increases with number of roadways lanes and speeds while decreasing with traffic calming and intersection controls.

The section of Highway 101/Chetco Avenue through the downtown area was downgraded to due to heavy congestion and other factors that render the roadway challenging for bicyclists.

3.2.2 Results

Despite few designated on-street bikeway facilities, the City of Brookings and the Harbor unincorporated urban area sport relatively strong bicycling environments. The grid network of low traffic, low speed streets provides good connectivity to major destinations, especially for individuals familiar with the area and ways to avoid riding on Highway 101. Highway 101 scored the poorest on the level of stress scale due to the high proximity to higher speed traffic (see **Figure 3-3**). Urban collectors with roadway centerlines, such as Oak Street and Easy Street, received slightly lower scores. Centerlines have the effect of keeping roadway users on only their half of the road, which means bicyclists tend to ride further to the right, nearest the parking lane. In the absence of these lines individuals are more likely to share the roadway space and bicyclists tend to feel more comfortable riding further into the travel lane and away from the threat of an opening car door. The Oregon Coast Bike Route runs along Highway 101 and diverges onto Lower Harbor Road, and is served by existing bike lanes. The roadway scores an LTS 3 because of the higher posted speeds.

Higher order streets such as arterials and collectors require an increased level of physical separation to create comfortable bicycling conditions. Highway 101, Easy Street, Oak Street, Railroad Street, Harbor Road, W Benham Lane, Shopping Center Avenue and other urban collectors would each benefit from the development of separated bikeway facilities, such as bike lanes or buffered bike lanes. Though local access streets have a good existing LTS score, these roads will also be assessed for potential neighborhood greenway improvements.

The LTS analysis also identified areas where facilities could be improved for particular populations, particularly school students. ODOT recommends establishing a target of LOS 1 for the bikeway network within ¼-mile of an elementary school, while middle and high school students can make use of LOS 2 roadways without difficulty.

3.2.3 Next Steps

The LTS demonstrates that conditions along higher order roadways are indeed more stressful for bicycling and strategies to improve the cycling level of comfort on these and key local access streets will be explored during the planning process.

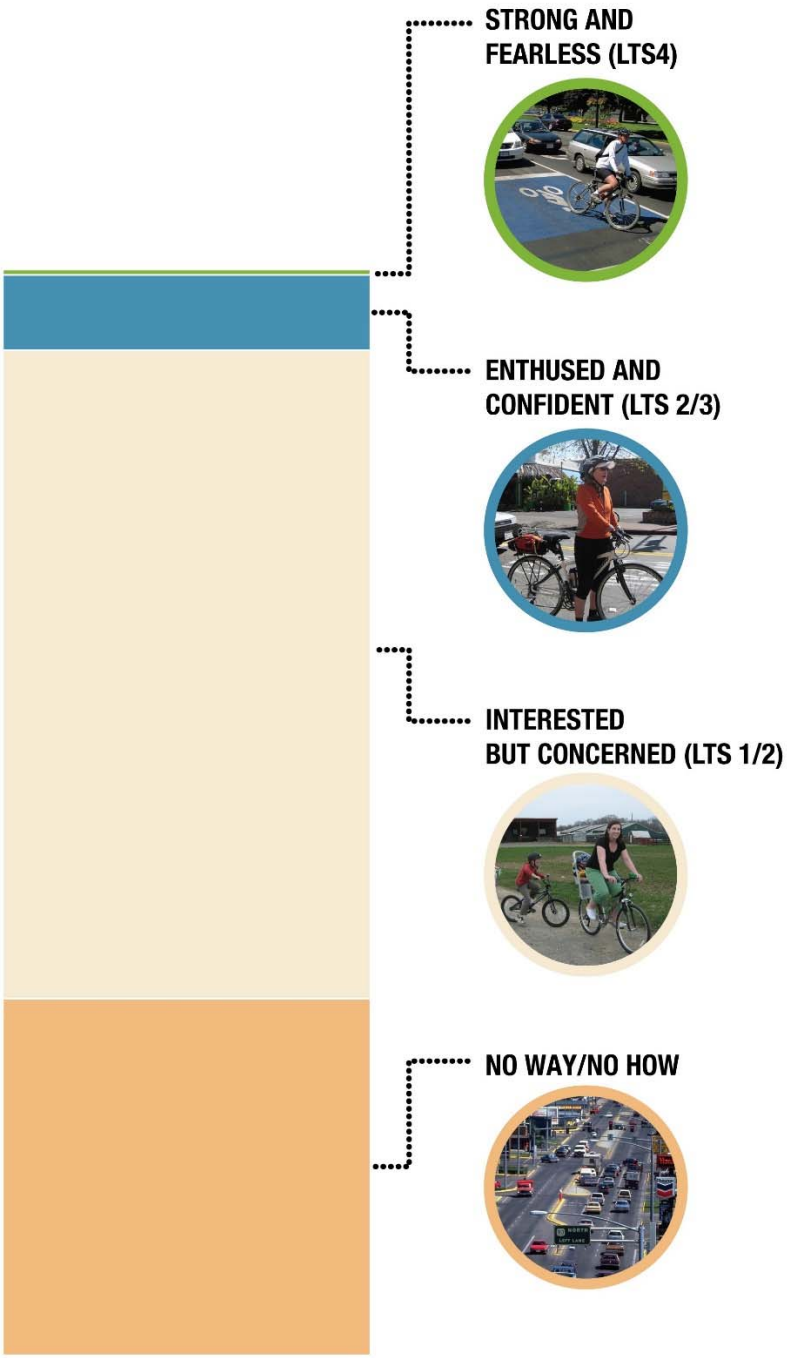
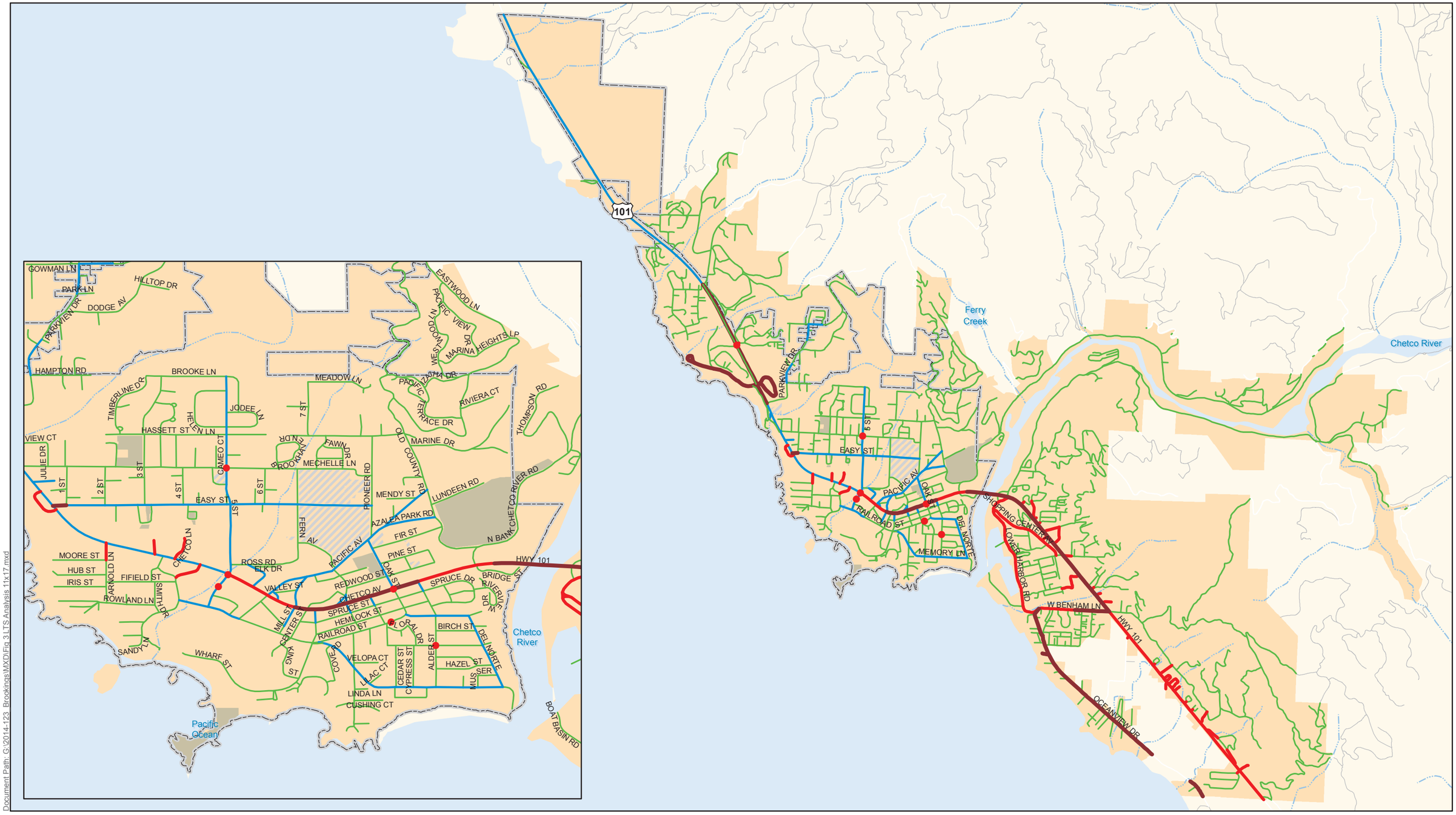


Figure 3-2. Different Levels of Bicyclists and the LTS Level



Parametrix and Alta Planning + Design

Source: (Curry County, City of Brookings, US Census, Alta Planning + Design)

0 5,000
Scale in Feet

N

Level of Traffic Stress
- 1 - Good
- 2
- 3
- 4 - Poor

Bicyclist Collision
Parks
Schools
Rivers
Water
City Limits
Urban Growth Boundary

Figure 3-3.
Bicycle Level of Stress Analysis (LTS)

Transportation System Plan
Brookings, Oregon

Document Path: G:\2014-123 Brookings\MXD\Fig 3 LTS Analysis 11x17.mxd

3.3 TRANSIT

A qualitative assessment of the existing transit level of service was completed based on a subjective ranking of "Excellent/Good/Fair/Poor". Based on the existing frequency, schedule, speed/travel time, transit stop amenities, and connections to pedestrian/bicycle network the existing transit service in and throughout Brookings is "Poor".

Transit in Brookings consists of a Dial-A-Ride service and a regional bus service called the Coastal Express. Both transit services provide limited frequency; the Dial-A-Ride service operates between 8:30 am and 4:00 pm on weekdays only and the Coastal Express makes stops in Brookings three times per day on weekdays only.

4. COLLISION ANALYSIS

Five years of crash data (2008 – 2012) from ODOT's Crash Data and Reporting Unit for the Brookings Urban Growth Area (UGA) including both state and non-state roadways were analyzed to identify existing safety issues at intersections and along roadway segments. In addition, ODOT's Statewide Priority Index System (SPIS) was reviewed to determine if Oregon Department of Transportation (ODOT) had identified any hazardous locations along US 101 in the City of Brookings based on crash frequency and severity. Finally, bicycle and pedestrian collisions will be summarized.

4.1 TOTAL CRASH SUMMARY

A total of 169 reported collisions occurred in Brookings from 2008 through 2012. However, on April 29th, 2010 a signal was installed at N Bank Chetco River Road and US 101. In order to assess the existing conditions in 2012, only collisions which occurred after the installation of the signal at N Bank Chetco River Road, were included in this analysis. As a result, 165 collisions were analyzed. Of these collisions, 1 (<1%) resulted in a fatal crash, 65 (40%) resulted in a non-fatal injury-related crashes and 99 (60%) resulted in a property damage only crashes. Over half of the 165 collisions (94 or 57%) occurred at intersections, while 71 collisions (43%) occurred along a roadway segment.

4.2 SEGMENT CRASH ANALYSIS

The segment crash analysis focused on US 101 through the City of Brookings. Traffic volumes for the segment crash analysis utilized volumes summarized in ODOT's Transportation Volume Tables. **Table 4-1** summarizes the crashes by severity for the selected roadway segments. **Table 4-2** summarizes the crashes by type for the selected roadway segments.

Table 4-1. Crash Severity Statistics for the Segment Crash Data Analysis

ID	Roadway	Extents	Length (miles)	Fatal	Injury	PDO	Total
1	US 101	Dawson/Carpenterville Road to Ransom Street	1.29	1	2	1	**4**
2	US 101	Ransom Street to N Bank Chetco River Road	1.8	0	12	19	**31**

Source: ODOT's Crash Data and Reporting Data

Table 4-2. Summary of Collision Types on Selected Roadway Segments

ID	Road	Extents	Length (miles)	Head -On	Angle	Rear-end	Turning Movement	Fixed Object	Angle	Side-swipe	Other	Total
1	US 101	Dawson/ Carpenterville Road to Ransom Street	1.29	1	0	1	1	1	0	0	0	**4**
2	US 101	Ransom Street to N Bank Chetco River Road	1.8	0	1	16	7	1	1	5	1	**31**

Source: ODOT's Crash Data and Reporting Data

Table 4-3 summarizes the crash rates for the roadway segments. Roadway segment crash rates were calculated as crashes per million vehicle miles (MVM) traveled.

Table 4-3. Roadway Segment Crash Rates

					Crash Rates (crashes/MVM)	
ID	**Roadway**	**Extents**	**Length (miles)**	**Daily Volume**	**Segment**	**ODOT by Jurisdiction & Functional Classification[1]**
1	US 101	Dawson/Carpenterville Road to Ransom Street	1.29	7,800	0.22	1.49
2	US 101	Ransom Street to N Bank Chetco River Road	1.8	14,730	0.64	1.49

Source: ODOT's Crash Data and Reporting Data

[1]ODOT crash rates by facility type are the 2012 Crash Rates by Jurisdiction and Functional Classifications. The rates shown above are the 2012 rates from the Crash Rate Table II for Rural Cities: Non-Freeways (combined).

The segment crash analysis indicates that the analyzed segments do not exceed the crash rates identified in the ODOT 2012 State Highway Crash Rate Table II for non-freeways in Rural Cities II. No further examination or countermeasures would be required.

4.3 INTERSECTION CRASH DATA ANALYSIS

A crash analysis was completed for each of the study intersections. **Table 4-4** summarizes the collisions by crash severity at each of the study intersections. Over half of the collisions resulted in property damage only. The intersections with the highest number of total collisions were US 101 & Oak Street, US 101 & 5th Street, and US 101 & N Bank Chetco River Road. These locations also had the highest number of collisions that resulted in injuries.

Table 4-4. Crash Severity for the Intersection Crash Data Analysis

Intersection	Fatal	Injury	Property Damage Only	Total
US 101 & Lone Ranch Pkwy	0	0	0	**0**
US 101 & Carpenterville Rd	0	0	0	**0**
US 101 & Parkview Dr	0	0	2	**2**
US 101 & Easy St	0	1	0	**1**
Elk Dr & 5th St	0	1	4	**5**
US 101 & 5th St	0	7	8	**15**
US 101 & Pacific Ave	0	4	6	**10**
US 101 & Center St	0	2	5	**7**
US 101 & Fern Avenue	0	1	0	**1**
US 101 & Oak St	0	9	8	**17**
US 101 & Alder St	0	4	1	**5**
US 101 & N Bank Chetco River Road*	0	5	6	**11**
Lower Harbor Rd & Shopping Center Ave	0	0	0	**0**
Hoffeltd Ln & Shopping Center Ave	0	0	0	**0**
Total	**0**	**34**	**40**	**74**

Source: ODOT's Crash Data and Reporting Data

**As a new signal was installed at US 101 and N Bank Chetco River Road 4/29/2010, only collisions which occurred after this date were reported*

Table 4-5 summarizes the crashes by types at each of the study intersections. The most common types of intersection crashes included vehicles entering at an angle (17), vehicles moving in an opposing direction (12) and vehicles moving in the same direction (37).

Table 4-5. Crash Types for the Intersection Crash Data Analysis

Intersection	Entering at angle	Animal	Bike	Fixed object	From opposite direction	Pedestrian	Parked vehicle	Same direction	Total
US 101 & Lone Ranch Pkwy	0	0	0	0	0	0	0	0	**0**
US 101 & Carpenterville Rd	0	0	0	0	0	0	0	0	**0**
US 101 & Parkview Dr	0	0	0	0	0	0	0	2	**2**
US 101 & Easy St	0	0	0	0	0	0	0	1	**1**
Elk Dr & 5th St	4	0	0	0	0	0	0	1	**5**
US 101 & 5th St	6	0	2	0	1	1	0	5	**15**
US 101 & Pacific Ave	1	0	0	1	1	1	0	6	**10**
US 101 & Center St	1	1	0	0	0	0	1	4	**7**
US 101 & Fern Ave	0	0	0	0	0	0	0	1	**1**
US 101 & Oak St	2	0	1	0	7	0	0	7	**17**
US 101 & Alder St	2	0	0	0	1	0	0	2	**5**
US 101 & N Bank Chetco River Road*	1	0	0	0	2	0	0	8	**11**
Lower Harbor Rd & Shopping Center Ave	0	0	0	0	0	0	0	0	**0**
Hoffeltd Ln & Shopping Center Ave	0	0	0	0	0	0	0	0	**0**
Total	**17**	**1**	**3**	**1**	**12**	**2**	**1**	**37**	**74**

Source: ODOT's Crash Data and Reporting Data

**As a new signal was installed at US 101 and N Bank Chetco River Road 4/29/2010, only collisions which occurred after this date were reported*

4.4 CRITICAL CRASH RATE ANALYSIS

A critical crash rate analysis was done for the intersections in the study area. The analysis was done using ODOT's critical crash rate method as outlined in the Analysis Procedures Manual Version 2, section 4 (APM). Under this methodology, a critical crash rate was developed for each intersection in the study area. The study intersections were broken into three groups (populations): signalized, three-leg stop controlled and four-leg stop controlled intersections. Intersection specific crash rates were calculated by dividing the total number of observed crashes by the million entering vehicle (MEV) volume at each intersection. An average group (population) crash rate was calculated by summing all of the observed crashes in a specific

population divided by the total MEV in a specific population. In order to calculate a study area population-specific critical crash rate, at least five comparable intersections must be present. As there were five three-leg stop controlled intersections and five four-leg stop controlled intersections, study area-specific critical crash rates were calculated for all three-leg stop controlled intersections and four-leg stop controlled intersections. As there were only four, signal controlled intersections in the study area, the crash rates at these intersections were compared with the published statewide 90th percentile rates summarized in APM Version 2 (Table 4-1). This is the recommended methodology outlined in the APM. The critical crash rate for a specific intersection represents the rate at which the observed crash rate is significantly different from the average population crash rate with a 95% confidence level. **Table 4-6** summarizes the intersection crash rate, intersection critical crash rate and whether the critical crash rate was exceeded at each respective intersection. Calculated 95th percentile critical crash rates are reported where available and published 90th percentile critical crash rates are reported for all intersections.

Table 4-6. Study Intersection Crash Rates and Critical Crash Rates

Intersection	Intersection Control	Intersection Crash Rate	Calculated 95th Percentile Critical Crash Rate[1]	Exceeded Critical Crash Rate?	Published 90th Percentile Critical Crash Rate	Exceeded 90th Percentile Crash Rate?
US 101 & Lone Ranch Pkwy	3-leg Stop	0.00	0.37	Under	0.475	Under
US 101 & Carpenterville Rd	4-leg Stop	0.00	0.34	Under	1.080	Under
US 101 & Parkview Dr	3-leg Stop	0.11	0.28	Under	0.475	Under
US 101 & Easy St	4-leg Stop	0.06	0.34	Under	1.080	Under
Elk Dr & 5th St	3-leg Stop	0.43	0.33	Over	0.475	Under
US 101 & 5th St	Signal	0.42	na	na	0.579	Under
US 101 & Pacific Ave	4-leg Stop	0.32	0.28	Over	1.080	Under
US 101 & Center St	Signal	0.23	na	na	0.579	Under
US 101 & Fern Ave	3-leg Stop	0.03	0.24	Under	0.475	Under
US 101 & Oak St	Signal	0.48	na	na	0.579	Under
US 101 & Alder St	3-leg Stop	0.13	0.23	Under	0.475	Under
US 101 & N Bank Chetco River Road	Signal	0.42	na	na	0.579	Under
Lower Harbor Rd & Shopping Center Ave	4-leg Stop	0.00	0.51	Under	1.080	Under
Hoffeltd Ln & Shopping Center Ave	4-leg Stop	0.00	0.76	Under	1.080	Under

Source: ODOT's Crash Data and Reporting Data

[1] Critical crash rates were calculated using the methodology outlined in the Analysis Produced Manual

As shown in **Table 4-6**, two of the study intersections have crash rates which exceed their respective critical crash rate: Elk Dr & 5th Street and US 101 & Pacific Ave. Of the 5 collisions which occurred at Elk Dr & 5th Street between 2008 and 2012, 4 (80%) involved cars entering at an angle. This intersection is potentially confusing to drivers because while it is 3-leg stop controlled, there are other road and parking lot access points along 5th Street within close

proximity to the intersection. This likely creates confusion for both drivers on 5th Street and drivers turning onto 5th Street. Possible mitigations for this intersection include:

- Closing or relocating access points along 5th Street - According to the Highway Safety Manual (HSM), reducing the number of access points within the functional areas of an intersection reduces the potential for crashes, as it reduces opportunities for conflicts.
- Conducting a sight-distance evaluation at the intersection – It would be beneficial to conduct an engineering assessment of sight distances at the intersection for the turning movements onto 5th Street from Elk Dr. Findings from this study could help guide decisions regarding appropriate countermeasures.

Of the 10 crashes which occurred at US 101 & Pacific Ave between 2008 and 2012, 6 (60%) involved cars traveling in the same direction. These collisions were likely rear-ends due to the need for unexpected stops, as vehicles moving in the northwest direction on US 101 frequently turn left out of the inside shared through lane. Possible mitigations for this intersection include:

- Providing a left-turn lane for vehicles travelling northwest on US 101 - While vehicles traveling southeast on US 101 have a channelized left-turn lane, vehicles moving in the northwest direction must turn left out of the shared through lane. According to the HSM, construction of a left-turn lane is positively correlated with a reduction in collisions.
- Providing intersection lighting or flashing beacons - Improved lighting and signage help alert drivers to potential stopping points.

4.5 STATEWIDE PRIORITY INDEX SYSTEM (SPIS)

The SPIS is a method developed by ODOT for identifying hazardous locations on state highways through consideration of crash frequency and crash severity. As described in ODOT's SPIS description, a roadway segment is designated as a SPIS site if a location experiences three or more crashes or one or more fatal crashes over a three-year period. Under this method, all state highways are analyzed in 0.10 mile segments to identify SPIS sites. **Table 4-7** summarizes the top 10 percent SPIS locations from 2008 to 2012. In 2010 the US 101 and Benham Lane intersection (shown in bold) was in the top 5% of SPIS locations. As of 2012, there are two top 10% SPIS sites within the study area: US 101 from Willow Street to Alder Street and the intersection of US 101 at Hoffeldt Lane.

Table 4-7. Top 10% SPIS Locations and Scores (2008 – 2012)

Location	2008	2009	2010	2011	2012
US 101 and 5th Street	44.51				
US 101 and Benham Lane		50.47	**54.83**		
US 101 from Willow Street to Alder Street			48.44	50.66	51.01
US 101 and Hoffeldt Lane					53.63

Source: ODOT's Crash Data and Reporting Data

4.6 BICYCLE AND PEDESTRIAN CRASH ANALYSIS

During the same five-year period, there have been two crashes involving motorists and pedestrians and seven crashes involving motorists and bicyclists, all non-fatal. There is little

detail about the nature of these crashes however the majority of them are concentrated in the downtown core, with four occurring at intersections on Chetco Avenue between 5th Street and Oak Street. US 101/Chetco Avenue is 4-lanes in this area with on-street parking on both sides of the street. These conditions can reduce the visibility of pedestrians either waiting to cross the street or actively crossing the street. The intersection of 5th Street and US 101/Chetco Avenue is the only location in the city that has had both a pedestrian crash and a bicyclist crash (see **Figure 4-1)**. This signalized intersection has a pork chop island and it will be assessed in more detail in later stages of the planning process.

Figure 4-1. Intersection of 5th Street and US 101/Chetco Avenue

Anecdotally, the project team has also been made aware that left-turn queuing at unsignalized intersections is historically a problem in the downtown section of US 101/Chetco Avenue. When motorists are queued behind a vehicle attempting a left-turn this can create a dangerous multiple threat situation for pedestrians trying to cross the street, where traffic approaching on the right does not have a clear view of the pedestrian in the crosswalk. A dedicated left-turn only lane can help ameliorate this situation. The location of pedestrian and bicycle related crashes will be assessed further with a site inventory as the planning process moves forward.

APPENDIX A

Traffic Count Data

Summary of Traffic Count
Transportation Development Division

Site:	20194	Date:	9/10/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:		Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	353.44	Location:	NO. 9 (US101) at Lone Ranch
Count Number:	1.00	Weather:	Clear

	Summary By Movements								Entering Volumes		
Time of Day	N-E	N-S	E-N	E-S	S-N	S-E		TOTAL	North	East	South
12:00	0	57	1	0	65	0		123	57	1	65
12:15	0	67	0	0	56	1		124	67	0	57
12:30	0	78	0	1	57	1		137	78	1	58
12:45	1	57	0	2	66	0		126	58	2	66
13:00	1	62	2	0	62	0		127	63	2	62
13:15	0	63	1	1	60	0		125	63	2	60
13:30	0	81	1	2	66	3		153	81	3	69
13:45	0	52	1	1	59	1		114	52	2	60
14:00	0	64	0	1	70	1		136	64	1	71
14:15	0	60	0	0	68	0		128	60	0	68
14:30	0	57	1	0	68	1		127	57	1	69
14:45	1	42	0	0	72	0		115	43	0	72
15:00	0	75	0	1	69	1		146	75	1	70
15:15	0	87	0	2	66	1		156	87	2	67
15:30	0	72	2	3	42	2		121	72	5	44
15:45	0	74	1	3	50	0		128	74	4	50
16:00	1	58	1	2	66	0		128	59	3	66
16:15	0	72	1	0	47	0		120	72	1	47
16:30	0	54	0	0	56	1		111	54	0	57
16:45	0	63	0	2	48	0		113	63	2	48
17:00	0	53	1	2	42	0		98	53	3	42
17:15	0	63	0	1	47	0		111	63	1	47
17:30	0	51	0	0	52	0		103	51	0	52
17:45	0	51	0	1	40	1		93	51	1	41
Total Count	4	1513	13	25	1394	14		2963	1517	38	1408
24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	4	1513	13	25	1394	14		2963	1517	38	1408

Summary Of Bicycle Count
Transportation Development Division

Site:	20194	Date:	9/10/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:		Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	353.44	Location:	NO. 9 (US101) at Lone Ranch
Count Number:	1.00	Weather:	Clear

	Summary By Movements								Entering Volumes		
Time of Day	N-E	N-S	E-N	E-S	S-N	S-E		TOTAL	North	East	South
12:00	0	0	0	0	0	0		0	0	0	0
12:15	0	0	0	0	0	0		0	0	0	0
12:30	0	0	0	0	0	0		0	0	0	0
12:45	0	2	0	0	0	0		2	2	0	0
13:00	0	1	0	0	0	0		1	1	0	0
13:15	0	0	0	0	0	0		0	0	0	0
13:30	0	0	0	0	0	0		0	0	0	0
13:45	0	0	0	0	0	0		0	0	0	0
14:00	0	0	0	0	0	0		0	0	0	0
14:15	0	9	0	0	0	0		9	9	0	0
14:30	0	2	0	0	0	0		2	2	0	0
14:45	0	1	0	0	0	0		1	1	0	0
15:00	0	3	0	0	0	0		3	3	0	0
15:15	0	2	0	0	0	0		2	2	0	0
15:30	0	2	0	0	0	0		2	2	0	0
15:45	0	0	0	0	0	0		0	0	0	0
16:00	0	1	0	0	0	0		1	1	0	0
16:15	0	0	0	0	0	0		0	0	0	0
16:30	0	0	0	0	0	0		0	0	0	0
16:45	0	0	0	0	0	0		0	0	0	0
17:00	0	1	0	0	1	0		2	1	0	1
17:15	0	1	0	0	0	0		1	1	0	0
17:30	0	0	0	0	0	0		0	0	0	0
17:45	0	1	0	0	0	0		1	1	0	0
Total Count	0	26	0	0	1	0		27	26	0	1
24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	0	26	0	0	1	0		27	26	0	1

Summary Of Pedestrian Count
Transportation Development Division

Site:	20194	Date:	9/10/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:		Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	353.44	Location:	NO. 9 (US101) at Lone Ranch
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian		
	North	East	South
12:00			
12:15			
12:30			
12:45			
13:00			
13:15			
13:30			
13:45			
14:00			
14:15			
14:30			
14:45			
15:00			
15:15			
15:30			
15:45			
16:00		1	
16:15			
16:30			
16:45			
17:00			
17:15			
17:30			
17:45			
Total	0	1	0

Summary of Traffic Count
Transportation Development Division

Site: 18087
County: Curry
City: Brookings
Milepoint: 354.83
Count Number: 1.00

Date: 5/1/2013
Hours: 6:00 AM-10:00 PM
Highway #: 009
Location: Oregon Coast Hwy 9 (US101) at Carpenterville Rd/Dawson Rd; NW of
Weather: Cloudy

	Summary By Movements														Entering Volumes			
Time of Day	NE-SE	NE-SW	NE-NW	SE-NE	SE-SW	SE-NW	SW-NE	SW-SE	SW-NW	NW-NE	NW-SE	NW-SW		TOTAL	North-East	South-East	South-West	North-West
6:00	52	0	1	54	2	52	0	13	1	15	52	0		242	53	108	14	67
6:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:00	101	3	6	67	14	91	0	66	2	21	152	0		523	110	172	68	173
7:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:00	78	2	6	62	35	145	4	38	3	14	143	3		533	86	242	45	160
8:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:00	89	1	5	72	24	129	1	40	3	18	164	3		549	95	225	44	185
9:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:00	91	0	9	68	22	135	2	38	3	14	160	4		546	100	225	43	178
10:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:00	73	3	6	89	38	180	2	38	3	18	187	4		641	82	307	43	209
11:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:00	31	0	2	16	10	34	2	8	0	4	55	0		162	33	60	10	59
12:15	21	0	0	28	15	48	0	12	3	2	40	0		169	21	91	15	42
12:30	25	3	0	28	15	46	0	8	1	4	40	0		170	28	89	9	44
12:45	28	1	1	18	8	56	1	16	0	3	47	0		179	30	82	17	50
13:00	16	0	2	25	6	37	0	10	0	3	28	1		128	18	68	10	32
13:15	23	1	6	37	7	43	0	7	0	2	29	1		156	30	87	7	32
13:30	26	0	3	25	8	42	0	13	1	6	37	1		162	29	75	14	44
13:45	13	0	3	25	12	46	0	11	1	8	52	0		171	16	83	12	60
14:00	21	0	2	27	14	53	1	6	2	3	38	1		168	23	94	9	42
14:15	16	1	0	30	15	47	0	12	0	3	46	0		170	17	92	12	49
14:30	21	0	1	25	11	62	1	11	0	5	39	1		177	22	98	12	45
14:45	25	0	3	18	8	54	0	7	1	4	44	1		165	28	80	8	49
15:00	23	0	0	31	13	67	0	4	1	3	35	0		177	23	111	5	38
15:15	18	0	3	34	15	40	1	8	1	5	25	1		151	21	89	10	31
15:30	18	1	3	27	12	47	0	10	0	9	61	0		188	22	86	10	70
15:45	19	0	2	30	15	38	0	13	0	6	52	1		176	21	83	13	59
16:00	27	0	1	22	10	44	1	6	1	3	39	0		154	28	76	8	42
16:15	25	0	4	23	10	37	1	5	1	2	39	2		149	29	70	7	43
16:30	44	0	2	19	9	62	0	2	0	2	45	1		186	46	90	2	48
16:45	22	1	1	18	13	56	1	8	0	1	56	1		178	24	87	9	58
17:00	19	0	3	25	11	54	2	13	1	4	29	0		161	22	90	16	33
17:15	23	0	1	18	14	41	0	6	1	0	32	0		136	24	73	7	32
17:30	32	0	3	26	11	74	1	9	0	1	60	0		217	35	111	10	61
17:45	17	0	3	17	6	47	0	3	0	3	39	0		135	20	70	3	42
18:00	44	1	0	69	48	130	0	31	0	5	119	3		450	45	247	31	127
18:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:00	27	0	0	70	25	68	1	14	2	2	73	1		283	27	163	17	76
19:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:00	23	0	2	37	26	68	0	5	0	4	60	0		225	25	131	5	64
20:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:00	16	0	1	30	11	46	0	11	1	2	30	0		148	17	87	12	32
21:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Total Count	1147	18	85	1210	513	2219	22	502	33	199	2147	30		8125	1250	3942	557	2376
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1	1.1
24hr Volume	1262	20	94	1331	565	2441	25	553	37	219	2362	33		8938	1375	4337	613	2614

Summary Of Bicycle Count
Transportation Development Division

Site: 18087
County: Curry
City: Brookings
Milepoint: 354.83
Count Number: 1.00

Date: 5/1/2013
Hours: 6:00 AM-10:00 PM
Highway #: 009
Location: Oregon Coast Hwy 9 (US101) at Carpenterville Rd/Dawson Rd; NW of
Weather: Cloudy

	Summary By Movements														Entering Volumes			
Time of Day	NE-SE	NE-SW	NE-NW	SE-NE	SE-SW	SE-NW	SW-NE	SW-SE	SW-NW	NW-NE	NW-SE	NW-SW		TOTAL	North-East	South-East	South-West	North-West
6:00	0	0	0	1	0	0	0	0	0	0	0	0		1	0	1	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	2	0		2	0	0	0	2
8:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:00	0	0	0	0	0	0	0	1	0	0	0	0		1	0	0	1	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	1	0	0	0	0		1	0	0	1	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:30	0	0	0	0	0	1	0	1	0	0	0	0		2	0	1	1	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00	0	0	0	0	1	0	0	0	0	0	0	0		1	0	1	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:45	0	0	0	0	1	0	0	0	0	0	0	0		1	0	1	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:15	1	0	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:00	0	0	0	1	0	0	0	0	0	0	0	0		1	0	1	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Total Count	1	0	0	2	2	1	0	3	0	0	4	0		13	1	5	3	4
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1	1.1
24hr Volume	2	0	0	3	3	2	0	4	0	0	5	0		15	2	6	4	5

Summary Of Pedestrian Count
Transportation Development Division

Site:	18087	Date:	5/1/2013
County:	Curry	Hours:	6:00 AM-10:00 PM
City:	Brookings	Highway #:	009 Oregon Coast Hwy 9 (US101)
Milepoint:	354.83	Location:	at Carpenterville Rd/Dawson
Count Number:	1.00	Weather:	Cloudy

Time of Day	Pedestrian			
	North-East	South-East	South-West	North-West
6:00		1		1
6:15				
6:30				
6:45				
7:00		2		
7:15				
7:30				
7:45				
8:00				
8:15				
8:30				
8:45				
9:00				
9:15				
9:30				
9:45				
10:00				
10:15				
10:30				
10:45				
11:00				
11:15				
11:30				
11:45				
12:00				
12:15				
12:30				
12:45				
13:00				
13:15				
13:30				
13:45				
14:00				
14:15				
14:30				
14:45			1	
15:00		1		
15:15				
15:30				
15:45				
16:00		2		
16:15				
16:30		1		
16:45				
17:00				
17:15				
17:30				
17:45				
18:00				
18:15				
18:30				
18:45				
19:00				
19:15				
19:30				
19:45				
20:00				1
20:15				
20:30				
20:45				
21:00				
21:15				
21:30				
21:45				
Total	0	7	1	2

Summary of Traffic Count
Transportation Development Division

Site: 38486
County: Curry
City: Brookings
Milepoint: 355.87
Count Number: 1.00

Date: 5/21/2013
Hours: 6:00 AM-10:00 PM
Highway #: 009
OREGON COAST HIGHWAY
Location: NO. 9 (US101) at Parkview Dr
Weather: Cloudy;Rain

	Summary By Movements								Entering Volumes		
Time of Day	N-E	N-S	E-N	E-S	S-N	S-E		TOTAL	North	East	South
6:00	2	130	3	22	91	18		266	132	25	109
6:15	0	0	0	0	0	0		0	0	0	0
6:30	0	0	0	0	0	0		0	0	0	0
6:45	0	0	0	0	0	0		0	0	0	0
7:00	0	316	3	45	149	17		530	316	48	166
7:15	0	0	0	0	0	0		0	0	0	0
7:30	0	0	0	0	0	0		0	0	0	0
7:45	0	0	0	0	0	0		0	0	0	0
8:00	9	286	13	48	202	40		598	295	61	242
8:15	0	0	0	0	0	0		0	0	0	0
8:30	0	0	0	0	0	0		0	0	0	0
8:45	0	0	0	0	0	0		0	0	0	0
9:00	9	336	8	38	262	40		693	345	46	302
9:15	0	0	0	0	0	0		0	0	0	0
9:30	0	0	0	0	0	0		0	0	0	0
9:45	0	0	0	0	0	0		0	0	0	0
10:00	5	300	4	35	251	37		632	305	39	288
10:15	0	0	0	0	0	0		0	0	0	0
10:30	0	0	0	0	0	0		0	0	0	0
10:45	0	0	0	0	0	0		0	0	0	0
11:00	5	354	5	36	314	35		749	359	41	349
11:15	0	0	0	0	0	0		0	0	0	0
11:30	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0		0	0	0	0
12:00	1	90	1	11	77	7		187	91	12	84
12:15	0	86	0	8	76	8		178	86	8	84
12:30	2	106	5	18	103	14		248	108	23	117
12:45	2	92	0	13	76	7		190	94	13	83
13:00	0	95	0	8	75	5		183	95	8	80
13:15	0	97	0	14	74	9		194	97	14	83
13:30	2	74	1	3	75	9		164	76	4	84
13:45	0	97	2	14	83	3		199	97	16	86
14:00	0	83	0	3	73	14		173	83	3	87
14:15	3	76	3	2	87	14		185	79	5	101
14:30	1	74	1	14	95	19		204	75	15	114
14:45	3	80	1	10	77	9		180	83	11	86
15:00	2	89	3	7	74	5		180	91	10	79
15:15	2	80	2	11	100	15		210	82	13	115
15:30	0	87	2	10	104	3		206	87	12	107
15:45	0	74	4	10	88	9		185	74	14	97
16:00	1	92	1	12	108	11		225	93	13	119
16:15	1	82	0	7	94	21		205	83	7	115
16:30	1	75	2	9	77	17		181	76	11	94
16:45	1	89	2	7	95	17		211	90	9	112
17:00	2	71	2	13	82	15		185	73	15	97
17:15	0	63	0	6	96	14		179	63	6	110
17:30	2	64	2	7	98	7		180	66	9	105
17:45	2	68	2	15	80	14		181	70	17	94
18:00	8	221	3	26	227	37		522	229	29	264
18:15	0	0	0	0	0	0		0	0	0	0
18:30	0	0	0	0	0	0		0	0	0	0
18:45	0	0	0	0	0	0		0	0	0	0
19:00	8	126	2	33	200	27		396	134	35	227
19:15	0	0	0	0	0	0		0	0	0	0
19:30	0	0	0	0	0	0		0	0	0	0
19:45	0	0	0	0	0	0		0	0	0	0
20:00	1	103	4	16	147	31		302	104	20	178
20:15	0	0	0	0	0	0		0	0	0	0
20:30	0	0	0	0	0	0		0	0	0	0
20:45	0	0	0	0	0	0		0	0	0	0
21:00	2	52	0	17	101	19		191	54	17	120
21:15	0	0	0	0	0	0		0	0	0	0
21:30	0	0	0	0	0	0		0	0	0	0
21:45	0	0	0	0	0	0		0	0	0	0
Total Count	77	4208	81	548	4011	567		9492	4285	629	4578
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1
24hr Volume	85	4629	90	603	4413	624		10442	4714	692	5036

Summary Of Bicycle Count
Transportation Development Division

Site: 38486
County: Curry
City: Brookings
Milepoint: 355.87
Count Number: 1.00

Date: 5/21/2013
Hours: 6:00 AM-10:00 PM
Highway #: 009
OREGON COAST HIGHWAY
Location: NO. 9 (US101) at Parkview Dr
Weather: Cloudy;Rain

	Summary By Movements								Entering Volumes		
Time of Day	N-E	N-S	E-N	E-S	S-N	S-E		TOTAL	North	East	South
6:00	0	0	0	0	0	0		0	0	0	0
6:15	0	0	0	0	0	0		0	0	0	0
6:30	0	0	0	0	0	0		0	0	0	0
6:45	0	0	0	0	0	0		0	0	0	0
7:00	0	0	0	0	0	0		0	0	0	0
7:15	0	0	0	0	0	0		0	0	0	0
7:30	0	0	0	0	0	0		0	0	0	0
7:45	0	0	0	0	0	0		0	0	0	0
8:00	0	0	0	0	0	0		0	0	0	0
8:15	0	0	0	0	0	0		0	0	0	0
8:30	0	0	0	0	0	0		0	0	0	0
8:45	0	0	0	0	0	0		0	0	0	0
9:00	0	0	0	0	0	0		0	0	0	0
9:15	0	0	0	0	0	0		0	0	0	0
9:30	0	0	0	0	0	0		0	0	0	0
9:45	0	0	0	0	0	0		0	0	0	0
10:00	0	1	0	0	1	0		2	1	0	1
10:15	0	0	0	0	0	0		0	0	0	0
10:30	0	0	0	0	0	0		0	0	0	0
10:45	0	0	0	0	0	0		0	0	0	0
11:00	0	2	0	0	2	0		4	2	0	2
11:15	0	0	0	0	0	0		0	0	0	0
11:30	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0		0	0	0	0
12:00	0	0	0	0	0	0		0	0	0	0
12:15	0	0	0	0	0	0		0	0	0	0
12:30	0	0	0	0	0	0		0	0	0	0
12:45	0	0	0	0	0	0		0	0	0	0
13:00	0	0	0	0	0	0		0	0	0	0
13:15	0	0	0	0	0	0		0	0	0	0
13:30	0	0	0	0	0	0		0	0	0	0
13:45	0	0	0	0	0	0		0	0	0	0
14:00	0	0	0	0	0	0		0	0	0	0
14:15	0	0	0	0	0	0		0	0	0	0
14:30	0	0	0	0	0	0		0	0	0	0
14:45	0	0	0	0	0	0		0	0	0	0
15:00	0	0	0	0	0	0		0	0	0	0
15:15	0	1	0	0	0	0		1	1	0	0
15:30	0	0	0	0	0	0		0	0	0	0
15:45	0	0	0	0	1	0		1	0	0	1
16:00	0	0	0	0	0	0		0	0	0	0
16:15	0	0	0	0	0	0		0	0	0	0
16:30	0	0	0	0	0	0		0	0	0	0
16:45	0	0	0	0	0	0		0	0	0	0
17:00	0	0	0	0	0	0		0	0	0	0
17:15	0	0	0	0	2	0		2	0	0	2
17:30	0	0	0	0	0	0		0	0	0	0
17:45	0	0	0	0	1	0		1	0	0	1
18:00	0	0	0	0	0	0		0	0	0	0
18:15	0	0	0	0	0	0		0	0	0	0
18:30	0	0	0	0	0	0		0	0	0	0
18:45	0	0	0	0	0	0		0	0	0	0
19:00	0	0	0	0	0	0		0	0	0	0
19:15	0	0	0	0	0	0		0	0	0	0
19:30	0	0	0	0	0	0		0	0	0	0
19:45	0	0	0	0	0	0		0	0	0	0
20:00	0	0	0	0	0	0		0	0	0	0
20:15	0	0	0	0	0	0		0	0	0	0
20:30	0	0	0	0	0	0		0	0	0	0
20:45	0	0	0	0	0	0		0	0	0	0
21:00	0	0	0	0	0	0		0	0	0	0
21:15	0	0	0	0	0	0		0	0	0	0
21:30	0	0	0	0	0	0		0	0	0	0
21:45	0	0	0	0	0	0		0	0	0	0
Total Count	0	4	0	0	7	0		11	4	0	7
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1
24hr Volume	0	5	0	0	8	0		13	5	0	8

Summary Of Pedestrian Count
Transportation Development Division

Site:	38486	Date:	5/21/2013
County:	Curry	Hours:	6:00 AM-10:00 PM
City:	Brookings	Highway #:	009 OREGON COAST HIGHWAY
Milepoint:	355.87	Location:	NO. 9 (US101) at Parkview Dr
Count Number:	1.00	Weather:	Cloudy;Rain

Time of Day	Pedestrian		
	North	East	South
6:00	1		1
6:15			
6:30			
6:45			
7:00	3		1
7:15			
7:30			
7:45			
8:00			1
8:15			
8:30			
8:45			
9:00	3		3
9:15			
9:30			
9:45			
10:00	4		3
10:15			
10:30			
10:45			
11:00	1		
11:15			
11:30			
11:45			
12:00			
12:15			
12:30			
12:45	2		
13:00		1	
13:15			
13:30			
13:45			
14:00			
14:15			
14:30			2
14:45			1
15:00			
15:15	1		
15:30			
15:45	1		
16:00			
16:15			
16:30			
16:45			3
17:00	2		
17:15			
17:30			
17:45	2		
18:00		3	12
18:15			
18:30			
18:45			
19:00	7	1	6
19:15			
19:30			
19:45			
20:00	2		
20:15			
20:30			
20:45			
21:00			
21:15			
21:30			
21:45			
Total	29	5	33

Summary of Traffic Count
Transportation Development Division

Site: 38491
County: Curry
City: Brookings
Milepoint: 356.30
Count Number: 1.00

Date: 4/29/2013
Hours: 12:00 PM-6:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101) at Easy St
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
12:00	4	100	1	7	6	0	99	3	1	0	1	1		223	105	13	103	2
12:15	3	78	0	1	5	0	100	4	0	0	0	0		191	81	6	104	0
12:30	5	82	0	7	4	0	91	10	2	0	0	1		202	87	11	103	1
12:45	8	103	0	2	4	0	91	10	2	0	0	0		220	111	6	103	0
13:00	6	84	0	4	2	0	102	0	2	0	0	0		200	90	6	104	0
13:15	8	81	0	4	3	0	89	6	2	1	1	0		195	89	7	97	2
13:30	10	87	0	4	1	0	84	4	1	0	1	1		193	97	5	89	2
13:45	10	97	0	6	3	0	91	5	0	0	0	5		217	107	9	96	5
14:00	4	85	0	8	4	0	109	3	0	0	0	0		213	89	12	112	0
14:15	8	96	0	5	6	0	102	3	2	0	0	1		223	104	11	107	1
14:30	7	88	0	6	4	0	104	8	0	0	0	0		217	95	10	112	0
14:45	5	108	0	2	5	0	102	8	0	0	0	1		231	113	7	110	1
15:00	5	72	0	2	1	0	107	5	2	0	0	1		195	77	3	114	1
15:15	7	74	0	13	0	0	111	4	0	0	0	0		209	81	13	115	0
15:30	5	95	0	6	4	0	126	6	1	0	0	1		244	100	10	133	1
15:45	3	88	0	10	6	0	131	7	1	0	0	1		247	91	16	139	1
16:00	6	99	0	2	5	0	133	5	0	0	0	0		250	105	7	138	0
16:15	2	72	0	4	6	0	124	8	0	0	0	0		216	74	10	132	0
16:30	3	106	0	5	6	0	109	4	1	0	0	1		235	109	11	114	1
16:45	8	102	0	8	3	0	91	6	0	0	0	0		218	110	11	97	0
17:00	4	90	0	6	4	0	123	9	0	0	0	1		237	94	10	132	1
17:15	3	63	0	8	2	1	115	10	0	0	0	1		203	66	11	125	1
17:30	2	71	1	6	5	0	100	6	0	0	0	0		191	74	11	106	0
17:45	10	49	0	8	6	0	94	12	1	0	0	1		181	59	14	107	1
Total Count	136	2070	2	134	95	1	2528	146	18	1	3	17		5151	2208	230	2692	21
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	136	2070	2	134	95	1	2528	146	18	1	3	17		5151	2208	230	2692	21

Summary Of Bicycle Count
Transportation Development Division

Site: 38491
County: Curry
City: Brookings
Milepoint: 356.30
Count Number: 1.00

Date: 4/29/2013
Hours: 12:00 PM-6:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101) at Easy St
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
12:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:00	0	2	0	0	0	0	0	0	0	0	0	0		2	2	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:30	0	1	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:45	0	1	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:15	0	0	0	0	0	0	1	0	0	0	0	0		1	0	0	1	0
17:30	0	1	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Total Count	0	5	0	0	0	0	1	0	0	0	0	0		6	5	0	1	0
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	0	5	0	0	0	0	1	0	0	0	0	0		6	5	0	1	0

Summary Of Pedestrian Count
Transportation Development Division

Site:	38491	Date:	4/29/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	356.30	Location:	NO. 9 (US101) at Easy St
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian			
	North	East	South	West
12:00				
12:15		1		
12:30				
12:45	2		2	
13:00			2	
13:15				
13:30				
13:45			1	
14:00			1	
14:15	1		1	
14:30			1	
14:45				
15:00				
15:15			1	
15:30	3		2	
15:45	1			
16:00			2	
16:15	2		1	
16:30	1		1	
16:45				
17:00	1			
17:15			1	
17:30				
17:45			1	
Total	11	1	17	0

Summary of Traffic Count
Transportation Development Division

Site:	20195	Date:	9/10/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	8802
Milepoint:	0.48	Location:	5th St at Elk Dr
Count Number:	1.00	Weather:	Clear

	Summary By Movements								Entering Volumes		
Time of Day	N-E	N-S	E-N	E-S	S-N	S-E		TOTAL	North	East	South
12:00	10	67	11	28	51	15		182	77	39	66
12:15	5	49	7	18	59	30		168	54	25	89
12:30	9	53	9	15	55	18		159	62	24	73
12:45	3	56	11	13	70	15		168	59	24	85
13:00	9	46	6	14	52	17		144	55	20	69
13:15	8	53	10	14	59	25		169	61	24	84
13:30	4	37	15	21	55	27		159	41	36	82
13:45	5	45	8	17	53	23		151	50	25	76
14:00	5	73	8	29	51	17		183	78	37	68
14:15	4	45	9	25	66	14		163	49	34	80
14:30	7	51	9	17	55	11		150	58	26	66
14:45	5	51	6	22	42	15		141	56	28	57
15:00	10	51	12	19	53	23		168	61	31	76
15:15	7	53	7	23	49	24		163	60	30	73
15:30	7	52	5	25	43	20		152	59	30	63
15:45	8	52	12	28	43	18		161	60	40	61
16:00	12	57	8	20	49	14		160	69	28	63
16:15	4	38	10	16	51	16		135	42	26	67
16:30	6	50	4	21	46	19		146	56	25	65
16:45	8	54	7	23	42	21		155	62	30	63
17:00	15	55	10	15	41	19		155	70	25	60
17:15	8	53	5	19	56	25		166	61	24	81
17:30	7	47	6	17	47	17		141	54	23	64
17:45	5	36	8	14	49	10		122	41	22	59
Total Count	171	1224	203	473	1237	453		3761	1395	676	1690
24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	171	1224	203	473	1237	453		3761	1395	676	1690

Summary Of Bicycle Count
Transportation Development Division

Site:	20195	Date:	9/10/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	8802
Milepoint:	0.48	Location:	5th St at Elk Dr
Count Number:	1.00	Weather:	Clear

	Summary By Movements								Entering Volumes		
Time of Day	N-E	N-S	E-N	E-S	S-N	S-E		TOTAL	North	East	South
12:00	0	0	0	0	0	0		0	0	0	0
12:15	0	0	0	0	1	0		1	0	0	1
12:30	0	0	0	0	0	0		0	0	0	0
12:45	0	0	0	0	1	0		1	0	0	1
13:00	0	0	0	0	0	0		0	0	0	0
13:15	0	0	0	0	0	0		0	0	0	0
13:30	0	1	0	0	0	0		1	1	0	0
13:45	0	0	0	1	1	0		2	0	1	1
14:00	0	1	0	0	2	0		3	1	0	2
14:15	0	0	0	0	0	0		0	0	0	0
14:30	0	1	0	0	2	0		3	1	0	2
14:45	0	0	0	2	0	2		4	0	2	2
15:00	0	1	0	0	1	0		2	1	0	1
15:15	0	1	0	0	0	0		1	1	0	0
15:30	0	1	0	0	0	0		1	1	0	0
15:45	0	0	0	0	1	0		1	0	0	1
16:00	0	0	0	0	0	0		0	0	0	0
16:15	0	0	0	0	0	0		0	0	0	0
16:30	0	0	0	0	0	0		0	0	0	0
16:45	0	0	0	0	0	0		0	0	0	0
17:00	0	0	0	0	0	0		0	0	0	0
17:15	0	0	1	0	0	0		1	0	1	0
17:30	0	0	0	0	1	0		1	0	0	1
17:45	0	0	0	0	0	0		0	0	0	0
Total Count	0	6	1	3	10	2		22	6	4	12
24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	0	6	1	3	10	2		22	6	4	12

Summary Of Pedestrian Count
Transportation Development Division

Site:	20195	Date:	9/10/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	8802
Milepoint:	0.48	Location:	5th St at Elk Dr
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian		
	North	East	South
12:00		4	6
12:15		4	12
12:30	1	3	3
12:45	1	1	3
13:00	1	4	1
13:15	1	2	1
13:30	1		
13:45	1		
14:00	2	1	1
14:15		3	
14:30		2	
14:45	1	1	
15:00		1	1
15:15	2	1	2
15:30	3	4	1
15:45		3	1
16:00	5	5	1
16:15	3	1	2
16:30		4	
16:45	1	2	1
17:00	3		1
17:15		1	3
17:30	3	1	
17:45	4	3	
Total	33	51	40

Summary of Traffic Count
Transportation Development Division

Site: 38493
County: Curry
City: Brookings
Milepoint: 356.92
Count Number: 1.00

Date: 4/24/2013
Hours: 12:00 PM-6:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101) @ 5th Street
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	NE-SE	NE-SW	NE-NW	SE-NE	SE-SW	SE-NW	SW-NE	SW-SE	SW-NW	NW-NE	NW-SE	NW-SW		TOTAL	North-East	South-East	South-West	North-West
12:00	33	22	13	27	43	127	14	43	32	10	112	21		497	68	197	89	143
12:15	34	25	15	17	34	108	23	30	19	5	108	30		448	74	159	72	143
12:30	33	20	7	24	25	121	18	24	32	10	90	17		421	60	170	74	117
12:45	44	25	13	34	31	81	22	35	29	17	99	18		448	82	146	86	134
13:00	26	19	9	32	31	104	23	32	36	14	128	15		469	54	167	91	157
13:15	22	21	9	22	28	81	31	33	23	13	97	17		397	52	131	87	127
13:30	30	23	10	16	27	74	21	37	32	12	98	18		398	63	117	90	128
13:45	22	20	12	15	19	70	12	37	17	23	117	19		383	54	104	66	159
14:00	33	35	17	16	33	89	14	37	21	17	82	13		407	85	138	72	112
14:15	31	28	12	10	46	120	23	38	22	11	96	11		448	71	176	83	118
14:30	25	27	15	42	36	104	26	31	29	10	91	24		460	67	182	86	125
14:45	24	28	9	23	31	97	26	32	24	9	120	17		440	61	151	82	146
15:00	32	24	9	18	21	90	20	40	35	8	110	11		418	65	129	95	129
15:15	35	44	14	21	43	87	20	35	22	21	101	9		452	93	151	77	131
15:30	30	20	7	24	24	86	30	34	19	12	106	23		415	57	134	83	141
15:45	32	15	10	25	34	87	25	34	20	14	108	15		419	57	146	79	137
16:00	37	13	15	17	34	84	11	28	17	9	75	10		350	65	135	56	94
16:15	32	26	12	30	38	97	7	13	7	6	53	2		323	70	165	27	61
16:30	23	19	12	21	20	93	26	30	19	15	90	17		385	54	134	75	122
16:45	21	21	7	20	36	86	29	27	18	10	93	18		386	49	142	74	121
17:00	34	27	20	34	35	93	29	38	16	20	114	14		474	81	162	83	148
17:15	27	21	10	15	37	78	18	26	19	12	84	17		364	58	130	63	113
17:30	18	19	6	21	39	108	29	35	20	12	100	15		422	43	168	84	127
17:45	23	25	8	16	19	104	26	34	22	12	103	13		405	56	139	82	128
Total Count	701	567	271	540	764	2269	523	783	550	302	2375	384		10029	1539	3573	1856	3061
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	701	567	271	540	764	2269	523	783	550	302	2375	384		10029	1539	3573	1856	3061

Summary Of Bicycle Count
Transportation Development Division

Site: 38493
County: Curry
City: Brookings
Milepoint: 356.92
Count Number: 1.00

Date: 4/24/2013
Hours: 12:00 PM-6:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101) @ 5th Street
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	NE-SE	NE-SW	NE-NW	SE-NE	SE-SW	SE-NW	SW-NE	SW-SE	SW-NW	NW-NE	NW-SE	NW-SW		TOTAL	North-East	South-East	South-West	North-West
12:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
13:15	0	1	0	0	0	1	1	0	0	0	1	0		4	1	1	1	1
13:30	0	0	0	0	0	2	0	0	0	0	0	0		2	0	2	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	2	0		2	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:45	1	0	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
15:00	0	1	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:15	0	0	0	0	0	0	2	0	0	0	0	0		2	0	0	2	0
16:30	0	0	0	0	0	0	2	0	0	0	0	0		2	0	0	2	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
17:00	0	0	0	0	0	0	0	1	0	0	2	0		3	0	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	2	0		2	0	0	0	2
Total Count	1	3	0	0	0	3	5	1	0	0	10	0		23	4	3	6	10
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	1	3	0	0	0	3	5	1	0	0	10	0		23	4	3	6	10

Summary Of Pedestrian Count
Transportation Development Division

Site:	38493	Date:	4/24/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	356.92	Location:	NO. 9 (US101) @ 5th Street
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian			
	North-East	South-East	South-West	North-West
12:00	2		1	
12:15	2		1	
12:30	1	1	1	
12:45		2		2
13:00	1	4	2	
13:15			1	
13:30	2	3	3	3
13:45		1	3	
14:00	3	1	2	1
14:15	9	2	4	1
14:30	8	1	3	
14:45	8	4	2	
15:00			4	1
15:15	4		2	
15:30			2	1
15:45	4		2	1
16:00	1		5	
16:15	3		3	3
16:30	5	2	3	2
16:45	2	3	3	2
17:00			2	
17:15	3	2	2	1
17:30	6	2	1	
17:45	3	1	1	
Total	67	29	53	18

Summary of Traffic Count
Transportation Development Division

Site: 20196
County: Curry
City: Brookings
Milepoint: 357.08
Count Number: 1.00

Date: 4/24/2013
Hours: 12:00 PM-6:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101) at Pacific Ave
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	NE-SE	NE-SW	NE-NW	SE-NE	SE-SW	SE-NW	SW-NE	SW-SE	SW-NW	NW-NE	NW-SE	NW-SW		TOTAL	North-East	South-East	South-West	North-West
12:00	2	0	13	0	2	195	0	6	4	11	194	6		433	15	197	10	211
12:15	1	0	10	0	3	191	0	0	4	3	170	6		388	11	194	4	179
12:30	1	0	4	0	4	186	0	3	0	4	173	2		377	5	190	3	179
12:45	1	1	7	0	3	172	0	1	3	6	182	4		380	9	175	4	192
13:00	0	1	10	1	7	168	0	7	2	4	173	5		378	11	176	9	182
13:15	1	1	10	0	0	148	0	5	2	9	178	4		358	12	148	7	191
13:30	1	2	11	1	1	131	2	4	4	7	162	10		336	14	133	10	179
13:45	0	1	3	0	2	138	0	2	1	6	160	6		319	4	140	3	172
14:00	1	1	17	0	1	149	1	6	3	9	154	2		344	19	150	10	165
14:15	1	1	12	1	8	183	0	4	3	9	152	6		380	14	192	7	167
14:30	0	0	6	1	3	158	0	9	3	2	159	4		345	6	162	12	165
14:45	0	0	8	0	5	151	1	3	5	4	163	7		347	8	156	9	174
15:00	2	1	4	2	6	156	0	22	4	9	155	11		372	7	164	26	175
15:15	0	0	5	1	4	184	2	6	1	1	145	3		352	5	189	9	149
15:30	0	1	10	0	2	140	1	6	1	4	190	4		359	11	142	8	198
15:45	2	0	8	0	0	142	1	6	3	6	155	9		332	10	142	10	170
16:00	1	2	12	0	2	181	2	5	2	4	167	3		381	15	183	9	174
16:15	2	0	5	0	2	157	0	3	4	4	144	6		327	7	159	7	154
16:30	2	0	11	1	3	136	0	7	2	5	134	4		305	13	140	9	143
16:45	1	0	10	0	1	172	1	4	7	6	142	5		349	11	173	12	153
17:00	0	0	9	0	2	163	1	4	1	9	164	4		357	9	165	6	177
17:15	0	0	8	2	5	151	0	1	1	8	146	5		327	8	158	2	159
17:30	2	0	6	1	0	163	0	3	0	6	156	2		339	8	164	3	164
17:45	0	0	8	2	0	142	1	2	1	4	133	0		293	8	144	4	137
Total Count	21	12	207	13	66	3857	13	119	61	140	3851	118		8478	240	3936	193	4109
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	21	12	207	13	66	3857	13	119	61	140	3851	118		8478	240	3936	193	4109

Summary Of Bicycle Count
Transportation Development Division

Site: 20196
County: Curry
City: Brookings
Milepoint: 357.08
Count Number: 1.00

Date: 4/24/2013
Hours: 12:00 PM-6:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101) at Pacific Ave
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	NE-SE	NE-SW	NE-NW	SE-NE	SE-SW	SE-NW	SW-NE	SW-SE	SW-NW	NW-NE	NW-SE	NW-SW		TOTAL	North-East	South-East	South-West	North-West
12:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	2	0		2	0	0	0	2
13:15	0	0	0	0	0	1	0	0	0	0	0	0		1	0	1	0	0
13:30	0	0	0	0	0	3	0	0	0	0	0	0		3	0	3	0	0
13:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:30	0	0	0	0	0	1	0	0	0	0	0	0		1	0	1	0	0
14:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	1	1		2	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:30	0	0	0	0	0	1	0	0	0	0	1	0		2	0	1	0	1
16:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
17:00	0	0	0	0	0	0	0	1	0	0	1	1		3	0	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1		1	0	0	0	1
17:45	0	0	0	0	0	1	0	0	0	0	0	2		3	0	1	0	2
Total Count	0	0	0	0	0	7	0	1	0	0	9	5		22	0	7	1	14
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	0	0	0	0	0	7	0	1	0	0	9	5		22	0	7	1	14

Summary Of Pedestrian Count
Transportation Development Division

Site:	20196	Date:	4/24/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	357.08	Location:	NO. 9 (US101) at Pacific Ave
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian			
	North-East	South-East	South-West	North-West
12:00	4	1		4
12:15	1	11	3	3
12:30	4	6		1
12:45	2	7		4
13:00	3	10	5	2
13:15	1	4		
13:30	3	4	2	9
13:45		1		1
14:00	2	3	1	4
14:15	13	12	3	2
14:30	6	5	6	2
14:45	1	5	3	17
15:00	2	8	1	3
15:15		6	2	5
15:30	2	2	2	5
15:45	1	8	2	4
16:00		5		18
16:15	3	6		
16:30				2
16:45				1
17:00	2	3		4
17:15	5	9	2	5
17:30	2	8		
17:45	1	1		2
Total	58	125	32	98

Summary of Traffic Count
Transportation Development Division

Site: 38498
County: Curry
City: Brookings
Milepoint: 357.20
Count Number: 1.00

Date: 4/24/2013
Hours: 12:00 PM-6:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101) @ Center Street
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
12:00	0	0	1	1	9	180	0	8	20	0	171	22		412	1	190	28	193
12:15	0	0	0	0	10	169	0	9	22	0	160	17		387	0	179	31	177
12:30	0	0	1	1	9	169	1	11	12	0	156	13		373	1	179	24	169
12:45	0	1	1	1	13	158	0	14	18	0	154	24		384	2	172	32	178
13:00	1	0	1	0	9	164	0	14	24	0	162	10		385	2	173	38	172
13:15	1	1	3	1	7	137	1	9	14	0	166	14		354	5	145	24	180
13:30	0	0	2	0	4	124	0	14	10	0	154	12		320	2	128	24	166
13:45	0	0	0	0	5	128	0	10	16	0	158	14		331	0	133	26	172
14:00	0	0	0	0	8	157	0	6	14	0	151	11		347	0	165	20	162
14:15	1	0	2	1	8	184	0	16	14	0	165	16		407	3	193	30	181
14:30	0	0	2	0	10	152	0	14	18	0	164	6		366	2	162	32	170
14:45	2	0	0	0	8	160	0	11	10	0	163	11		365	2	168	21	174
15:00	1	0	1	0	13	156	0	12	13	1	185	11		393	2	169	25	197
15:15	2	0	2	0	14	168	0	13	13	0	148	10		370	4	182	26	158
15:30	0	0	2	0	6	137	1	12	15	0	162	13		348	2	143	28	175
15:45	0	1	1	0	9	137	0	8	23	0	173	15		367	2	146	31	188
16:00	0	0	2	1	12	155	0	11	15	0	183	6		385	2	168	26	189
16:15	2	0	0	0	8	150	0	10	11	1	141	8		331	2	158	21	150
16:30	2	1	1	0	6	133	0	10	18	1	136	8		316	4	139	28	145
16:45	0	0	2	0	3	157	0	11	12	1	132	6		324	2	160	23	139
17:00	0	0	2	1	7	160	0	5	14	0	153	5		347	2	168	19	158
17:15	1	0	1	0	4	146	0	2	16	0	165	2		337	2	150	18	167
17:30	0	0	0	0	2	154	0	9	16	0	156	10		347	0	156	25	166
17:45	1	0	1	0	3	133	0	5	10	0	141	8		302	2	136	15	149
Total Count	14	4	28	7	187	3668	3	244	368	4	3799	272		8598	46	3862	615	4075
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	14	4	28	7	187	3668	3	244	368	4	3799	272		8598	46	3862	615	4075

Summary Of Bicycle Count
Transportation Development Division

Site: 38498
County: Curry
City: Brookings
Milepoint: 357.20
Count Number: 1.00

Date: 4/24/2013
Hours: 12:00 PM-6:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101) @ Center Street
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
12:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:15	0	1	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:15	0	0	0	0	0	1	0	0	0	0	0	0		1	0	1	0	0
13:30	0	0	0	0	0	2	0	0	0	0	0	0		2	0	2	0	0
13:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	0		1	0	0	1	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:15	0	0	1	0	0	0	0	0	0	0	0	0		1	1	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	0	0	0	0		1	0	0	1	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0		1	0	0	1	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:45	0	0	0	0	0	1	0	0	0	1	0	0		2	0	1	0	1
Total Count	0	1	1	0	0	4	1	0	2	1	4	0		14	2	4	3	5
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	0	1	1	0	0	4	1	0	2	1	4	0		14	2	4	3	5

Summary Of Pedestrian Count
Transportation Development Division

Site:	38498	Date:	4/24/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	357.20	Location:	NO. 9 (US101) @ Center
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian			
	North	East	South	West
12:00	3	7	3	4
12:15	6	2	4	5
12:30		5	2	4
12:45	1	5		3
13:00		9	1	4
13:15	2	2	1	2
13:30		4	2	9
13:45	1	1	5	4
14:00	3	3		3
14:15	4	3	3	1
14:30		2		
14:45	1	5	4	5
15:00	1	3	3	5
15:15	1	4	2	6
15:30		5	3	1
15:45			7	4
16:00	4	7		11
16:15	1	1	1	6
16:30	2	2		
16:45	1	2	1	4
17:00	1	1	1	4
17:15	4	10	4	7
17:30		3		
17:45	1	1	3	1
Total	37	87	50	93

Summary of Traffic Count
Transportation Development Division

Site:	38487	Date:	5/3/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009 OREGON COAST HIGHWAY
Milepoint:	357.33	Location:	NO. 9 (US101) at Fern Ave
Count Number:	1.00	Weather:	Clear

	Summary By Movements											Entering Volumes		
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	W-N	W-E	W-S		TOTAL	North	East	West
12:00	1	0	10	5	2	184	5	186	3		396	11	191	194
12:15	1	0	4	2	5	177	9	198	9		405	5	184	216
12:30	3	0	9	4	5	203	9	159	7		399	12	212	175
12:45	2	0	5	6	5	168	9	183	6		384	7	179	198
13:00	5	0	5	10	13	193	6	165	7		404	10	216	178
13:15	1	1	1	2	7	137	8	163	13		333	3	146	184
13:30	2	0	4	7	2	167	8	127	1		318	6	176	136
13:45	4	1	7	3	3	176	11	139	4		348	12	182	154
14:00	0	0	10	1	7	134	4	164	2		322	10	142	170
14:15	0	0	7	5	4	188	14	153	2		373	7	197	169
14:30	1	0	7	8	3	187	5	162	3		376	8	198	170
14:45	3	1	5	3	6	169	7	174	8		376	9	178	189
15:00	1	0	10	7	8	170	10	184	8		398	11	185	202
15:15	2	1	7	9	16	164	6	161	4		370	10	189	171
15:30	1	1	3	5	4	164	11	185	7		381	5	173	203
15:45	1	1	5	6	7	159	7	150	2		338	7	172	159
16:00	0	0	6	8	5	186	5	138	7		355	6	199	150
16:15	0	0	6	5	6	175	5	173	7		377	6	186	185
16:30	2	0	8	4	7	166	5	163	7		362	10	177	175
16:45	6	0	6	12	1	168	7	162	10		372	12	181	179
17:00	2	0	8	5	5	146	8	171	3		348	10	156	182
17:15	1	0	3	5	8	130	5	134	3		289	4	143	142
17:30	1	0	7	6	2	153	7	159	4		339	8	161	170
17:45	2	0	2	3	2	118	4	125	2		258	4	123	131
Total Count	42	6	145	131	133	3982	175	3878	129		8621	193	4246	4182
24hr Factor	1	1	1	1	1	1	1	1	1		1	1	1	1
24hr Volume	42	6	145	131	133	3982	175	3878	129		8621	193	4246	4182

Summary Of Bicycle Count
Transportation Development Division

Site:	38487	Date:	5/3/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009 OREGON COAST HIGHWAY
Milepoint:	357.33	Location:	NO. 9 (US101) at Fern Ave
Count Number:	1.00	Weather:	Clear

	Summary By Movements											Entering Volumes		
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	W-N	W-E	W-S		TOTAL	North	East	West
12:00	0	0	0	0	0	0	0	0	0		0	0	0	0
12:15	0	0	0	0	0	0	0	0	0		0	0	0	0
12:30	0	0	0	0	0	0	0	0	0		0	0	0	0
12:45	0	0	0	0	0	0	0	0	0		0	0	0	0
13:00	0	0	0	0	0	0	0	0	0		0	0	0	0
13:15	0	0	0	0	0	0	0	1	0		1	0	0	1
13:30	1	1	0	0	0	1	0	0	0		3	2	1	0
13:45	0	0	0	0	0	1	0	0	0		1	0	1	0
14:00	0	0	0	0	0	0	0	0	0		0	0	0	0
14:15	0	0	0	0	0	0	0	0	0		0	0	0	0
14:30	0	0	0	0	0	0	0	0	0		0	0	0	0
14:45	0	0	0	0	0	0	0	0	0		0	0	0	0
15:00	0	0	0	0	0	0	0	0	0		0	0	0	0
15:15	0	0	0	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	1	0	0	0		1	0	1	0
15:45	0	0	0	0	0	0	0	0	0		0	0	0	0
16:00	0	0	0	0	0	0	0	0	0		0	0	0	0
16:15	0	0	0	0	0	1	0	0	0		1	0	1	0
16:30	0	0	0	0	0	0	0	1	0		1	0	0	1
16:45	0	0	0	0	0	0	0	0	0		0	0	0	0
17:00	0	0	0	0	0	0	0	0	0		0	0	0	0
17:15	0	0	0	0	0	0	0	0	0		0	0	0	0
17:30	0	0	0	0	0	0	0	0	0		0	0	0	0
17:45	0	0	0	0	0	0	0	0	0		0	0	0	0
Total Count	1	1	0	0	0	4	0	2	0		8	2	4	2
24hr Factor	1	1	1	1	1	1	1	1	1		1	1	1	1
24hr Volume	1	1	0	0	0	4	0	2	0		8	2	4	2

Summary Of Pedestrian Count
Transportation Development Division

Site:	38487	Date:	5/3/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	357.33	Location:	NO. 9 (US101) at Fern Ave
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian			
	North	East	South	West
12:00		2	1	3
12:15	2			3
12:30	2	3	1	4
12:45	2	2	1	7
13:00		1	3	4
13:15		4		1
13:30		6	1	5
13:45	1			1
14:00		2		1
14:15	2	1		3
14:30			1	2
14:45		2		6
15:00	1			5
15:15	4	3	1	2
15:30		6		2
15:45	6	2	4	2
16:00		4		7
16:15		1	2	1
16:30		4		6
16:45	1	3	5	
17:00		3		1
17:15		1		1
17:30	2			4
17:45	1	1	3	5
Total	24	51	23	76

Summary of Traffic Count
Transportation Development Division

Site: 38484
County: Curry
City: Brookings
Milepoint: 357.49
Count Number: 1.00

Date: 5/2/2013
Hours: 12:00 PM-6:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101, Chetco Ave) @ Oak St
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
12:00	25	19	22	13	1	165	10	22	3	7	165	11		463	66	179	35	183
12:15	18	11	9	12	3	169	9	14	7	15	181	7		455	38	184	30	203
12:30	18	20	10	16	3	184	14	13	7	5	152	10		452	48	203	34	167
12:45	19	12	12	7	2	160	10	22	6	3	170	3		426	43	169	38	176
13:00	18	13	10	6	2	196	9	15	12	5	168	6		460	41	204	36	179
13:15	17	15	6	12	1	127	14	19	7	7	163	6		394	38	140	40	176
13:30	14	11	8	10	1	155	23	13	4	1	119	4		363	33	166	40	124
13:45	22	23	9	13	3	164	17	15	8	6	126	6		412	54	180	40	138
14:00	27	23	11	7	1	123	12	15	5	5	145	8		382	61	131	32	158
14:15	20	14	10	11	1	167	15	20	9	3	156	4		430	44	179	44	163
14:30	11	6	9	13	2	181	13	17	12	4	153	5		426	26	196	42	162
14:45	10	10	9	15	3	167	16	14	4	3	167	3		421	29	185	34	173
15:00	25	11	5	11	2	171	14	30	4	5	174	6		458	41	184	48	185
15:15	24	20	16	15	5	155	19	17	6	7	165	4		453	60	175	42	176
15:30	13	19	6	6	2	163	12	19	10	3	173	3		429	38	171	41	179
15:45	23	17	9	8	3	157	13	13	5	3	145	5		401	49	168	31	153
16:00	23	14	4	3	1	172	11	16	7	1	142	3		397	41	176	34	146
16:15	16	11	13	4	4	167	7	21	6	4	167	7		427	40	175	34	178
16:30	17	8	7	7	2	165	8	19	9	4	154	4		404	32	174	36	162
16:45	16	8	2	13	3	166	9	13	8	6	159	5		408	26	182	30	170
17:00	18	7	10	10	3	135	14	13	4	2	172	3		391	35	148	31	177
17:15	19	6	5	9	3	132	13	14	4	6	128	1		340	30	144	31	135
17:30	16	8	4	8	1	145	9	7	6	2	156	0		362	28	154	22	158
17:45	9	9	6	9	2	123	8	12	3	5	127	2		315	24	134	23	134
Total Count	438	315	212	238	54	3809	299	393	156	112	3727	116		9869	965	4101	848	3955
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	438	315	212	238	54	3809	299	393	156	112	3727	116		9869	965	4101	848	3955

Summary Of Bicycle Count
Transportation Development Division

Site: 38484
County: Curry
City: Brookings
Milepoint: 357.49
Count Number: 1.00

Date: 5/2/2013
Hours: 12:00 PM-6:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101, Chetco Ave) @ Oak St
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
12:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	2	0		2	0	0	0	2
13:30	0	0	0	0	0	2	0	0	0	0	0	0		2	0	2	0	0
13:45	0	0	0	0	0	1	0	0	0	0	0	0		1	0	1	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	0	0	0		1	0	0	1	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:15	0	0	0	0	0	1	3	0	0	0	0	0		4	0	1	3	0
16:30	0	2	0	0	0	1	3	0	0	0	0	0		6	2	1	3	0
16:45	0	0	0	0	0	0	0	3	0	0	0	0		3	0	0	3	0
17:00	0	4	0	0	0	0	0	0	0	0	0	0		4	4	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:30	0	1	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Total Count	0	7	0	0	0	5	6	3	1	0	4	0		26	7	5	10	4
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	0	7	0	0	0	5	6	3	1	0	4	0		26	7	5	10	4

Summary Of Pedestrian Count
Transportation Development Division

Site:	38484	Date:	5/2/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009
Milepoint:	357.49	Location:	OREGON COAST HIGHWAY NO. 9 (US101, Chetco Ave) @
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian			
	North	East	South	West
12:00	1	1	8	
12:15	1	2	7	3
12:30	2	2	2	2
12:45	3	3	1	3
13:00	2	2	1	
13:15	1	2	3	
13:30	2	2		3
13:45				
14:00	5	2	2	1
14:15	6		4	1
14:30		2	2	2
14:45	1	1	2	2
15:00	4		1	4
15:15	21	3	1	2
15:30	4	4	2	1
15:45	2	5		4
16:00	3	1	2	8
16:15	2	3	1	1
16:30	3		2	7
16:45	7	1		
17:00	5		5	
17:15	2	1	3	
17:30	4		4	4
17:45	5		2	1
Total	86	37	55	49

Summary of Traffic Count
Transportation Development Division

Site:	38003	Date:	9/10/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	357.57	Location:	NO. 9 (US101) at Alder St
Count Number:	1.00	Weather:	

Time of Day	Summary By Movements								Entering Volumes		
	NE-SE	NE-SW	SE-NE	SE-SW	SW-NE	SW-SE		TOTAL	North-East	South-East	South-West
12:00	36	180	32	0	208	11		467	216	32	219
12:15	44	198	31	2	196	6		477	242	33	202
12:30	38	192	33	1	194	14		472	230	34	208
12:45	61	213	39	2	215	10		540	274	41	225
13:00	40	190	33	1	230	9		503	230	34	239
13:15	45	196	33	2	215	7		498	241	35	222
13:30	46	188	34	0	186	6		460	234	34	192
13:45	42	187	39	1	198	7		474	229	40	205
14:00	38	202	34	1	209	4		488	240	35	213
14:15	31	213	35	3	182	10		474	244	38	192
14:30	44	182	43	4	167	8		448	226	47	175
14:45	38	174	37	1	175	12		437	212	38	187
15:00	43	167	31	2	224	12		479	210	33	236
15:15	31	160	25	2	206	5		429	191	27	211
15:30	36	170	29	2	249	5		491	206	31	254
15:45	40	190	30	0	185	13		458	230	30	198
16:00	29	161	35	1	214	11		451	190	36	225
16:15	24	178	30	0	190	15		437	202	30	205
16:30	36	164	31	4	194	8		437	200	35	202
16:45	44	174	20	0	195	13		446	218	20	208
17:00	38	179	29	2	193	9		450	217	31	202
17:15	26	177	26	1	184	6		420	203	27	190
17:30	33	163	20	1	156	8		381	196	21	164
17:45	28	133	24	3	143	8		339	161	27	151
Total Count	911	4331	753	36	4708	217		10956	5242	789	4925
24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	911	4331	753	36	4708	217		10956	5242	789	4925

Summary Of Bicycle Count
Transportation Development Division

Site:	38003	Date:	9/10/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009 OREGON COAST HIGHWAY
Milepoint:	357.57	Location:	NO. 9 (US101) at Alder St
Count Number:	1.00	Weather:	

Time of Day	Summary By Movements								Entering Volumes		
	NE-SE	NE-SW	SE-NE	SE-SW	SW-NE	SW-SE		TOTAL	North-East	South-East	South-West
12:00	0	0	0	0	2	0		2	0	0	2
12:15	0	0	0	0	0	0		0	0	0	0
12:30	0	0	1	0	2	0		3	0	1	2
12:45	0	0	0	0	0	0		0	0	0	0
13:00	0	0	0	0	0	0		0	0	0	0
13:15	0	0	0	0	0	0		0	0	0	0
13:30	0	0	0	0	2	0		2	0	0	2
13:45	0	0	0	0	0	0		0	0	0	0
14:00	0	3	1	0	0	0		4	3	1	0
14:15	0	0	0	0	1	0		1	0	0	1
14:30	0	0	4	0	1	0		5	0	4	1
14:45	0	0	0	0	0	0		0	0	0	0
15:00	0	0	0	0	1	0		1	0	0	1
15:15	0	0	1	0	0	0		1	0	1	0
15:30	0	1	1	0	0	0		2	1	1	0
15:45	0	1	0	0	1	0		2	1	0	1
16:00	0	0	2	0	0	0		2	0	2	0
16:15	1	0	0	0	2	0		3	1	0	2
16:30	0	1	1	0	0	0		2	1	1	0
16:45	0	0	0	0	0	0		0	0	0	0
17:00	0	2	0	0	0	0		2	2	0	0
17:15	0	0	0	0	0	0		0	0	0	0
17:30	0	0	0	0	1	0		1	0	0	1
17:45	0	0	0	0	0	0		0	0	0	0
Total Count	1	8	11	0	13	0		33	9	11	13
24hr Factor	1	1	1	1	1	1		1	1	1	1
24hr Volume	1	8	11	0	13	0		33	9	11	13

Summary Of Pedestrian Count
Transportation Development Division

Site:	38003	Date:	9/10/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	357.57	Location:	NO. 9 (US101) at Alder St
Count Number:	1.00	Weather:	

Time of Day	Pedestrian		
	North-East	South-East	South-West
12:00	15		4
12:15	8		1
12:30	1		
12:45	1		
13:00	2		
13:15	1		4
13:30	2	1	1
13:45	2		2
14:00		1	2
14:15	1		1
14:30			1
14:45	1		3
15:00			
15:15	2		1
15:30	1		3
15:45	3		2
16:00			1
16:15	2		1
16:30	2		
16:45	1		1
17:00	2		6
17:15	1		1
17:30	4		2
17:45			
Total	52	2	37

Summary of Traffic Count
Transportation Development Division

Site: 38492
County: Curry
City: Brookings
Milepoint: 357.76
Count Number: 1.00

Date: 4/30/2013
Hours: 6:00 AM-10:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101) @ Constitution Way and
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
6:00	64	0	19	24	0	207	0	0	0	10	192	0		516	83	231	0	202
6:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:00	96	2	55	135	3	361	0	1	1	12	413	0		1079	153	499	2	425
7:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:00	126	0	65	110	2	548	0	1	2	40	570	0		1464	191	660	3	610
8:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:00	93	0	56	88	0	616	0	1	1	36	616	0		1507	149	704	2	652
9:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:00	90	1	59	99	0	706	0	0	0	47	685	1		1688	150	805	0	733
10:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:00	96	0	73	93	3	826	0	3	2	60	787	0		1943	169	922	5	847
11:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:00	22	1	14	36	0	209	0	0	1	15	241	0		539	37	245	1	256
12:15	25	0	11	212	0	220	1	0	0	20	227	0		716	36	432	1	247
12:30	22	0	15	31	1	201	0	1	0	15	213	0		499	37	233	1	228
12:45	36	0	16	35	0	204	0	0	0	19	198	0		508	52	239	0	217
13:00	30	0	10	41	0	230	0	0	1	15	266	0		593	40	271	1	281
13:15	40	0	15	25	0	194	0	0	0	17	228	0		519	55	219	0	245
13:30	22	0	12	36	0	224	0	0	0	13	172	0		479	34	260	0	185
13:45	24	2	15	48	0	202	0	0	0	20	176	0		487	41	250	0	196
14:00	35	0	9	35	2	193	0	0	2	17	214	0		507	44	230	2	231
14:15	44	0	15	31	1	202	1	1	1	29	234	0		559	59	234	3	263
14:30	25	0	23	47	0	235	0	0	1	23	211	0		565	48	282	1	234
14:45	22	0	15	53	0	228	0	0	0	21	205	0		544	37	281	0	226
15:00	26	0	16	37	0	204	0	0	0	27	239	0		549	42	241	0	266
15:15	27	0	11	39	0	213	0	0	0	20	204	1		515	38	252	0	225
15:30	35	0	17	28	0	185	0	0	0	21	202	0		488	52	213	0	223
15:45	33	0	25	36	0	223	0	0	0	21	219	0		557	58	259	0	240
16:00	27	0	12	36	0	177	0	0	0	18	197	0		467	39	213	0	215
16:15	39	0	21	47	0	189	0	0	0	22	223	0		541	60	236	0	245
16:30	36	0	17	30	0	189	0	0	0	14	207	0		493	53	219	0	221
16:45	26	0	13	52	1	242	0	0	1	22	217	0		574	39	295	1	239
17:00	32	0	16	45	2	169	0	0	0	25	217	0		506	48	216	0	242
17:15	24	0	16	45	0	157	0	0	0	24	182	0		448	40	202	0	206
17:30	26	0	10	33	0	166	0	0	0	14	156	2		407	36	199	0	172
17:45	26	0	19	40	1	153	2	2	0	23	147	0		413	45	194	4	170
18:00	78	0	38	123	1	548	0	2	0	46	542	0		1378	116	672	2	588
18:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:00	74	2	42	102	0	402	1	0	1	44	405	0		1073	118	504	2	449
19:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:00	60	0	31	81	1	279	0	1	0	34	315	0		802	91	361	1	349
20:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:00	31	0	16	49	0	186	0	0	0	17	220	0		519	47	235	0	237
21:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0

Summary Of Bicycle Count
Transportation Development Division

Site: 38492
County: Curry
City: Brookings
Milepoint: 357.76
Count Number: 1.00

Date: 4/30/2013
Hours: 6:00 AM-10:00 PM
Highway #: 009
OREGON COAST HIGHWAY NO. 9
Location: (US101) @ Constitution Way and
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
6:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:00	1	0	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:00	0	0	0	0	0	2	0	0	0	0	0	0		2	0	2	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:00	0	0	1	0	0	0	0	0	0	0	0	0		1	1	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:15	1	0	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	1	0	0	0	0	1	0		2	0	1	0	1
13:00	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00	0	0	0	0	0	1	0	0	0	0	0	0		1	0	1	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:45	1	0	0	0	0	0	0	0	0	1	1	0		3	1	0	0	2
16:00	0	0	0	1	0	0	0	0	0	0	0	0		1	0	1	0	0
16:15	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
16:30	0	0	0	0	0	1	0	0	0	0	0	0		1	0	1	0	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
17:00	0	0	0	0	0	1	0	0	0	0	0	0		1	0	1	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	1	0	0		1	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	1	0		1	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Total Count	3	0	1	1	0	6	0	0	0	2	11	0		24	4	7	0	13
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1	1.1	1.1	1.1
24hr Volume	4	0	2	2	0	7	0	0	0	3	13	0		27	5	8	0	15

Summary Of Pedestrian Count
Transportation Development Division

Site:	38492	Date:	4/30/2013
County:	Curry	Hours:	6:00 AM-10:00 PM
City:	Brookings	Highway #:	009
			OREGON COAST HIGHWAY
Milepoint:	357.76	Location:	NO. 9 (US101) @
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian			
	North	East	South	West
6:00				2
6:15				
6:30				
6:45				
7:00		1		1
7:15				
7:30				
7:45				
8:00		2		3
8:15				
8:30				
8:45				
9:00		4		5
9:15				
9:30				
9:45				
10:00	1	9		9
10:15				
10:30				
10:45				
11:00	2	5		4
11:15				
11:30				
11:45				
12:00		1		
12:15		2		4
12:30		2	1	1
12:45				1
13:00		2		1
13:15		5		1
13:30		1		2
13:45	1	2		
14:00				2
14:15			1	11
14:30		1		4
14:45		1		4
15:00				1
15:15		3	1	3
15:30				
15:45				2
16:00		1		
16:15				2
16:30		2		
16:45		1		5
17:00				2
17:15	2	1	2	3
17:30		3		1
17:45		3		
18:00		3		2
18:15				
18:30				
18:45				
19:00		4		5
19:15				
19:30				
19:45				
20:00	2	2		3
20:15				
20:30				
20:45				
21:00		1		5
21:15				
21:30				
21:45				
Total	8	62	5	89

Summary of Traffic Count
Transportation Development Division

Site: 38497
County: Curry
City: Brookings
Milepoint: 0.17
Count Number: 1.00

Date: 4/30/2013
Hours: 12:00 PM-6:00 PM
Highway #: 2522
Location: Lower Harbor Rd at Shopping Center Ave and boat launch ramp
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
12:00	7	42	0	3	17	1	47	6	0	0	2	0		125	49	21	53	2
12:15	9	35	0	7	10	2	34	13	3	1	0	0		114	44	19	50	1
12:30	15	44	7	12	11	2	28	12	2	5	0	0		138	66	25	42	5
12:45	15	39	6	7	16	0	51	12	0	5	3	1		155	60	23	63	9
13:00	15	47	1	8	10	1	31	13	1	2	2	0		131	63	19	45	4
13:15	5	36	3	6	18	2	40	15	0	3	1	3		132	44	26	55	7
13:30	11	50	4	6	13	1	37	16	1	2	1	0		142	65	20	54	3
13:45	12	38	0	8	12	0	41	16	0	3	2	0		132	50	20	57	5
14:00	6	45	3	6	14	0	34	17	0	2	1	1		129	54	20	51	4
14:15	11	39	1	9	9	0	38	16	0	2	0	0		125	51	18	54	2
14:30	10	43	2	9	7	0	35	7	0	6	0	0		119	55	16	42	6
14:45	10	29	5	10	18	1	28	9	1	0	2	2		115	44	29	38	4
15:00	13	40	2	7	11	0	36	9	1	3	2	0		124	55	18	46	5
15:15	6	35	6	4	10	3	34	8	2	1	2	0		111	47	17	44	3
15:30	9	37	1	9	13	1	34	14	1	2	3	1		125	47	23	49	6
15:45	12	28	2	5	7	2	27	7	0	2	1	0		93	42	14	34	3
16:00	7	32	2	5	13	2	23	13	0	2	1	0		100	41	20	36	3
16:15	9	28	0	6	4	1	32	17	0	2	1	0		100	37	11	49	3
16:30	11	25	3	7	9	1	29	10	1	0	2	0		98	39	17	40	2
16:45	6	31	2	11	6	2	44	6	0	1	0	2		111	39	19	50	3
17:00	8	35	1	3	10	0	34	17	0	2	4	0		114	44	13	51	6
17:15	7	36	2	5	8	1	28	10	1	0	1	0		99	45	14	39	1
17:30	8	29	0	3	4	0	27	5	1	2	0	0		79	37	7	33	2
17:45	6	18	1	7	5	0	30	5	0	1	0	1		74	25	12	35	2
Total Count	228	861	54	163	255	23	822	273	15	49	31	11		2785	1143	441	1110	91
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	228	861	54	163	255	23	822	273	15	49	31	11		2785	1143	441	1110	91

Summary Of Bicycle Count
Transportation Development Division

Site: 38497
County: Curry
City: Brookings
Milepoint: 0.17
Count Number: 1.00

Date: 4/30/2013
Hours: 12:00 PM-6:00 PM
Highway #: 2522
Location: Lower Harbor Rd at Shopping Center Ave and boat launch ramp
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
12:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00	0	0	0	0	0	0	1	0	0	0	0	0		1	0	0	1	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:45	0	0	0	0	0	0	0	1	0	0	0	0		1	0	0	1	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:45	0	2	0	0	0	0	0	0	0	0	0	0		2	2	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:15	0	2	0	0	0	0	0	0	0	0	0	0		2	2	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:00	0	0	0	0	2	0	0	1	0	0	0	0		3	0	2	1	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Total Count	0	5	0	0	2	0	1	2	0	0	0	0		10	5	2	3	0
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	0	5	0	0	2	0	1	2	0	0	0	0		10	5	2	3	0

Summary Of Pedestrian Count
Transportation Development Division

Site:	38497	Date:	4/30/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	2522
Milepoint:	0.17	Location:	Lower Harbor Rd at Shopping Center Ave and boat launch
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian			
	North	East	South	West
12:00				
12:15				
12:30				
12:45	1		1	
13:00				
13:15				
13:30				
13:45				
14:00				
14:15	1			
14:30		1	1	
14:45			1	
15:00			1	
15:15				
15:30				
15:45		1		
16:00		1		
16:15				
16:30				
16:45				
17:00				
17:15				
17:30				
17:45				
Total	2	3	4	0

Summary of Traffic Count
Transportation Development Division

Site:	38496	Date:	4/30/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	2514
		Location:	Shopping Center Ave at W Hoffeldt Ln and driveway
Milepoint:	0.05		
Count Number:	1.00	Weather:	Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
12:00	15	1	4	11	0	17	0	0	0	5	6	0		59	20	28	0	11
12:15	17	1	4	11	0	7	0	0	0	2	15	0		57	22	18	0	17
12:30	9	2	11	4	0	6	2	0	0	2	13	0		49	22	10	2	15
12:45	19	2	4	7	0	12	1	0	1	9	14	0		69	25	19	2	23
13:00	10	2	3	18	1	8	0	0	0	2	9	0		53	15	27	0	11
13:15	11	0	6	14	0	12	0	0	0	3	8	0		54	17	26	0	11
13:30	11	1	4	11	2	13	1	0	0	4	8	0		55	16	26	1	12
13:45	30	2	10	22	2	22	0	0	0	14	13	0		115	42	46	0	27
14:00	16	1	2	15	0	11	0	0	0	5	10	0		60	19	26	0	15
14:15	15	1	3	11	2	10	0	2	0	10	11	0		65	19	23	2	21
14:30	13	0	5	11	1	9	0	1	0	4	10	0		54	18	21	1	14
14:45	7	0	5	7	0	10	0	0	0	5	12	0		46	12	17	0	17
15:00	15	0	7	9	0	17	0	0	0	7	16	0		71	22	26	0	23
15:15	10	0	5	11	0	13	1	0	0	2	13	0		55	15	24	1	15
15:30	19	0	4	8	0	10	0	0	0	5	9	0		55	23	18	0	14
15:45	13	0	6	7	0	9	0	0	0	9	6	0		50	19	16	0	15
16:00	21	0	6	9	0	11	0	0	0	6	11	0		64	27	20	0	17
16:15	11	0	5	10	1	24	0	2	0	3	16	0		72	16	35	2	19
16:30	11	0	6	5	0	9	0	0	0	1	9	0		41	17	14	0	10
16:45	15	0	0	9	2	10	0	0	0	7	11	0		54	15	21	0	18
17:00	9	0	8	6	0	10	1	2	0	4	3	0		43	17	16	3	7
17:15	13	0	3	6	0	11	0	1	0	4	5	0		43	16	17	1	9
17:30	6	0	2	4	0	7	0	0	0	0	4	0		23	8	11	0	4
17:45	12	0	10	6	0	6	0	0	0	2	4	0		40	22	12	0	6
Total Count	328	13	123	232	11	274	6	8	1	115	236	0		1347	464	517	15	351
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	328	13	123	232	11	274	6	8	1	115	236	0		1347	464	517	15	351

Summary Of Bicycle Count
Transportation Development Division

Site: 38496
County: Curry
City: Brookings
Milepoint: 0.05
Count Number: 1.00

Date: 4/30/2013
Hours: 12:00 PM-6:00 PM
Highway #: 2514
Location: Shopping Center Ave at W Hoffeldt Ln and driveway
Weather: Clear

	Summary By Movements														Entering Volumes			
Time of Day	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		TOTAL	North	East	South	West
12:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
13:30	0	0	0	0	0	1	0	0	0	0	0	0		1	0	1	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
16:45	1	0	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
17:00	1	0	0	0	0	0	0	0	0	0	0	0		1	1	0	0	0
17:15	0	0	0	1	0	0	0	0	0	0	0	0		1	0	1	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Total Count	3	0	0	1	0	1	0	0	0	0	0	0		5	3	2	0	0
24hr Factor	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1
24hr Volume	3	0	0	1	0	1	0	0	0	0	0	0		5	3	2	0	0

Summary Of Pedestrian Count
Transportation Development Division

Site:	38496	Date:	4/30/2013
County:	Curry	Hours:	12:00 PM-6:00 PM
City:	Brookings	Highway #:	2514
Milepoint:	0.05	Location:	Shopping Center Ave at W Hoffeldt Ln and driveway
Count Number:	1.00	Weather:	Clear

Time of Day	Pedestrian			
	North	East	South	West
12:00				
12:15				
12:30				
12:45				1
13:00				
13:15	1			
13:30				
13:45			1	
14:00				
14:15	1			
14:30				
14:45	1		1	
15:00	1		1	
15:15				1
15:30			2	
15:45				
16:00	1			
16:15		2		
16:30				
16:45	2		1	2
17:00			1	
17:15	1			4
17:30				
17:45		4		
Total	8	6	7	8

APPENDIX B

Synchro Worksheets

Synchro Worksheets

2012 Existing Condition – Signalized Intersections

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	855	5	5	760	110	5	5	5	125	5	65
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Grade (%)		-3%			2%			9%			-5%	
Total Lost time (s)	4.0	4.0		4.0	4.0	3.5	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1638	3210		1567	3165	1444	1443	1475		1572	1581	1443
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	1638	3210		1567	3165	1444	1443	1475		1572	1581	1443
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	68	891	5	5	792	115	5	5	5	130	5	68
RTOR Reduction (vph)	0	0	0	0	0	0	0	5	0	0	0	59
Lane Group Flow (vph)	68	896	0	5	792	115	5	5	0	68	67	9
Confl. Peds. (#/hr)			1	1			6		5	5		6
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	3%	5%	11%	5%	4%	2%	10%	3%	5%	3%	3%	4%
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases						Free						4
Actuated Green, G (s)	6.6	37.4		0.7	31.5	67.4	4.0	4.0		8.8	8.8	8.8
Effective Green, g (s)	6.6	37.9		0.7	32.0	67.4	4.0	4.0		8.8	8.8	8.8
Actuated g/C Ratio	0.10	0.56		0.01	0.47	1.00	0.06	0.06		0.13	0.13	0.13
Clearance Time (s)	4.0	4.5		4.0	4.5		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	4.0		2.5	4.0		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	160	1805		16	1502	1444	85	87		205	206	188
v/s Ratio Prot	c0.04	c0.28		0.00	0.25		0.00	0.00		c0.04	0.04	
v/s Ratio Perm						c0.08						0.01
v/c Ratio	0.42	0.50		0.31	0.53	0.08	0.06	0.06		0.33	0.33	0.05
Uniform Delay, d1	28.6	9.0		33.1	12.4	0.0	29.9	29.9		26.6	26.6	25.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.3	0.3		8.0	0.4	0.1	0.2	0.2		0.7	0.7	0.1
Delay (s)	29.9	9.3		41.1	12.8	0.1	30.1	30.1		27.3	27.3	25.7
Level of Service	C	A		D	B	A	C	C		C	C	C
Approach Delay (s)		10.7			11.4			30.1			26.8	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	67.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	640	30	10	625	45	25	50	85	95	75	65
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Grade (%)		-1%			2%			5%			-4%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.93			0.96	
Flt Protected		1.00			1.00			0.99			0.98	
Satd. Flow (prot)		2998			3100			1355			1477	
Flt Permitted		0.91			0.94			0.93			0.81	
Satd. Flow (perm)		2742			2928			1271			1227	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	31	660	31	10	644	46	26	52	88	98	77	67
RTOR Reduction (vph)	0	6	0	0	9	0	0	58	0	0	30	0
Lane Group Flow (vph)	0	716	0	0	691	0	0	108	0	0	212	0
Confl. Peds. (#/hr)	7		18	18		7	8		8	8		8
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	2%	5%	3%	4%	5%	3%	3%	3%	4%	2%	3%	1%
Parking (#/hr)		0						0			0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		14.8			14.8			11.7			11.7	
Effective Green, g (s)		14.8			14.8			11.7			11.7	
Actuated g/C Ratio		0.43			0.43			0.34			0.34	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		4.0			4.0			2.5			2.5	
Lane Grp Cap (vph)		1176			1256			431			416	
v/s Ratio Prot												
v/s Ratio Perm		c0.26			0.24			0.08			c0.17	
v/c Ratio		0.61			0.55			0.25			0.51	
Uniform Delay, d1		7.6			7.4			8.2			9.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		1.0			0.6			0.2			0.7	
Delay (s)		8.7			8.0			8.5			9.8	
Level of Service		A			A			A			A	
Approach Delay (s)		8.7			8.0			8.5			9.8	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	34.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	690	80	40	675	5	85	5	50	5	5	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Grade (%)		1%			-1%			3%			0%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			1.00			0.95			0.95	
Flt Protected		1.00			1.00			0.97			0.98	
Satd. Flow (prot)		3129			3202			1518			1629	
Flt Permitted		0.95			0.89			0.81			0.90	
Satd. Flow (perm)		2977			2857			1259			1483	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	5	734	85	43	718	5	90	5	53	5	5	5
RTOR Reduction (vph)	0	13	0	0	1	0	0	41	0	0	4	0
Lane Group Flow (vph)	0	811	0	0	765	0	0	107	0	0	11	0
Confl. Peds. (#/hr)	10		9	9		10	16		19	19		16
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	4%	2%	3%	4%	0%	3%	0%	5%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		18.4			18.4			8.0			8.0	
Effective Green, g (s)		18.4			18.4			8.0			8.0	
Actuated g/C Ratio		0.53			0.53			0.23			0.23	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		4.0			4.0			2.5			2.5	
Lane Grp Cap (vph)		1592			1528			292			344	
v/s Ratio Prot												
v/s Ratio Perm		c0.27			0.27			c0.09			0.01	
v/c Ratio		0.51			0.50			0.37			0.03	
Uniform Delay, d1		5.1			5.1			11.1			10.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.4			0.4			0.6			0.0	
Delay (s)		5.5			5.4			11.6			10.2	
Level of Service		A			A			B			B	
Approach Delay (s)		5.5			5.4			11.6			10.2	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	34.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	475	100	160	525	120	135	90	155	170	110	55
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Grade (%)		-1%			0%			3%			-4%	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.91		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1638	3182	1388	1630	3061		1575	1536		1679	1661	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1638	3182	1388	1630	3061		1575	1536		1679	1661	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	55	522	110	176	577	132	148	99	170	187	121	60
RTOR Reduction (vph)	0	0	81	0	18	0	0	63	0	0	18	0
Lane Group Flow (vph)	55	522	29	176	691	0	148	206	0	187	163	0
Confl. Peds. (#/hr)	5		3	3		5	2		3	3		2
Heavy Vehicles (%)	2%	5%	5%	2%	6%	1%	4%	0%	1%	1%	1%	3%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									
Actuated Green, G (s)	4.4	20.9	20.9	13.4	29.9		12.3	15.7		13.6	17.0	
Effective Green, g (s)	4.4	21.4	21.4	13.4	30.4		12.3	15.7		13.6	17.0	
Actuated g/C Ratio	0.05	0.27	0.27	0.17	0.38		0.15	0.20		0.17	0.21	
Clearance Time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	89	850	370	272	1161		241	301		285	352	
v/s Ratio Prot	0.03	0.16		c0.11	c0.23		0.09	c0.13		c0.11	0.10	
v/s Ratio Perm			0.02									
v/c Ratio	0.62	0.61	0.08	0.65	0.60		0.61	0.69		0.66	0.46	
Uniform Delay, d1	37.0	25.7	22.0	31.1	19.9		31.7	29.9		31.1	27.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.4	1.5	0.1	4.6	1.0		3.9	5.8		4.8	0.7	
Delay (s)	47.5	27.2	22.1	35.8	20.9		35.6	35.7		35.9	28.3	
Level of Service	D	C	C	D	C		D	D		D	C	
Approach Delay (s)		28.0			23.8			35.7			32.1	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	28.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	80.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Synchro Worksheets

2012 Existing Condition –Unsignalized Intersections

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	30	90	5	5	75	75	5	5	10	125	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-4	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	4	0	0	3	5	0	0	0	8	0	3
Mvmt Flow	35	106	6	6	88	88	6	6	12	147	6	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	113	0	0	346	369	110	334	328	133
Stage 1	-	-	-	-	-	-	180	180	-	145	145	-
Stage 2	-	-	-	-	-	-	166	189	-	189	183	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.18	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.572	4	3.327
Pot Cap-1 Maneuver	1393	-	-	1489	-	-	612	563	949	608	594	913
Stage 1	-	-	-	-	-	-	826	754	-	844	781	-
Stage 2	-	-	-	-	-	-	841	748	-	799	752	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1393	-	-	1489	-	-	569	544	948	581	574	912
Mov Cap-2 Maneuver	-	-	-	-	-	-	569	544	-	581	574	-
Stage 1	-	-	-	-	-	-	803	733	-	821	776	-
Stage 2	-	-	-	-	-	-	798	744	-	762	731	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.2	10.3	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	701	1393	-	-	1489	-	-	581	841
HCM Lane V/C Ratio	0.034	0.025	-	-	0.004	-	-	0.253	0.049
HCM Control Delay (s)	10.3	7.7	0	-	7.4	0	-	13.3	9.5
HCM Lane LOS	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1	0.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	5	5	70	5	35	5	190	75	80	190	15
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-6	-	-	0	-	-	-7	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	8	2	1	9	2	2	2	2	7	2	3
Mvmt Flow	17	6	6	81	6	41	6	221	87	93	221	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	697	738	231	700	702	266	239	0	0	309	0	0
Stage 1	417	417	-	277	277	-	-	-	-	-	-	-
Stage 2	280	321	-	423	425	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.58	6.22	5.91	5.39	5.62	4.12	-	-	4.17	-	-
Critical Hdwy Stg 1	6.13	5.58	-	4.91	4.39	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.58	-	4.91	4.39	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.072	3.318	3.509	4.081	3.318	2.218	-	-	2.263	-	-
Pot Cap-1 Maneuver	354	338	808	449	447	808	1328	-	-	1224	-	-
Stage 1	611	581	-	802	733	-	-	-	-	-	-	-
Stage 2	725	641	-	703	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	312	310	807	412	410	807	1328	-	-	1224	-	-
Mov Cap-2 Maneuver	312	310	-	412	410	-	-	-	-	-	-	-
Stage 1	607	536	-	797	728	-	-	-	-	-	-	-
Stage 2	679	637	-	638	611	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	14.1	0.1	2.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1328	-	-	355	412	807	1224	-	-
HCM Lane V/C Ratio	0.004	-	-	0.082	0.212	0.05	0.076	-	-
HCM Control Delay (s)	7.7	0	-	16	16.1	9.7	8.2	-	-
HCM Lane LOS	A	A	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.8	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	780	40	155	675	5	140
Conflicting Peds, #/hr	0	0	0	0	5	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	3	2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	3	1	5	3	2
Mvmt Flow	857	44	170	742	5	154

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	926	0	1616	476
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	712	-
Critical Hdwy	-	-	4.12	-	7.26	7.14
Critical Hdwy Stg 1	-	-	-	-	6.26	-
Critical Hdwy Stg 2	-	-	-	-	6.26	-
Follow-up Hdwy	-	-	2.21	-	3.53	3.32
Pot Cap-1 Maneuver	-	-	740	-	78	521
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	411	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	740	-	59	510
Mov Cap-2 Maneuver	-	-	-	-	59	-
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	317	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	59	510	-	-	740	-
HCM Lane V/C Ratio	0.093	0.302	-	-	0.23	-
HCM Control Delay (s)	72.2	15.1	-	-	11.3	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	1.3	-	-	0.9	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	30	690	25	15	685	15	0	0	0	10	5	35
Conflicting Peds, #/hr	6	0	3	3	0	6	17	0	7	7	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	4	-	-	-6	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	3	0	0	0	1	1	1
Mvmt Flow	31	704	26	15	699	15	0	0	0	10	5	36

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	731	0	0	730	0	0	1167	1545	380
Stage 1	-	-	-	-	-	-	754	754	-
Stage 2	-	-	-	-	-	-	413	791	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.62	5.32	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	4.62	4.32	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.62	4.32	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.51	4.01	3.31
Pot Cap-1 Maneuver	869	-	-	870	-	-	278	192	661
Stage 1	-	-	-	-	-	-	550	537	-
Stage 2	-	-	-	-	-	-	733	523	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	865	-	-	866	-	-	246	0	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	246	0	-
Stage 1	-	-	-	-	-	-	526	0	-
Stage 2	-	-	-	-	-	-	679	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0.3	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	865	-	-	866	-	-	475
HCM Lane V/C Ratio	0.035	-	-	0.018	-	-	0.107
HCM Control Delay (s)	9.3	0.3	-	9.2	0.1	-	13.5
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	25	755	20	10	750	5	15	5	10	5	5	40
Conflicting Peds, #/hr	11	0	3	3	0	11	12	0	25	25	0	12
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	-10	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	4	3	3	4	0	2	0	2	3	4	4
Mvmt Flow	27	830	22	11	824	5	16	5	11	5	5	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	855	0	0	877	0	0	1383	1798	462	1372	1806	451
Stage 1	-	-	-	-	-	-	921	921	-	874	874	-
Stage 2	-	-	-	-	-	-	462	877	-	498	932	-
Critical Hdwy	4.1	-	-	4.16	-	-	7.94	6.9	7.14	5.56	4.58	5.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.94	5.9	-	4.56	3.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.94	5.9	-	4.56	3.58	-
Follow-up Hdwy	2.2	-	-	2.23	-	-	3.52	4	3.32	3.53	4.04	3.34
Pot Cap-1 Maneuver	793	-	-	759	-	-	88	66	533	223	209	624
Stage 1	-	-	-	-	-	-	263	318	-	502	586	-
Stage 2	-	-	-	-	-	-	522	335	-	686	569	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	786	-	-	752	-	-	74	59	517	188	188	605
Mov Cap-2 Maneuver	-	-	-	-	-	-	74	59	-	188	188	-
Stage 1	-	-	-	-	-	-	249	301	-	475	558	-
Stage 2	-	-	-	-	-	-	462	319	-	631	538	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	0.2	59.3	14.9
HCM LOS			F	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	98	752	-	-	786	-	-	419
HCM Lane V/C Ratio	0.336	0.015	-	-	0.035	-	-	0.131
HCM Control Delay (s)	59.3	9.9	0.1	-	9.7	-	-	14.9
HCM Lane LOS	F	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	85	40	195	65	30	250
Conflicting Peds, #/hr	24	2	0	12	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	-4
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	91	43	210	70	32	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	602	269	0	0	304	0
Stage 1	269	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227	-
Pot Cap-1 Maneuver	463	770	-	-	1251	-
Stage 1	776	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	436	755	-	-	1251	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	504	1251	-
HCM Lane V/C Ratio	-	-	0.267	0.026	-
HCM Control Delay (s)	-	-	14.7	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	5	10	705	620	10
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	-2	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	10	6	8	10
Mvmt Flow	11	5	11	750	660	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1063	337	672	0	-	0
Stage 1	667	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	7.6	7.3	4.3	-	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.3	-	-	-
Pot Cap-1 Maneuver	175	640	863	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	171	639	863	-	-	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	863	-	226	-	-
HCM Lane V/C Ratio	0.012	-	0.071	-	-
HCM Control Delay (s)	9.2	0.1	22.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	25	20	665	50	35	605
Conflicting Peds, #/hr	0	2	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	-2	-	-	1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	2	6	2	5	8
Mvmt Flow	27	21	707	53	37	644

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1132	382	0	0	763	0
Stage 1	736	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	5.22	6.14	-	-	4.2	-
Critical Hdwy Stg 1	4.22	-	-	-	-	-
Critical Hdwy Stg 2	4.22	-	-	-	-	-
Follow-up Hdwy	3.51	3.32	-	-	2.25	-
Pot Cap-1 Maneuver	328	671	-	-	826	-
Stage 1	607	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	304	670	-	-	826	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	826	-
HCM Lane V/C Ratio	-	-	0.119	0.045	-
HCM Control Delay (s)	-	-	15.2	9.6	0.3
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	615	65	10	575	60	5
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-3	-7	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	8	3	8	8	2	7
Mvmt Flow	759	80	12	710	74	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	842	0	1536	801
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	735	-
Critical Hdwy	-	-	4.18	-	5.02	5.57
Critical Hdwy Stg 1	-	-	-	-	4.02	-
Critical Hdwy Stg 2	-	-	-	-	4.02	-
Follow-up Hdwy	-	-	2.272	-	3.518	3.363
Pot Cap-1 Maneuver	-	-	768	-	232	440
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	768	-	226	439
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	615	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.2	28.1
HCM LOS			D

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	768	-	235
HCM Lane V/C Ratio	-	-	0.016	-	0.341
HCM Control Delay (s)	-	-	9.8	0	28.1
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0	-	1.4

Intersection	
Int Delay, s/veh	7.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	30	405	5	90	355	175	5	5	50	125	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	150	250	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	-3	-	-	-3	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	11	7	9	2	10	18	8	14	1	6	8	9
Mvmt Flow	32	426	5	95	374	184	5	5	53	132	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	426	0	0	1057	1052	426	1081	1052	374
Stage 1	-	-	-	-	-	-	489	489	-	563	563	-
Stage 2	-	-	-	-	-	-	568	563	-	518	489	-
Critical Hdwy	4.21	-	-	4.12	-	-	6.58	6.04	5.91	6.56	5.98	5.99
Critical Hdwy Stg 1	-	-	-	-	-	-	5.58	5.04	-	5.56	4.98	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.58	5.04	-	5.56	4.98	-
Follow-up Hdwy	2.299	-	-	2.218	-	-	3.572	4.126	3.309	3.554	4.072	3.381
Pot Cap-1 Maneuver	1137	-	-	1133	-	-	236	257	653	230	263	678
Stage 1	-	-	-	-	-	-	596	575	-	553	549	-
Stage 2	-	-	-	-	-	-	547	538	-	581	585	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1137	-	-	1133	-	-	211	229	653	190	234	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	229	-	190	234	-
Stage 1	-	-	-	-	-	-	579	559	-	537	503	-
Stage 2	-	-	-	-	-	-	492	493	-	514	569	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.6	1.2	13.4	59.9
HCM LOS			B	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	491	1133	-	-	1137	-	-	197
HCM Lane V/C Ratio	0.129	0.084	-	-	0.028	-	-	0.721
HCM Control Delay (s)	13.4	8.5	-	-	8.3	-	-	59.9
HCM Lane LOS	B	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.1	-	-	4.6

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	5	360	5	5	435
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	3	-	-	-3
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	8	0	0	10
Mvmt Flow	5	5	387	5	5	468

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	868	390	0	0	392	0
Stage 1	390	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	395	692	-	-	1178	-
Stage 1	751	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	393	692	-	-	1178	-
Mov Cap-2 Maneuver	393	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	393	692	1178	-
HCM Lane V/C Ratio	-	-	0.014	0.008	0.005	-
HCM Control Delay (s)	-	-	14.3	10.2	8.1	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Synchro Worksheets

2012 Existing Condition – Queuing Report

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	68	896	5	792	115	5	10	68	67	68
v/c Ratio	0.30	0.43	0.03	0.50	0.08	0.02	0.05	0.25	0.24	0.21
Control Delay	38.0	14.8	40.8	20.3	0.1	30.4	24.0	29.3	29.2	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	14.8	40.8	20.3	0.1	30.4	24.0	29.3	29.2	6.9
Queue Length 50th (ft)	16	43	1	81	0	1	1	16	16	0
Queue Length 95th (ft)	#107	#453	17	382	0	14	18	85	85	25
Internal Link Dist (ft)		913		493			218		281	
Turn Bay Length (ft)	250		200		250	100		100		150
Base Capacity (vph)	292	2289	279	2220	1444	828	848	971	977	921
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.39	0.02	0.36	0.08	0.01	0.01	0.07	0.07	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	722	700	166	242
v/c Ratio	0.62	0.56	0.35	0.55
Control Delay	11.9	10.8	6.7	12.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.9	10.8	6.7	12.4
Queue Length 50th (ft)	42	39	8	22
Queue Length 95th (ft)	147	135	43	86
Internal Link Dist (ft)	744	355	139	213
Turn Bay Length (ft)				
Base Capacity (vph)	1848	1974	990	948
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.35	0.17	0.26

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	824	766	148	15
v/c Ratio	0.48	0.47	0.38	0.04
Control Delay	8.2	8.4	9.3	6.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.2	8.4	9.3	6.9
Queue Length 50th (ft)	35	34	10	1
Queue Length 95th (ft)	148	142	44	9
Internal Link Dist (ft)	636	571	186	58
Turn Bay Length (ft)				
Base Capacity (vph)	2047	1958	873	1012
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.39	0.17	0.01

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	522	110	176	709	148	269	187	181
v/c Ratio	0.35	0.68	0.25	0.64	0.59	0.61	0.73	0.65	0.48
Control Delay	47.0	34.0	5.0	46.0	24.2	46.8	35.2	45.9	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	34.0	5.0	46.0	24.2	46.8	35.2	45.9	30.5
Queue Length 50th (ft)	26	122	0	81	153	69	88	86	68
Queue Length 95th (ft)	76	222	29	185	269	160	203	195	154
Internal Link Dist (ft)		1976			711		332		151
Turn Bay Length (ft)	200		200	250		200		100	
Base Capacity (vph)	200	1170	595	399	1515	364	593	411	624
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.45	0.18	0.44	0.47	0.41	0.45	0.45	0.29

Intersection Summary